

(iv) **REPORTED CONTAMINATION OF DRINKING WATER SUPPLY IN DELHI DUE TO HEAVY RAINS.**

श्री श्री राम बागड़ी (हिसार) : उपाध्यक्ष महोदय, दिल्ली में भारी वर्षा के कारण सीवर टूट-फूट गये, गन्दी नालियां और पीने के पानी की नालियां आपस में मिल गई, जिससे पीने के पानी में बदबू और सड़ांध आने लगी। साठ लाख से ऊपर की आबादी की दिल्ली के जीवन और स्वास्थ्य को बहुत खतरा हो गया है। इस काम को फौजी तौर-तरीके से बहुत जल्दी समाप्त कर तुरन्त किया जाय। अगर लोगों के लिये पीने के साफ पानी का प्रबंध न हुआ, तो बीमारी फैलेगी और कितनी जानें चली जायेंगी। गन्दी बस्तियों और झोपड़ियों में बरसात के पानी द्वारा गन्दगी मकानों में दाखिल हो गई है। इसकी तुरन्त सफाई की जाय। इसके लिये चाहे कार्यकर्ताओं की तादाद बढ़ाई जाय, ताकि सफाई को कायम रखा जाय। इसके लिये पी० डब्ल्यू०, डी० और स्वास्थ्य विभाग को मिल कर एक ज्वायंट कमेटी बना कर कार्य करना चाहिये।

(v) **REPORTED DISRUPTION OF TELEPHONE SYSTEM, TRANSPORTS SYSTEM, ETC. IN DELHI DUE TO HEAVY RAINS.**

(SHRI NARAYAN CHOUBEY (Midnapore): Sir, even only with the onset of monsoon in Delhi, our capital, everything connected with public service has begun to fail. Transport system has come to a halt; drains fail to carry water and are overflowed. 20,000 telephones went dead in the first heavy rain. All these go to prove the bankruptcy of the claim by the Government that all were moving on correct rails. One day's heavy shower proved government claim to be wrong and incorrect. Since it is just the beginning of monsoon, all mea-

asures by respective departments be immediately taken so that public life does not come to a standstill in future due to heavy showers. No wrong claim of half-hearted measures without any seriousness can be guaranteed against expected attack from natural climate.

12.58 hrs.

DEMANDS FOR GRANTS (RAILWAYS), 1980-81*

MR. DEPUTY-SPEAKER: The House will now take up discussion and voting on the Demands for Grants in respect of the Budget (Railways) for 1980-81 for which 5 hours have been allotted.

Hon. Members whose cut motions to the Demands for Grants in respect of the Budget (Railways) for 1980-81 have been circulated, may, if they desire to move their cut motions, send slips to the Table within 15 minutes indicating the serial numbers of the cut motions they would like to move.

Motion moved:

"That the respective sums not exceeding the amounts shown in the fourth column of the Order Paper be granted to the President out of the Consolidated Fund of India to complete the sums necessary to defray the charges that will come in the course of payment during the year ending the 31st day of March, 1981, in respect of the heads of demands entered in the second column thereof against Demands Nos. 1 to 16."

*Moved with the recommendation of the President.

Demands for Grants (Railways) for 1980-81 to be submitted to the Vote of Lok Sabha

No. of Demand	Name of Demand	Amount of Demand for Grant on Account voted by the House on 12-3-1980	Amount of Demand submitted to the Vote of the House.
1	2	3	4
		Rs.	Rs.
1	Railway Board	96,22,000	2,09,44,0
2	Miscellaneous Expenditure (General)	5,61,27,000	11,59,20,000
3	General Superintendence and Services	43,82,97,000	91,97,20,000
4	Repairs and Maintenance of Permanent Way and Works	74,54,96,000	158,49,54,000
5	Repairs and Maintenance of Motive Power	66,41,74,000	142,24,23,000
6	Repairs and Maintenance of Carriages and Wagons	82,88,39,000	174,32,91,000
7	Repairs and Maintenance of Plant and Equipment	39,57,68,000	85,16,21,000
8	Operating Expenses—Rolling Stock and Equipment	82,68,24,000	183,25,33,000
9	Operating Expenses—Traffic	88,02,46,000	187,77,82,000
10	Operating Expenses—Fuel	140,11,15,000	324,76,06,000
11	Staff Welfare and Amenities	29,07,30,000	62,78,66,000
12	Miscellaneous Working Expenses	40,79,76,000	86,57,31,000
13	Provident Fund, Pension and other Retirement Benefits	35,06,92,000	70,13,84,000
14	Appropriation to Funds	105,18,15,000	246,40,18,000
15	Dividend to General Revenues, Repayment of loan taken from General Revenues and Amortization of Overcapitalization	5,89,45,000	334,38,48,000
16	Assets—Acquisition, Construction and Replacement		
	Revenue	3,99,90,000	7,99,80,000
	Other Expenditure	568,78,85,000	1246,93,69,000

MR. DEPUTY-SPEAKER: Shri Chandra Deo Prasad Verma.

Your party has been allotted twenty minutes and there are two Speakers. This is for your information.

श्री चन्द्रदेव प्रसाद वर्मा (आरा) : उपाध्यक्ष महोदय, इन मांगों पर कटीती के प्रस्तावों पर चर्चा के समय नीतियों पर बातें तो मुख्यतः नहीं होती लेकिन मैं एक बात यहां रखना चाहता हूँ कि डी. ग. बजट की जो प्रधानता है वह है किराया बढ़ाना और भाड़ा बढ़ाना। इसके प्रतिरिक्त और कुछ नहीं। 204.24 करोड़ रुपया यात्री किराया और माल भाड़े से सरकार को अधिक मिलेगा। रेलवे मालों की चोरी और बेकार खर्चों को हटा देने से इसकी पूर्ति हो सकती थी, लेकिन मंत्री महोदय ने ऐसा न कर देश के सारे लोगों को परेशान किया है। मंत्री महोदय पिछली सरकार से विरासत में मिली अर्थ-व्यवस्था को गंभीर क्षति पहुंची है, ऐसा कहा है, यह हम को लगता है कि सरासर गलत है। ऐसा उन्हें नहीं कहना चाहिये था।

मैं अपने इलाके और कुछ आस पास के क्षेत्रों के संबंध में बातें रखना चाहता हूँ। पटना से बक्सर, पटना से जहानाबाद और पटना से मुकापा तक सर्वत्र एरिया, अर्द्ध-शहरी क्षेत्र घोषित करना आवश्यक है। वहां इतनी कठिनाई हो गई है कि हर जगह इस इलाके में गाड़ियां रोकी जाती हैं चाहे वह सुपर फास्ट गाड़ी ही क्यों न हो। ऐसा इसलिये हो रहा है कि लोगों के आने जाने की व्यवस्था ठीक नहीं है। बिहार की राजधानी पटना में काम करने वाले केन्द्रीय सरकार के या बिहार सरकार के जो सरकारी कर्मचारी हैं उनके रहने की व्यवस्था पटना शहर में नहीं है। इसलिये वे नित्य प्रति इन इलाकों से आते जाते हैं। तो उनके लिये भी अगर यह सर्वत्र एरिया घोषित कर दिया जाय और गाड़ियां अच्छी तरह से चलान का प्रबंध हो तो उनको सुविधा होगी और वे बड़ी आसानी से आ जा सकेंगे। इस इलाके के स्टेशनों पर जो भीड़भाड़ होती है वह भी इस से खत्म हो जायेगी और कर्मचारियों की भी सारी परेशानियां दूर हो जायेंगी। इसलिये मेरा आग्रह है कि पटना और उसके आस पास के इलाके को आप अर्द्धशहरी क्षेत्र घोषित कीजिये और इसमें आप को कोई कठिनाई नहीं है। संभवतः बिहार सरकार ने इसके संबंध में आपको लिखा भी है।

बिहार में दो लाइट रेलवे हैं और दोनों ही करीब करीब बन्द हैं। एक है आरा-सासाराम लाइट रेलवे और दूसरी है फतुआ-इस्लामपुर रेलवे। खूशी की बात है कि मंत्री महोदय ने आरा-सासाराम लाइट रेलवे को ब्राडगेज में परिणत करने के लिये सर्वेक्षण का प्रस्ताव किया है। हम लोग इस के लिये लगभग तीन वर्षों

से प्रयास कर रहे थे। मधु दंडवते जी से भी हम लोगों ने बहुत आग्रह किया था। इस रेलवे के लगभग 575 मजदूरों को भारतीय रेलों में समाहित कर लिया गया है लेकिन वह ब्राडगेज नहीं हो सकी है। हम आशा करते हैं कि शीघ्र ही उस पर कार्यवाही मंत्री महोदय करेंगे। ऐसा न हो कि वह सर्वेक्षण बटाई में ही रह जाय जैसा कि पहले से होता रहा है।

दूसरी लाइट रेलवे है फतुआ-इस्लामपुर लाइट रेलवे जिसे जनहित के ब्याल से चलाना बहुत ही आवश्यक है। भारतीय रेलवे बोर्ड इसे चलाने के लिये 20 लाख रुपया प्रति वर्ष दे रहा है। लेकिन यह रेलवे चलती नहीं है। तो फिर क्यों भारत सरकार यह 20 लाख रुपया प्रति वर्ष उन को दे रही है? क्यों नहीं वह इसे देना बन्द कर देती? वहां के जो कर्मचारी हैं उनको भारतीय रेलवे में समाहित कर लें जैसे आरा-सासाराम रेलवे के मजदूरों के साथ किया गया है। बाद में उसका सर्वेक्षण करके उसको ब्राडगेज लाइन में परिणत करें।

पटना-गया लाइन सिविल लाइन है। काफी भीड़ उस पर रहती है। आये दिन दुर्घटनायें होती रहती हैं। दोहरी लाइन बनाने के लिये कोई योजना भी सरकार के पास है। लेकिन पता नहीं इसमें कितना काम हुआ है और क्या हो रहा है। इसको प्रतिशीघ्र किया जाना चाहिए।

पटना में दीघाघाट के पाम गंगा पर रेल पुल बनाने की बात बहुत दिनों से लंबित है। इसे सेटल वाटर रिमर्च, पूना में दो वर्ष दिए हुए हो चुके हैं। शास्त्री जी के अनुसार पांच वर्ष से ज्यादा हो गए हैं लेकिन अभी तक रिपोर्ट नहीं आई है। मेरा आग्रह है कि वहां से रिपोर्ट मंगवाकर इसे कार्यान्वित कराना चाहिए।

आरा, बिहटा और पटना शहर स्थित राजेन्द्र-नगर और नीठापुर में यात्रियों को आने जाने की सुविधा के लिए ओवर-ब्रिज प्रति आवश्यक हो गया है। रेल क्रॉसिंग के पास यात्रियों को घंटों रुकना पड़ना है। मेरा आग्रह है कि शीघ्र प्रति-शीघ्र इसका प्रबन्ध किया जाए।

पटना से बक्सर और पटना से मोकामा तक गाड़ियों की अत्यन्त कमी है। मंत्री महोदय नजदीक के ही हैं इसलिए वे सारी बातें जानते हैं। जो भी गाड़ियां हैं वह भी समय पर नहीं चलती हैं जिसके कारण यात्री तंग आकर जो भी तेज गाड़ी अगर सुपर फास्ट भी मिलती है तो उस पर चढ़ जाते हैं और जहां चाहते हैं जजीर खींच देते हैं। ऐसी हालत में वहां पर जो लोकल गाड़ियां हैं उनको समय पर चलाने की आवश्यकता है। अगर गाड़ियां समय पर नहीं चलेंगी तो यही स्थिति बनी रहेगी।

रेलवे सर्विस कमीशन सेवा में भर्ती के लिए परीक्षाएँ लेता है और उत्तीर्ण छात्रों को साक्षात्कार देना होता है। साक्षात्कार में छात्रों से काफी पैसे लिए जाते हैं। इस बात की पूरी छान-बीन बड़ी मुस्तैबी से होनी चाहिए। जो अच्छे लड़के हैं, जिन्हें परीक्षा में अच्छे नम्बरों से पास किया गया, उनको भी पैसे देने पड़ते हैं तभी वह सर्विस कमीशन से न्यून जाते हैं। इसलिए इस संबंध में काफी ध्यान देने की आवश्यकता है।

जो कर्मचारी जीवन भर रेलवे की सेवा करते रहे उनके कम से कम एक लड़के की रेलवे में भर्ती होनी ही चाहिए। यह प्रस्ताव भी बहुत दिनों से लांबित है। जनता पार्टी की सरकार ने इस प्रश्न पर कुछ विचार किया था। हमने त्रिपाठी जी के पास कई पत्र लिखे लेकिन उन्होंने वैसे व्यक्तियों को नौकरी देने से इनकार कर दिया। ऐसे लोग जो वर्षों से रेलवे की सेवा कर रहे हैं या जिन्होंने सेवा की है और अभी सेवा से अलग हुए हूँ उनके लड़के को रेलवे में भर्ती कराने पर जरूर ध्यान दिया जाना चाहिए।

रेलवे क्रॉसिंग से आपने लगभग सभी गेटमेन हटा दिए हैं जिससे तीन प्रकार की क्षति हुई है। प्रथम तो जो गेटमेन हटाए गए वे नौकरी से वंचित हो गए। दूसरे, उनके हट जाने से दुर्घटनाएँ बढ़ रही हैं। तीसरे, अधिक देर तक गेट बन्द होने से यात्रियों को घंटों ठहरना पड़ता है क्योंकि जब खबर दी जायेगी और स्टेशन से कोई चाबी लेकर आयेगा तब गेट खोला जायेगा। इसकी वजह से जनता को काफी क्षति हो रही है।

मैं आपसे आग्रह करूंगा कि दानापुर मण्डल स्थित सदीसोपुर और नेऊरा स्टेशनों पर जनता एक्सप्रेस तथा कोइलवर, जहाँ टी० बी० सेनिटोरियम है, जहाँ पर सारे देश के लोग, यक्षमा रोगी स्वास्थ्य लाभ के लिए जाते हैं, वहाँ पर तुफान एक्सप्रेस को भी रोकना चाहिए।

उपाध्यक्ष महोदय, गाड़ियों में नित्यदिन कहीं-न-कहीं से लूट और हत्याओं की खबरें आती रहती हैं, लेकिन सरकार इस ओर सुरक्षा का कोई बहुत बढ़िया प्रबन्ध नहीं कर रही है। ये जो घटनाएँ होती हैं, वे सब अधिकांश रीगणों से मिलकर ही होती हैं। इस पर भी सरकार को काफी ध्यान देने की आवश्यकता है।

जहाँ पर आप रेलवे मार्केट खोल रहे हैं, वहाँ उस मार्केट में हरिजन लोगों को दुकान देने की कोई व्यवस्था आपके यहाँ नहीं है। इस सम्बन्ध में मैं आपको एक उदाहरण देना चाहता हूँ, गोमों में आपने 49 दुकानें खोली हैं। इस संदर्भ में एक हरिजन व्यक्ति, श्री साधू प्रसाद ने आवेदन पत्र दिया था, लेकिन उसको दुकान नहीं मिली, जब कि हिसाब से उन 49 दुकानों में से 6 दुकानें हरिजनों को मिलनी चाहिए थीं, जब किसी भी हरिजन का

आवेदन पत्र नहीं था तो कम से कम एक दुकान तो इन्हें दी जानी चाहिए थी। जैसी कि हमको खबर मिली है कि वहाँ के एसिस्टेंट इंजीनियर, ** ने उस हरिजन युवक को कहा कि तुम्हें इसके लिए रूपया देना पड़ेगा, तभी यह आपका काम हो सकेगा, अन्यथा नहीं।

उपाध्यक्ष महोदय, लगभग सभी राज्यों की राजधानियों से दिल्ली से सुपरफास्ट गाड़ीयाँ हैं, लेकिन पटना के लिए अभी तक कोई प्रबन्ध नहीं किया गया है। आप कहते हैं कि डिलक्स है, लेकिन डिलक्स में आरक्षण कम है और यहाँ के संसद सदस्यों और अन्य लोगों को बड़ी कठिनाई हो रही है, इसलिए मेरा मंत्री महोदय से आग्रह है कि एक पटना के लिए सुपर फास्ट गाड़ी की शीघ्र व्यवस्था करने का कष्ट करे।

रेल मंत्री (श्री कमलापति त्रिपाठी) : विचार हो रहा है।

MR. DEPUTY-SPEAKER: Mr. Chandra Dev Prasad Varma, you have mentioned about a name of a person who has received some money. I will go through the proceedings and if I find the name of that person, I will expunge it from the proceedings.

SHRI RAMAVATAR SASTRI: Can we not mention the name of a person here?

MR. DEPUTY-SPEAKER: No, because he is not here.

श्री कमलापति त्रिपाठी : मेरा यह कहना है कि आपने जो कुछ बताया है, वह मेरे पास लिखकर भेज दें, तो मैं उसकी जांच करा लंगा।

श्री जन्मदेव प्रसाद वर्मा : पूर्वी रेलवे में वालेन्टीयर एसिस्टेंट बुकिंग क्लर्क वर्षों से कार्य रत है, उन्हें एक रूपया प्रति घंटे के हिसाब से पैसा दिया जाता है। हम समझते हैं कि यह अच्छी व्यवस्था नहीं है, जब आपको बरोबर उनकी जरूरत है, तो क्यों नहीं आप उनको भरती कर लेते हैं। यह रेलवे में काम करने वाले कर्मचारियों के ही पुत्र हैं। इनको शीघ्र भरती करना चाहिए। हमारा अन्दाजा है, जैसा कि हमको खबर मिली है, उसके अनुसार इस प्रकार के 400 कर्मचारी हैं।

उपाध्यक्ष महोदय, पटना से सीधे हावड़ा के लिए कोई गाड़ी नहीं है। इस गाड़ी के न होने की वजह से यात्रियों को बहुत कठिनाई होती है। मेरा आपसे आग्रह है कि इस संबंध में शीघ्र व्यवस्था करनी चाहिए, जिससे यात्रियों को सुविधा

हो सके। लोकसभ ट्रेन्स में भी यात्रियों की कठिनाइयों का सामना करना पड़ता है, उन गाड़ियों में न पंखा रहता है, न लाइट रहती है और पखाने की हालत तो यह है कि पूरे डिब्बे में दुर्गन्ध होती रहती है।

उपाध्यक्ष महोदय, जैसा मैंने कहा था कि पूर्वी रेलवे के दानापुर डिब्बेज में कारीसाध, कुल्हारिया और न्यूरा स्टेशनों के प्लेटफार्मों को ऊंचा करने की आवश्यकता है, क्योंकि इन स्टेशनों पर बहुत से यात्री चढ़ते उतरते हैं और भाए दिन दुर्घटनाएँ होती रहती हैं। इन दुर्घटनाओं को रोकने के लिए आवश्यक है कि वहाँ प्लेटफार्मों को ऊंचा किया जाए। मेरा सरकार से यह भी आग्रह है कि जहाँ टिकट की बिक्री की जाती है और जहाँ यात्री ज्यादा उतरते चढ़ते हैं, उन सब स्टेशनों के प्लेटफार्मों को ऊंचे बनाने चाहिए, ताकि यात्रियों को कठिनाई न हो।

उपाध्यक्ष महोदय, कोइलवर स्टेशन के पास सोन नदी पर एक पुल है, उसकी हालत बहुत खराब है। वह अंग्रेजों के जमाने का बना हुआ बहुत पुराना पुल है और उसके कारण किसी समय भी कोई खतरा हो सकता है। मैं मंत्री महोदय से आग्रह करना चाहता हूँ कि कोइलवर स्टेशन के पास सोन नदी के पुल को फिर से नया बनाया जाये, ताकि आगे कोई खतरा न होने पाये।

पटना जिले में बिहटा स्टेशन से अनुग्रहनारायण रोड तक नई रेलवे लाइन की व्यवस्था होनी चाहिए। यह लगभग 100-150 किलोमीटर का रास्ता है, इस पर लाइन बन जाने से बीच वाले यात्रियों को सुविधा हो सकती है।

दानापुर मण्डल में आरा और बिहटा दो बड़े स्टेशन हैं। आरा की हालत बहुत खराब है, उन्को आधुनिक ढंग से बनाये जाने की जरूरत है। इसी तरह से बिहटा की हालत है। मेरा अनुरोध है कि दोनों स्टेशनों को नये ढंग से बनाया जाये।

यह प्रश्न अनेक बार उठा है कि बिहार की राजधानी पटना में बिहार की रेलवे का एक जोन बनाकर मुख्यालय खोला जाये। बिहार में इस समय काफ़ी रेलवेज है, यदि आप उन सबका एक जोन बना दें तो इससे आपको भी लाभ होगा और वहाँ की जनता को भी लाभ होगा। इस समय उम जोन का हैडक्वार्टर कनकता में है जिससे बिहार की जनता को बहुत कठिनाई होती है।

मैं चाहता हूँ कि आसनसोल, मुगलसराय बरास्ता पटना का विद्युत्करण शीघ्र किया जाये। मुझे विश्वास है कि आप स्वयं इस संबंध में जरूर कार्यवाही कर रहे होंगे, चुके नहीं होंगे।

मुजफ्फरपुर से नर कटियागंज तक बड़ी लाइन बनाने की आवश्यकता है। वह ऐसा इलाका है जो राज्य के बाईर पर है और इस समय जो लाइन वहाँ पर है उससे काम नहीं चल रहा है।

जिला मुख्यालय दुमका को मैदार हिल स्टेशन से तथा हजारीबाग को प्रस्तावित गिरीडीह-रांची रेलवे स्टेशन से रेल द्वारा जोड़ने की आवश्यकता है। अगर यह काम कर दिया जाये तो हमारे हजारीबाग के जो साथी हैं तथा वहाँ के लोगों को भाये-दिन जो कठिनाईयाँ हो रही हैं, वे दूर हो जायेंगी।

रेलवे में जो भ्रष्टाचार व्याप्त है, उस को आप अच्छी तरह से जानते हैं। वह कम हो सके, इस के लिये कोई ठोस व्यवस्था होनी चाहिये। इस समय जो खान-पान की व्यवस्था है, वह दिन प्रति दिन बहुत घटिया किस्म की होती जा रही है। यहाँ तक कि आप का जो रेलवे कैन्टीन यहाँ पर संसद भवन में है, उसकी हालत भी खराब है। दो-तीन दिन पहले मैं बैठा खाना खा रहा था, मैंने देखा कि मछिखियाँ भिनक रही थी। जब पालियामेंट के अन्दर रेलवे कैन्टीन की यह हालत है तब बाहर क्या हालत होगी उस का अंदाजा आप स्वयं लगा सकते हैं। मैं मंत्री महोदय से आग्रह करूँगा कि आप इन बातों की तरफ अच्छी तरह से ध्यान दें।

SHRI KAMALAPATI TRIPATHI:

Mr. Deputy Speaker, Sir, how many cut motions are there? Are there more than 1200?

MR. DEPUTY SPEAKER: I have already announced that. So far I have received some. Slips are being received. They will be announced within 15 minutes.

Now Mr. A. G. Mukhopadhyay.

SHRI ANANDA GOPAL MUKHOPADHYAY (Asansol): I rise to support the Budget proposals placed in the House by the hon. Minister, Shri Tripathi. A very large number of Members have participated in the debate. On a careful consideration of

all their points, it may be said that over and above the Demands placed by the hon. Minister, each Member of the House has placed his own Demands. The Demands of the Railways are so important, that Members from all over the country tried to highlight their points of view, and place their specific demands, and to request the Minister to fulfil them. If this Budget could be doubled, trebled or even multiplied 4 times, all their demands cannot be met.

In this Budget, there is an attempt to rectify the maladies of the past, to improve the efficiency of the Railways, to improve line capacity, to increase the quantity of the rolling stock, to connect areas where the country is supposed to have its industrial development, to improve the backward parts of the country and to look after the well-being of its own workers as well as that of the common people in the country.

In the eastern region, Railways connect the major industrial belts such as those of steel, coal and other raw materials. In the matter of development of the areas having raw materials in the country, transportation of coal poses a very great problem to-day. Railways have to supply coal to the power plants, steel plants and also to the other neighbouring industries.

If you look at the performance of the Railways in the course of the last 6 months, you will certainly find that the situation is improving. I am not going to quote figures, but it has appreciably improved. Efficiency has gone up. As a result, the supply of coal to the power plants has improved much to-day; power generation is picking up. If the Railways have to provide one of the most important infra-structural facilities, there should be complete coordination. There should be complete coordination between the railways and the steel plants; there should be complete coordination between the railways and the power plants and also other industries for

development purposes. In our planning; railway must have and must occupy the most important position. Today we are limited to the production of 7-8 million tonnes of steel. It can be measured whether the production can be achieved. It can be achieved provided the position of the rolling stock is improved, provided the raw-materials are brought in time, provided the coal is supplied to the steel plants in time according to the required quantity. So is the case with other types of developments. So, you can measure the development of the industrial production in our country and also the growth rate to be maintained, according to the availability of the railway stock.

Our Railway Minister has presented his Budget in a very efficient manner and has looked into all these aspects very well. The economic development of the country depends upon not mainly but entirely on the performance of the railways. While looking into that, projection is necessary for the next five years so that it will be able to cover the entire mineral belt area, so that it will be able to cover the distribution system, so that it will be able to cope up with the present development needs of the country. If, in any case, that is not maintained, it is impossible to maintain the development rate or rather the growth rate as envisaged in the Finance Minister's Budget.

While considering all these aspects, I would like to point out certain areas where improvement is necessary. Our railways maintain the main communication link of the travelling public throughout the country. The other day, I was looking at the old time table of the railway. I want to quote interesting figures for the information of the House. The Bombay Mail used to run from Howrah to Bombay in earlier days and the total time taken was less. Now with the increase in efficiency, with the increase in power and with the increase in other develop-

[Shri Ananda Gopal Mukhopadhyay]

ments which are necessary, today Bombay-Calcutta-Mail requires more time. Speedy trains have been introduced from Calcutta to Delhi. Of course, the running time has been limited, but there are constraints at many places. In the main line, the running time has been reduced, but that also is only for a few trains. But if you look at the running time of other important trains like Toofan Mail, Howrah-Delhi-Express, Howrah-Bombay-Mail via Nagpur and other timings you will find that efficiency is yet to be improved.

Now I would like to point out the needs of the industrial workers who have to move in thousands to reach their destination of work. From Howrah to Asansol, it has got suburban facilities. I have got the figures to quote between Burdwan and Asansol. There are daily passengers who have to move in thousands covering three shifts to their place of work. There are no suburban facilities, no local fast train is there to cater to that area. There is another line between Bandel and Katwa where the railways have made some improvement but you will see that the running time of the passengers starting from Howrah to Katwa has been increased upto 12 hours; one does not know how many hours it will take. But for the same distance, 150 km., from Howrah to Durgapur, it takes 2½ hours. As far as Lalgola is concerned, one does not know whether the train reaches there on the same day or not. My appeal to the Railway Minister, who is a pious man is as Katwa is a place of Lord Sreegoranga, Nabdwip is a place of Lord Sreegoranga, to these two places one has to travel from any part for pilgrimage. The total time taken from here to the longest distance is equal to the time taken either from Bandel to that area or from Howrah to that area. What is specifically necessary is, as this is a single line area it must be doubled. It is hauled by steam engine. It should be energis-

ed and electrified or it should be hauled by diesel engine to cover the distance.

On a point of working of the Howrah Amta line, which was taken up, which was accepted by the Planning Commission, I may submit that the work had started but the speed of the work is just like the speed of the snail. If you look at it, since the foundation has been laid, what is the progress made? We do not have any answer to the people. Its progress is very slow. It may be due to paucity of funds. It may be due to lack of proper attention to the work in that area. It needs to be taken up as speedily as possible.

The underground Railway system in Calcutta is improving a little bit. The rate of progress upto 1977 was all right. After 1977, of course now, under the guidance of our marxist friends in West Bengal the speed has been lost. It is just progressing like a snail. On careful examination, it will be found, though it is not under the direct supervision... (*Interruptions*)

SHRI KRISHNA CHANDRA HALDER (Durgapur): The Chief Minister of West Bengal has asked for Rs. 30 crores for the year 1980-81 for speedy progress of the Calcutta Metro. Railway but Panditji has sanctioned Rs. 23 crores only for 1980-81.

MR. DEPUTY SPEAKER: Mr. Halder, he is helping you. He is addressing the Railway Minister to get more funds.

SHRI ANANDA GOPAL MUKHOPADHYAY: I am drawing the attention of the Railway Minister to speed up the work and also the progress of the job as quickly as possible because the cost of the project is increased.

With the increase in population in Calcutta, transport is becoming difficult. The population is more than the road or rail capacity. The total num-

ber of persons entering Calcutta through Sealdah and through Howrah to reach the heart of the city, commercial centres or commercial undertakings is more and, therefore, it is very time consuming. It takes hours to come. It takes hours to go out of the city and it takes hours to move inside the city. There must be direct push in the work so that it can improve its efficiency and the work could be completed in time. But I will draw the attention of the Railway Minister to develop a particular area. Development is there in the Eastern Railway. There should be a direct link from Asansol to Bombay. A large number of passengers go to Bombay from Asansol. Durgapur region should have a special post in that area. For the way side stations—Durgapur to Bombay, Durgapur to Delhi or even Durgapur to Howrah, the number of trains is very low.

One of the major difficulties is that some of the important trains like Rajdhani, do not touch Asansol, Durgapur etc. The travelling passengers are many in number. Trains are stopping at Dhanbad. It is essential that it should have stoppage there also.

While limiting my observation to such an important aspect—the system of transportation in Calcutta should be taken up early. Howrah—Amta line should be taken up as quickly as possible and completed. Bandel—Katwa line should be doubled and energised and also the running time should be reduced. Suburban facilities from Howrah to Asansol are essential for meeting the industrial needs and needs of thousands of daily passengers working at different projects in the Asansol—Durgapur area.

With these words, I support the budget.

SHRIMATI SUSEELA GOPALAN (Alleppy): Sir, this budget has shown utter disregard to the backward areas. Take the case of Kerala. We have got only 904 KM of railways in our area. Out of this, only 200 KM were

given to us after independence. The rest was already there. After prolonged agitation, we got less than 200 KM of new railway lines in Kerala.

Kerala is industrially very backward. When we ask for railways, they will say, "Because there is no industry there is no need for railways". When we ask for industries, they will say "Industries cannot be set up because there are no railways." That is the fate of our State. Three years back, there was a bitter agitation and one MP offered satyagraha. Then only 52 KM of railway line from Alleppy to Ernakulam was sanctioned. The progress of work on that line is very slow. This year the provision in budget is only Rs. 130 lakhs. How long will it take to complete that line? Rs. 466 lakhs more are needed and that means, it will take at least four more years to be completed. It is being done at a very slow pace. This line has to be extended from Alleppy to Kavankulam. Then only the full benefits of this railway line will be got by Kerala people, but there is no mention of that extension.

Our Railway Minister is a very pious man. Even he did not consider the Guruvayur-Kuttippuram railway line. Even the Prime Minister and other Ministers come to Guruvayur to have darshan of Lord Guruvayurappan. Still, that line is not being considered. Kerala Government has given a list of nearly 408 KM of new railways, but not an inch has been sanctioned to our State. Throughout the years, we were being neglected. What about the question of workshops? There is no State in South India without a railway workshop. Madras has got five workshops and three other diesel depots. But Kerala has got nothing. We are not envious of Madras. But a State having two divisions should at least have one workshop. So far, you have not committed anything. All the demands of Kerala are being always denied by the Central Government. Whatever may be the drawbacks

of the Janata Government, I think it is because of them that we got the Alleppey-Ernakulam railway and the Trivandrum division. At least after the agitation, they took a lenient view and gave us these two things. So, I appeal to the Minister that this discrimination against Kerala should be ended. For the development of Kerala, new railways are needed and they should be given a workshop. There is a proposal for having one at Palghat. That should be conceded.

Coming to amenities, if you go to Kerala, you will find that almost all the railway stations are in a dilapidated condition. The bogies which are sent there are all very old and bad. All the old bogies are sent to Kerala. Why? Because they think that whatever is sent to Kerala, they will not agitate.

MR. DEPUTY-SPEAKER: What is the anger of Shri Kamalapati Tripathi towards Kerala?

SHRIMATI SUSEELA GOPALAN: I do not know. But this is our experience for the last 33 years. If you travel in trains in Kerala you will find that the bogies are so old that they cannot be used at all. That is the state of affairs. Even in over-bridges we are being neglected. In Calicut, Ankamali, Cannanore and Kasargod, demand is there for over-bridges but that is not being met. Even small amenities are not being given to Kerala.

What is the attitude you are taking towards the workers—casual workers, vendors and the commission bearers? After working for so many years, they are not being taken into regular service. Because of this attitude, there is unrest among the workers. In the Central Railway, the bearers and the vendors had to go on satyagraha. There is no uniform pattern in the Railways regarding their absorption. The Railway Board appointed a Committee to go into this. That Committee suggested absorption

of even vendors and commission bearers. But in the Central Railway, these vendors are not regularised. They continue as casual workers for 15 to 20 years. So, the rights of these Class IV employees are always neglected. That is the attitude of the Central Railway.

We passed a Bill for the headload workers. When we sent it to the Central Government, the Centre has directed the State Government to exclude the Central Government undertakings from the purview of this Bill. So, you want slave labour in these undertakings. They are there for the last 33 years. This type of casual workers should be regularised.

When a project is started some workers are taken into it. After the project is completed, these workers are sent out and again fresh workers are appointed for another project. Class III employees are permanent. The officers are also permanent. Then why should not these Class IV employees be taken as permanent employees, I fail to understand. They are working like bonded labour. At least, the bonded labour have security of job but their condition is bad. Here these casual workers have no security of job. If you have cordial relations with the workers, it will improve the working of the railways.

Recently, the association of station masters has suggested to the Government that they are prepared to get their uniforms stitched if the Government give them the cloth and the stitching charges. The rate of the stitching charges which they proposed, was less than the present rate. But the Government did not agree to that. In 1978, the Minister had a meeting with the employees and told them that in the next quota, full uniforms would be given to them. And if those uniforms were

[Shrimati Suseela Gopalan]

not found satisfactory, then they would be given cloth and also the money for stitching. They have quoted lower rates, but even then Government is not prepared. Even for minor things they have to agitate and go on strike. Why can you not have a talk with them and decide things?

In the case of station masters, there is no uniformity in the matter of promotion and other things. In different railways there are different practices. Hence, there is discontent among them. After all, Indian Railways are one, and you will have to have uniform conditions, but that is not being followed.

Now you are going to introduce third and fourth generation computers which are 1,600 times more powerful than the present ones. Because of this workers have their own fears about their future. A country like ours cannot afford computers because lakhs of persons are waiting for employment. Even with the safeguards which you have given at present, there is apprehension among the workers that their future will be in jeopardy. So, Government will have to discuss the matter with them and see that none of them lose their jobs.

In the matter of providing better conditions to the workers and amenities to the public you are very strict and sometimes even miserly, but what about the malpractices going on in the railways? The Tata Iron & Steel Co., had defrauded the railways of Rs 13 lakhs in freight charges. An enquiry was ordered, but they went to the Supreme Court. The Supreme Court, however, has cleared it. What has happened to that enquiry? Has the enquiry report come, and what is the decision taken on the report? We are much concerned about it because public money is involved.

There was a case of false tickets being sold at Patna station, with a CBI enquiry. What has happened to that? So much money is going down the drain in these ways, but you are strict only where workers are concerned. Unless and until a different policy is pursued towards workers and backward areas, there will be a lot of discontent. Assam is a lesson to the Government. You have to respect the feelings of the people in the backward areas. Otherwise, fissiparous tendencies will develop to a great extent.

I hope the Minister will look into these things and rectify the mistakes.

SHRI K. T. KOSALRAM (Tiruchendur): I rise to say a few words on my cut motion.

At the very outset I would like to point out that a provision of Rs. 90.84 lakhs has been made for the Nagercoil-Tinnevely line, while a sum of Rs 1.38 crores more would be required to complete it. I wonder how the Railway Minister says that this line would be completed by the end of 1980. I want to have a categorical reply from the hon. Minister. They have allotted only Rs. 90 lakhs. A sum of Rs. 1.38 crores is needed in addition. How are they going to implement it within this year? It is a funny thing.

Secondly, the hon. Minister is aware of that fact that the survey for Tirunelveli-Tuticorin BG conversion has been completed long ago. He had assured me that this would be taken up soon. If this conversion work is not taken up, the Tuticorin port which is a major port will not develop at all. The hon. Minister must announce in his reply to the debate that the BG conversion from Tirunelveli to Tuticorin would be taken up in 1980-81 and that he would be providing all the needed funds for the completion of Nagercoil-Tirunelveli line by the end of 1980.

I am surprised to see that Karur-Dindigul-Tuticorin line has been included in the Budget only for consideration. I do not know what is the meaning of it. No provision has been made. After Independence, no broad-gauge line has been taken up in my State of Tamil Nadu. In the neighbouring States, no metre gauge is there—all metre gauge has been converted into broad gauge. But what an unfortunate thing in Tamil Nadu! Nothing has happened there. For the last 20 to 30 years, we are agitating like anything. I met all the concerned Ministers. My hon. friend, Mr. Jaffer Sharief, told me, "Don't worry about it. It will be done. It is under consideration." This is a very unfortunate thing. You must see that this line is taken up during 1980-81. Otherwise, I cannot say how our people will feel and about our Government. I want to bring this to your notice.

Even the previous Railway Minister, Prof. Madhu Dandavate, had categorically assured in the Consultative Committee that this will be taken up and the work will be executed in 1980-81. The assurances of the Ministers, whatever may be the Government, must be implemented. You can throw away bad things but good things must be taken up.

Also, from Madras to Tirunelveli it is all metre gauge. If you are going to take up that project, why can't you take up BG conversion from Madras to Tiruchirappalli also? Without the broad gauge line, no industry will come up. It is quite a natural thing. You must consider that also. A number of industries are there. In the southern most corner, there are Tirunelveli and Ramanathapuram districts. There is also the Tuticorin port. There are a lot of industries coming up. Already there is the biggest cement factory in Thalayuthus, Sankarnagar and another cement factory near Virudunagar. There is also a very big government cement factory in Alamgulum. There is 150-crore

SPIC Project. There is no broad gauge line. This is a matter which you must consider very seriously. I hope, my hon. friend, Mr. Mallikarjun, will convey it to his senior colleague. He can himself assure that this will be taken up this year. Tuticorin is a major centre of salt production, with an annual turn-over of more than 20 lakh tonnes. This salt is supplied through rail to the north-eastern States. While salt is being sold at five paise per Kg. in Tuticorin, in Assam and other north-eastern States, salt is sold at Rs. 5 to Rs. 8 per Kg. The main reason for this is the absence of a BG line in this part of Tamil Nadu. Secondly, the wagon supply is also tardy. The required number of wagons is not made available at all in the southern zone of Tuticorin, Nagapattinam and Tanjavour.

During British time, salt duty was there and for the convenience of collection of this tax, certain stations were declared as salt loading stations. This old system still continues though there is no duty now. There was Mahatma Gandhi's Satyagraha and those who took part in the Satyagraha were convicted. I was also convicted and after that, the salt duty was abolished. But still that old British tradition continues! Wherever salt is produced, if there is any station nearby, all such stations should be declared as salt loading stations. This would avoid delay in transportation of salt.

At Arumuganeri station, another main salt producing centre—and nearby there is Dhurangadhara Chemical Works, PARC and a lot of other industries—even a shed is not there and the salt is washed away by rain. I am agitating for the last three and four years, but nobody cares.

Moreover, in the railway station there is no weighing machine and, because of this, so many people are suffering. They say 36 tons have been loaded but only 26 tons reach the destination and then there is a penalty. In this way, people are suffering

[Shri K. T. Kosalram]

This is a salt producing centre and salt is being sent from there to Assam and other Eastern States. Such railway stations are being completely neglected by the Department.

We have been demanding one more express train from Madras to Tirunelveli. I want to bring one instance to the notice of the hon. Minister. One day my clerk telephoned to the Booking Clerk and was told that my name was at 113 in the waiting list from Madras to Tirunelveli. I then telephoned to the General Manager's office, to some bigger man, and told him that I am an M.P. and that I had to attend some meeting, and so on; then somehow or other, the Railway people obliged me. But being No. 113 in the First Class waiting list is a wonderful thing. If this happens to an M.P., how can the common man travel between Tirunelveli and Madras? About three or four years back, at the Consultative Committee meeting the Minister had assured us that they will certainly run another express train. Even last year, one General Manager—who has retired—while addressing the Tuticorin Chamber of Commerce, categorically gave the assurance that from December, 1979 another express train would be run on that line. But nothing happened. Now that man has retired and another man has come in his place. This man wanted to help another State since he belonged to that State; he does not bother about my Tamil Nadu. This man has cancelled the proposal. In such a way it is going on there. All these things are in the Cut Motions. So an additional train should be run. My friend, Mr. Mallikarjun, is here. He must see to it that, at least a very simple thing like this is done. We will name it as 'Mallikarjun Express'. The people there will be very grateful to him. There is so much of crowd in that line.

14 hrs.

In my district Tirunelveli, near Kurumbur station, in the absence of manned level-crossing, many fatal

accidents have taken place. Prof. Madhu Dandavate, when he was Railway Minister, had announced on the floor of the House that, wherever there were unmanned level crossings, they would be converted into manned level crossings. About the Kurumbur level crossing near Kurumbur Station, be categorically assured that it would be done. But now it seems, they are demanding Rs. 42,000 or Rs. 72,000 to keep up this promise. I could not understand this. This also must be attended to.

Tiruchendur is a famous pilgrim centre in South India. Since Nagercoil will be connected by a B.G. line with Tirunelveli, I demand that Tirunelveli and Tiruchendur should be connected by a B.G. line. A traffic survey may be ordered for this purpose.

There is a long-standing demand from the Railwaymen's Unions for preference to be given to their wards in the employment opportunities in railway services.

The Railway Board seems to be keen on dropping the Metropolitan Transport Project of Madras. I would like to suggest a less expensive project. There is the Buckingham Canal which goes round the city of Madras. This Canal can be desilted and can be used for underground railway or it can be covered and then used for a circular railway. This is, comparatively, less costly than the Metropolitan Transport Project. With the existing staff of this project, a detailed Project Report can be prepared in no time and then implemented.

The proposed inclusion of Kanyakumari-Nagercoil-Tirunelveli B.G. link in the Trivandrum Division has resulted in violent agitation in Tirunelveli. Kindly do not include this in the Trivandrum Division. It is proposed to be taken away from the Madurai Division and included in the Trivandrum Division. It should be dropped.

DR. GOLAM YAZDANI (Raiganj): Mr. Deputy-Speaker, Sir, first, I support the Railway Budget presented by the hon. Railway Minister. I thank him for the attention which he has given for the convenience of the citizens of Calcutta: for the Metro Railway, he has raised the annual outlay from Rs. 19 crores to Rs. 23.4 crores. I also thank him for the attention which he has given for the improvement of the Railways in the north-eastern region of the country where he has taken up about six new link lines and has taken up also conversion of Bongaigaon-Gauhati metre gaugs into broad gauge.

SHRI G. M. BANATWALLA (Ponnani): Sir, there is not a single Cabinet Minister in the House. Please send the Marshal and get one, Sir.

SHRI DINEN BHATTACHARYA (Serampore): What can the Deputy Speaker do in this matter?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): I do not think it is necessary for the Marshal to go and get any Cabinet Minister when the concerned Minister is sitting here.

MR. DEPUTY SPEAKER: He never asked you to give any clarification.

Please go on with your speech. It is your maiden speech.

SHRI RAMAVATAR SHASTRI (Patna): At least one Cabinet Minister should be there.

SHRI R. P. YADAV (Madhopura): That is the convention also.

PROF. N. G. RANGA (Guntur): Sir, we are meeting during the lunch hour. Should they not show us this much courtesy?

SHRI RAMAVATAR SHASTRI: I am not particular about Panditji. Any Cabinet Minister can be present.

MR. DEPUTY SPEAKER: This shall be brought to the notice of the Minister of Parliamentary Affairs.

SHRI RAMAVATAR SHASTRI: He is also not here.

DR. GOLAM YAZDANI: The hon. Minister in his budget speech has laid down the government's policy as modernisation and expansion of the railways and provision of comfortable coaches for long-distance passengers. In the Rajya Sabha only day before yesterday he has said that expansion will be made keeping in view the defence needs and the needs of the travelling public....

MR. DEPUTY-SPEAKER: Mr. Yazdani, whatever has been said in the Rajya Sabha should not be quoted here. This is just for your information because this is your maiden speech.

DR. GOLAM YAZDANI: He declared that he would expand the railways from the defence point of view and also from the convenience of the public. So, I would like to draw the attention of the hon. Minister to the said state of affairs which is prevailing in the northern part of my State and also in the north-eastern part of our country. I am speaking about the northern part of north Bengal, namely, the West Dinajpur district. There is no railway communication at all and this is due to a very sad story and that is the partition of the country. Before the partition of the country this West Dinajpur district was not so bad in the matter of railway communication because the main railway line to Calcutta and Siliguri ran through Parbatipur which is now in Bangladesh. But during partition, the old Dinajpur District was divided into two halves, the eastern half falling to East Pakistan, now Bangladesh and the other half, that is, the West Dinajpur came to India and hence the railway communications are completely cut off. Balurghat was made the district town of West Dinajpur district while Dinajpur which was the main town of Dinajpur went to East Pakistan, now Bangladesh. So the half por-

[Dr. Golam Yazdani]
 tion of West Dinajpur district with the district headquarters of Balurghat was left without any railway communication and this Balurghat before partition had the nearest railway station at Hily—some 30 miles from Balurghat. This Hily railway station is in Bangladesh. So people there cannot use that Hily railway station. Before partition, there was a line from Parbatipur to Barsoi. But after partition, that line was cut off and terminated at the blind end at Radhikapur near the Bangladesh border. So, that line has also become practically useless. What to do? There is no railway communication for the people of West Dinajpur. Now it has become more complicated because one portion of Bihar, namely, Islampur town, after reorganisation of the States, was included in West Dinajpur. Islampur is far far away from Balurghat. Balurghat is situated at the remotest corner in the Eastern side near Bangladesh Border. The people from that corner of the district have to travel either by bus or by some private arrangements to reach Balurghat. It takes a long time for them to reach their district town. Because of that, the people from Balurghat and other parts of West Dinajpur have to come from Balurghat to Calcutta and people from other parts of West Dinajpur District have to travel by state buses to come to Calcutta, a long distance of 400 to 500 miles. They have to travel this distance for about 11 to 12 hours. This is very tedious. It is very difficult for the people to cover this journey continuously by travelling for 11 to 12 hours. It is very difficult especially for the women folk when there is no other alternative route. Because of partition of the country, that part of West Dinajpur is in a deplorable condition in the matter of railways. So, Government must pay attention to this as they paid their attention to the main railwayline from Sealdah to Siliguri via Malda, Kishanganj and Farakka. The alternative route from Calcutta to Siliguri is all right. But, what about the poor people of West

Dinajpur? Government has also not paid attention to the pitiable conditions of the West Dinajpur people. A proposal for a major survey was made in 1962 for connecting Balurghat with the main railway line at a station in Malda district. The route was proposed from Eklakshi to Balurghat. The Passengers' Amenities Associations which have been affiliated to Government went and visited the proposed route and named various stations. Various stations were not only determined but were also approved by the Railway Board; in 1970, Government issued the acquisition notices for the lands to be acquired along the route. But, that has not been implemented. I do not know why.

I want to say another thing here. They have not constructed any new line that is proposed. They have not paid any attention to conversion of the railway line from Barsoi to Radhikapur, border station. This is a metre-gauge line. It is of no use to the people. By this metre-gauge they go to Barsoi but they do not get a continuous train to go either to Calcutta or to Katihar.

In 1965-66 again a proposal was made for converting the metre-gauge into broad-gauge. This is a very easy task, having two girders in each bridge for converting the metre-gauge into broad-gauge. It has not been done. From 1965 the West Dinajpur people had been facing difficulties. I have a suggestion to make. You will please construct a new railway line and connect Balurghat with the mainline. The line from Calcutta and Siliguri via the route from Barsoi to Radhikapur may be converted into a broad-gauge.

MR. DEPUTY-SPEAKER, Sir, here I may say that the metre-gauge line from Barauni to Katihar has been completed into broad-gauge and from Katihar to Barsoi it is already broad-gauge. If the other portion from Barsoi to Radhikapur via Raiganj is converted into broad-gauge people will easily travel to Calcutta, Delhi and Siliguri by broad-gauge.

There is another important reason for converting this line into broad-gauge, namely, the defence point of view. Barughat is near the border of Bangladesh. It has great importance from the defence point of view of our country. If something happened there nobody will move from there easily. It has military importance. These railway lines should be given immediate attention so that military personnel—men and material—could go by the main railway lines to any part of the country. So, from the point of view of defence these railway lines in West Dinajpore district should be completed on war-footing.

Now, I would like to tell you some of the grievances which should be met to improve the railway lines, etc. in West Bengal to construct a new railway station at Nebotala between Baliaghata bridge and Borsai station and double line from Ranaghat to Lalganj. Malda station has got a very good prospect because the Gaur Express has been introduced recently. I want to thank the hon'ble Minister for this. The importance of Malda station has increased but the first-class waiting room is very small there. It can only contain about ten persons. It should be enlarged. Disadvantages of the level crossings at Malda and Siliguri should be eliminated by constructing over-bridges.

Now, I would like to point out certain other things. Many hon'ble Members have said about the late running of trains. It is a regular feature with the new Jalpaiguri passenger train to be late. Sometimes it is one hour late; sometimes twelve hours late and sometimes even twenty-four hours late. One does not know when it will come. Sir, when we have introduced Gaur Express people from Siliguri come by NJP to catch this Gaur Express but the train is so late that its passengers cannot catch the Gaur Express. This late running also occurs in the case

of Darjeeling Mail and Tinsukhia Mail.

Now, I shall touch one important point. For the convenience of the public, the Railway Minister has promised many things. I am talking about Tinsukhia Mail. It is a long-distance super-express train but if you travel any day by Tinsukhia Mail you will find you cannot get into the train because the military personnel occupy the compartments including the reserved compartments and the first-class. These military personnel get into the train at New Bongaigaon making difficult for the passengers from the intermediary stations to get into the train. They keep their trunks even in the latrines. All the seats are occupied by the military personnel. Even when the railway authorities want them to vacate they do not vacate. So, the passengers have either to postpone their journey or have to travel standing. To rectify this situation I have a suggestion to make, that is, to introduce another train, a super-express train, a second Tinsukhia Mail. If that cannot be done, I request the Government to limit the warrants to be issued from New Bongaigaon to military persons. These warrants should be limited and they should not occupy more than a few reserved seats. If unlimited warrants are issued, unlimited military persons get into the train causing inconvenience to passengers from intermediate stations. This should be stopped. Even if this cannot be done, please arrange for one first class coach and one second class coach in the New Jalpaiguri station so that passengers from the intermediate stations downwards will have no difficulty in getting into the Tinsukhia Mail. Please give attention to these suggestions of mine.

MR. DEPUTY-SPEAKER: You can speak only on important things. For the rest you can write to the Minister.

THE MINISTER OF RAILWAYS
(SHRI KAMLAPATI TRIPATHY):
Thank you Sir.

MR. DEPUTY-SPEAKER: What-ever deserved publicity, which should satisfy your constituency, you can state them here.

DR. GOLAM YAZDANI: I request for stoppage of the Tinsukia Mail and Darjeeling Mail at Dalkola Station which is a business centre. I am just pointing out to him certain matters which he can attend to easily according to his declared policy.

MR. DEPUTY SPEAKER: You should stick only to the problems of your constituency.

DR. GOLAM YAZDANI: About the dacoit menace, I am glad that the hon. Minister has tried to set up an Anti-Dacoity Cell under CRP, with the cooperation of the State Government. He has tried to make a beginning in U.P. I request him to extend this anti-dacoity cell throughout the country so that these people may be saved from the dacoits and they can travel by night safely. I have no more suggestions to make. Other Members have drawn attention of the Government to various problems already. The Minister has promised to look into them. I am thankful to him for that.

While concluding, I thank the hon. Railway Minister in that he has taken some steps for the improvement of the Railways. We do hope that during his time the Railway system will improve more and more to our satisfaction and to the satisfaction of everybody.

With these words I conclude.

MR. DEPUTY-SPEAKER: Before I call Mr. Arjunan, I would like to point out to him that his DMK party has two speakers. He can speak for 5 minutes. The other Member can speak for 5 minutes. So, Mr. Arjunan, you please take 5 minutes and conclude your speech.

SHRI K. ARJUNAN (Dharam-puri) I welcome the budget presented by the hon. Railway Minister.

At the same time I wish to emphasise certain points relating to my constituency and my State of Tamil Nadu.

There should be a separate Railway Division which should be formed at Salem. Because, Salem is connected with other important Railway links. They are:—

Salem to Vridhachalam

Salem to Mettur

Salem to Coimbatore and Trivandrum

Salem to Bangalore

Salem to Madras

Salem to Trichy via Erode.

It is a most important place. The distance between Salem to Madras is more than 200 k.m. From Salem to Olavakode, the distance is more than 200 k.m. From Salem to Madurai, it is more than 200 k.m. It is a most important central place. In order to have better administration, it is a very easy thing for you to form a separate division at Salem. Then, Sir, during day time, no train has been running between Madras and Coimbatore. I would therefore submit that the Hon'ble Railway Minister may consider introduction of an Express Train between 10.00 hrs. and 13.00 hrs. between these two stations. At present there is only one passenger train running between Olavakot and Jollarpet. In this connection, I would submit that this passenger train should be extended up to Madras. This would help the passengers and traders to carry their perishable goods quickly to various places. The perishable goods from Salem, Bommidi and Buddireddipatti and from other places will have to be transported to other districts of Tamil Nadu very quickly.

Sir, there is a railway crossing near the General Hospital at Salem. There is always a traffic jam at this crossing. People who have to go to the Hospital very urgently and also other

people are put to a lot of difficulties because of traffic jam at this railway crossing. I would request the hon'ble Railway Minister kindly to consider the construction of an over-bridge near the General Hospital at Salem. Sir, there is a proposal for inclusion of Nagarkoil-Tirunelveli railway line in Trivandrum Division. I would submit that this railway line should continue to be in Madurai Division as hitherto.

Sir, at present the Kovai Express running between Madras and Coimbatore is not stopped at Morappur. I would like to suggest that this Express train should stop at Morappur for at least 2 minutes. Moreover, all the Express trains running through Bommidi and Buddiredipatti should stop at these stations for 10 minutes for the convenience of the passengers. At present, there are only two berths available for reservation from these stations. I would suggest that this number should be increased to 10.

Sir, I am sorry to mention here that the passenger train running between Bangalore and Salem has been withdrawn. I would urge upon the hon'ble Minister that this train should be restored. The passengers at Salem, Dharamapuri and Bangalore are put to a lot of difficulties on account of withdrawal of this train.

Sir, there is a mosaic factory at Salem in which about 3000 people are working. The raw materials for the factory are obtained from the neighbouring States like Andhra Pradesh. In Kerala also, there are some mosaic factories. Those factories are also getting raw materials like coloured lime stones from other States. What happens is that at these railway stations where these factories are established, there is no weighing machine available and the raw materials are invariably weighed by approximation. This results in overweighing for which the traders, for no fault of theirs, are penalised to pay 20 times the freight charges. It is the fault of the railway authorities and

not the traders. I hope that the Hon'ble Railway Minister would look into this and take immediate steps for the provision of weighing machines at these stations.

SHRI KAMLAPATI TRIPATHI: If he writes to me, I will look into it.

SHRI K. ARJUNAN: I met the officials of the Commercial Department of Southern Railway. They assured me that they would look into the matter. But so far, no weighing machine has been provided in these stations. The traders refuse to take delivery of the raw material at Salem because of the twenty times freight charge on the overload of weight. This all happens because of the non-availability of proper weighing machines. The Southern Railways and the Central Railways have consequently stopped the supply of wagons. The entire mosaic industry is now at a stand-still and is suffering because of lack of raw material.

MR. DEPUTY-SPEAKER: You may conclude now and write about all these matters to the Railway Minister.

SHRI K. ARJUNAN: Further, the railways do not unload the raw material in a suitable place, where the trucks can approach conveniently. If they are paid under the table, they will unload at proper places, otherwise they will unload the material at some remote place where the trucks cannot go. This requires to be looked into.

Then, I request that at Delhi station, some Tamil knowing clerks should be appointed to cater to the requirements of passengers from Tamil Nadu etc. They neither know English nor Tamil and we are put to a lot of inconvenience. This should be done immediately.

Lastly, I request that the reserved quota from Jolarpet to New Delhi should be suitably increased because besides other passengers, a lot of military personnel also travel between these stations.

MR. DEPUTY-SPEAKER: Shri Kunwar Ram... Shri Era Anbarasu... Shri K. C. Pandey... None of them is present. I would suggest that when the names are given, they must be present in the House. When I call, it should not be that they are not available.

SHRI DINEN BHATTACHARYA: For how long should they wait?

MR. DEPUTY-SPEAKER: You have to be present. The names are submitted by the leader of the party concerned. The members must be present.

PROF. MADHU DANAVATE (Rajapur): They have decided to write to the Minister.

श्री कुमर लाल बैठा (भाररिया) : उपाध्यक्ष महोदय, मैं रेलवे की डिमांड्स का समर्थन करने के लिये खड़ा हुआ हूँ।

मैं, श्रेय पंडित जी ने जैसा उस वक्त कहा था, उससे सहमत हूँ कि रेलवे समूचे राष्ट्र में, जैसे नस के द्वारा सम्पूर्ण शरीर में खून दौड़ता है, उसी प्रकार से रेलवे भी समूचे राष्ट्र में यातायात एवं संचार का काम करती है। उन्होंने कहा था कि इमरजेंसी के दौरान रेलवे में सुधार हुआ था और लोग रेलवे के समय से अपनी घड़ियाँ मिलाया करते थे, मैं उस बात को यहां पर फिर दोहराना चाहता हूँ कि आज अगर हम यह चाहते हैं कि देश में रेलवे का सुधार हो और अन्य विभागों के प्रशासन पर भी इसका असर पड़े, तो सबसे पहले हमें रेलवे में सुधार करना होगा। क्योंकि ग्राम जनता से जितना सम्पर्क इस विभाग का है, शायद बहुत ही कम ऐसे अन्य विभाग होंगे जिनका ग्राम जनता से इतना घनिष्ठ सम्पर्क होगा, इसलिये यदि रेलवे विभाग अन्य सभी विभागों की जड़ कहा जाय, जिस का प्रभाव दूसरे विभागों पर पड़ता है, तो कोई अत्युक्ति नहीं होगी। आज रेलवे यदि ठीक टाइम पर चलने लगे तो देश की अर्थ व्यवस्था पर इस का बहुत गहरा प्रभाव पड़ेगा। जहाँ प्रचुर मात्रा में सामग्रियाँ उपलब्ध होती हैं, वहाँ से अभावग्रस्त क्षेत्रों में उनको समय से पहुँचाया जा सकता है। सैन्य व्यवस्था में भी रेलवे का बहुत बड़ा योगदान है, हम समय पर अपनी सैन्य सामग्रियों को पहुँचा सकते हैं। देश में शायद ही कोई ऐसा विभाग होगा, जहाँ रेलवे का प्रभाव न पड़ता हो। इसी दृष्टिकोण से

हमें देखना होगा—अगर हम इस मुल्क के प्रशासन में सुधार लाना चाहते हैं तो सर्वप्रथम रेलवे में सुधार लाने की आवश्यकता है। अगर इसी सिलसिले में मैं एक बात यह कहना चाहता हूँ—अगर हम लोग यह सोचें कि रेलवे में सुधार केवल रेलवे प्रशासन ही ला सकता है, तो यह हमारी भूल होगी। रेलवे प्रशासन के साथ साथ रेलवे कर्मचारियों का सहयोग तो चाहिये ही, लेकिन विरोधी दल, ग्राम जनता, सब का सहयोग इसमें बाँछित है, बिना सब के सहयोग के इसमें सुधार लाना संभव नहीं है।

इसी सिलसिले में मैं आज, उपाध्यक्ष महोदय, आप के माध्यम से श्रेय पंडित जी से यह कहना चाहूँगा कि बहुत सी ऐसी छोटी-मोटी बातें हैं जिन की तरफ थोड़ा सा ध्यान देने से प्रशासन को सुधारा जा सकता है। पंडित जी ने जब पहली दफा रेलवे विभाग का प्रशासन अपने हाथ में लिया था, पता नहीं उस समय उन्होंने क्या जादू किया था कि रेलवे में बहुत जबरदस्त सुधार हुआ था। आज हम फिर पंडित जी से वही अपेक्षा रखते हैं, वे फिर से अपने उस जादू को चला कर रेलवे में फिर से सुधार लाने की कोशिश करें। आज बहुत सी ऐसी चीजें हैं जहाँ बिना किसी खर्च के सुधार किया जा सकता है। जैसे कुछ स्टेशनों पर पीने के पानी की समुचित व्यवस्था नहीं है। नल-कूप की व्यवस्था है, लेकिन वे टूटे-फूटे पड़े हैं। इनमें कितने खर्च की आवश्यकता है? छोटे मोटे खर्च से इनको सुधारा जा सकता है। मैंने स्वयं देखा है—जान बुझ कर रेलवे की व्यवस्था में बाधा पहुँचाई जाती है।

14.37 hrs.

[SHRI HARINATH MISRA in the Chair]

मैं एक उदाहरण आप को देता हूँ। एक दिन मैं कटिहार में था। बरौनी से कटिहार वाली गाड़ी ठीक समय पर कटिहार पहुँची। जब ट्रेन के खुलने का समय हुआ, तो वह नहीं चली, इस लिये कि उस में रेलवे के किसी अधिकारी का सैलून जोड़ा जाना था, उस गाड़ी के इंजिन को खोल कर ले जाया गया और सैलून को लाकर उसमें जोड़ा गया, इस तरह से वह गाड़ी एक घंटा लेट हो गई। यदि सैलून उसमें जोड़ा जाना था तो वह ट्रेन खुलने के समय से पूर्व जोड़ा जाना चाहिये था क्योंकि ट्रेन वहाँ एक घंटे से अधिक देर तक रुकती है। जरा सी सावधानी बरतने से एक घंटे का समय नष्ट होने से बचाया जा सकता था। रेलवे में जहाँ तक भी संभव हो पंचवैलिटी लाने का प्रयास किया जाना चाहिये और इस कार्य में हमारे रेलवे प्रशासन का सहयोग होना चाहिये।

रेलवे विभाग में बहुत सारी बातें ऐसी हैं—जिन के बारे में बिना किसी खर्च के भी सुधार हो सकता है। इस पर सोचना चाहिये। भ्रष्टाचार की बात को ही लीजिये, पिछले दो तीन सालों में सभी प्रशासनों में जो गिरावट आई है वैसे गिरावट पहले कभी नहीं आई और उन सब में रेलवे में सब से अधिक गिरावट आई है। आज जिस सुधार की अपेक्षा हम पंडित जी से कर रहे हैं, हम जानते हैं उन के लिये यह एक बहुत बड़ा सिरदर्द है, फिर भी हमें यह मानना पड़ेगा कि रेलवे में उस सुधार को लाये वगैर अन्य क्षेत्रों में सुधार की भांशा बहुत कम होगी। आज रास्ते में जाते जाते इंजिन बन्द हो जाता है। पूछते हैं तो जबाब मिलता है कि कोयला खराब है, खराब कोयले की वजह से स्टीम नहीं बन रही है। इस लिये इंजिन आगे नहीं जा सकता है। कभी यह शिकायत मिलती है कि इंजिन बहुत पुराना है, उस के कल-भुजों खराब हो गये हैं, इस लिये वह आगे नहीं बढ़ सकता है। आप जरा यह सोचिये—जो पैसेन्जर यात्रा कर रहा है, दूर से आ रहा है, इंजिन के खराब होने से उस की क्या हालत होगी—उस का अन्वजा आप स्वयं लगा सकते हैं—ऐसी समस्याओं की तरफ गंभीरता से सोचने की आवश्यकता है। मैं माननीय पंडित जी का ध्यान विशेष रूप से कटिहार-जोगबनी खंड, पूर्वोत्तर सीमान्त रेलवे, की ओर दिलाना चाहता हूँ। उस की गाड़ियां कितने दिन समय पर चलती हैं और कितने दिन इंजिन खराब नहीं होता है—आप जरा मालूम कर लीजिये।

मैं समझता हूँ कि शायद ही कोई दिन ऐसा होगा जबकि वहाँ इंजन की खराबी के कारण गाड़ी रुकी नहीं पड़ी हो। वहाँ यात्रियों को काफी परेशानी रहती है, न उनको खाना, न पानी मिलता है। यह सब बातें केवल मूझे ही पता लगी हों ऐसी बात नहीं है और लोग भी मानते हैं। मैं पंडित जी का भी ध्यान उस तरफ दिलाता हूँ। ये सारी चीजें रेल मंत्रालय को सोचनी चाहिये।

पूर्वोत्तर सीमांत रेलवे में लाखों रुपये इंजिनों की मरम्मत के लिये खर्च किये गये दिखाये गये हैं पता नहीं किसी इंजिन की वहाँ मरम्मत हुई है या नहीं। मेरी तो पक्की खबर नहीं है कि वहाँ इंजिन की मरम्मत नहीं की गयी है, परन्तु लोगों का कहना है कि सारे पैसों का गबन हो गया और मरम्मत की मद में ऐसे ही दिखला दिये गये हैं। इस बारे में भी ध्यान दिया जाना चाहिये।

अब मैं पंडित जी का ध्यान कटिहार-बरोनी छोटी लाइन को ब्राडगेज में कन्वर्ट करने की योजना की तरफ आकषित करना चाहूंगा। पहले यह योजना 1980 में पूरी होनी थी और कटिहार-बरोनी मीटरगेज लाइन को ब्राडगेज

में 1980 तक बदला जाना था लेकिन अब वह अवधि बढ़ा कर 1982 तक कर दी गई है। अब मैं फिर सुनता हूँ कि यह लाइन 1984 तक कन्वर्ट होने वाली है। मैं पंडित जी से कहना चाहता हूँ कि कटिहार एक महत्वपूर्ण और प्रमुख स्थान है। कटिहार से हो कर असम जुड़ता है वे इस बात को जानते हैं। अतः इस लाइन को जल्दी ही ब्राडगेज में बदलना आवश्यक है। अगर यह लाइन ब्राडगेज में नहीं बदली जाती है तो असम-फरक्का पार कर के ही पहुंचा जायेगा। जो एक अत्यधिक लम्बा रूट हो गया है। यह योजना कितनी महत्वपूर्ण है, उसको उतना ही महत्व देना चाहिये। मेरा निवेदन है कि इस योजना की अवधि जो 1982 तक कर दी गई है, इसको 82 तक नहीं बल्कि उससे पहले ही पूरा कर दिया जाना चाहिये।

स्वर्गीय ललितनारायण मिश्र जी, भ्रतपूर्व रेल मंत्री का एक स्पष्ट था। वे चाहते थे कि सम्पूर्ण उत्तर भारत में हिमालय के समानान्तर मीटरगेज फ्रंटियर रेलवे लाइन चालू हो। उसको चालू करने में कोई बड़ी बाधा नहीं है। उस लाइन के बीच में तीन ही गेप हैं अगर उनको दूर कर दिया जाय तो इस फ्रंटियर रेलवे लाइन का निर्माण हो सकता है। पहले तो छितौनी जो उत्तर प्रदेश में है और बगहा के बीच में एक गेप है। छितौनी और बगहा की दूरी 13 किलोमीटर है और दोनों के बीच गंडक नदी है। अगर गंडक पर पुल बना दिया जाय तो यह गेप दूर हो सकता है। गंडक पर पुल बनाने का कार्य स्व० ललित नारायण मिश्र तत्कालीन रेल मंत्री ने आरम्भ किया था उसके सिलसिले में शिलान्यास समारोह के अवसर पर प्रधान मंत्री जी ने भाषण दिया था। उसमें उन्होंने कहा था कि इस पुल के द्वारा यू. पी. और बिहार जुड़ेंगे तो आसाम-बंगाल भी जुड़ेंगे और असम के विकास में सहायता मिलेगी। अगर यह गेप मिला दिया जाय तो यह दूरी बहुत कम हो सकती है।

उसके बाद दूसरा गेप रह जाता है निर्मली और सरायगढ़ का जो कि 14 किलोमीटर का गेप है। इस गेप की वजह से गाड़ी निर्मली से घूम कर, सम्पूर्ण बरोनी होते हुये कोई तीन सौ किलोमीटर का चक्कर लगा कर सरायगढ़ पहुंचती है। अगर इस गेप को बन्द कर दिया जाय तो यह दूरी 14 किलोमीटर रह जायगी। यह गेप कोसी पर पुल बना करके दूर किया जा सकता है। 44 वर्ष पूर्व निर्मली-सरायगढ़ जुड़े हुये थे।

तीसरा गेप है फारबिसगंज और सिलीगुड़ी अगर इनको कनेक्ट कर दिया जाय तो इससे भी बड़ी मदद मिल सकती है। इस में कोई

[श्री डूमर लाल बंडा]

ज्यादा खर्चा नहीं है। मैंने पंडित जी को पत्र लिखा था। उन्होंने उत्तर दिया कि 12 करोड़ रुपये लगेगे। पता नहीं इस बारे में पंडित जी क्या सोच रहे हैं? अगर यह 12 करोड़ रुपया एक साथ खर्च न किया जा सके तो इसकी खंडशः बजट में व्यवस्था की जाय और इस काम को किया जाय? एक ही बांध है डोम बांध। वहां जमीन सरकार की है। आपको भूमि का अधिग्रहण करने की वहां आवश्यकता नहीं है। वहां पर मिट्टी का काम भी किया हुआ है। सब से बड़ी बात यह है कि छोटे छोटे क्लवर्ट जहाँ तहाँ लगेगे और बड़ी नदी एक भी नहीं है जहाँ पुल बनाने की आवश्यकता हो। 18 करोड़ या 12 करोड़ जो भी खर्चा है उसके बनाने का उस में वह हो जायेगा। इस तरह से सिलीगुडी से फारबिसगंज तक नार्थ फ्रंटियर रेलवे का निर्माण आसानी से हो जायेगा।

एक बात में सुरक्षा की दृष्टि से भी कहना चाहता हूँ। जो लाइन भी किशनगंज हो कर असम तक जाती है उस बीच में बारसोई ब्रिज पार करना पड़ता है। इस ब्रिज को अगर डैमेज कर दिया जाय तो हमारा असम का लिंक सदा के लिये टूट जाता है। लेकिन इम रूट को बना देने से आपको सुरक्षा का एक दूसरा साधन मिल जायगा एक वैकल्पिक रूट मिल जायगा और यह सुरक्षा की दृष्टि से बहुत महत्वपूर्ण भी होगा।

आज हर तरफ से ब्राड गेज की मांग होती है। ब्राड गेज का निर्माण भी हो रहा है। मीटर गेज के जो डिब्बे और लाइनें हैं वे अभी जो नार्थ फ्रंटियर रेलवे का मैंने आपके सामने प्रस्ताव रखा है, अगर उसको मान लिया जाता है तो इन डिब्बों तथा सभी दूसरे साधनों का उपयोग इस नार्थ फ्रंटियर रेलवे में हो सकता है। इस वास्ते मैं अनुरोध करना चाहता हूँ कि इस ओर आप ध्यान दें।

अब मैं अपने इलाके के बारे में थोड़ा सा कहना चाहता हूँ। नरपतगंज की बात मैं करना चाहता हूँ। अभी कहा गया है कि छोटी-छोटी बातों को पत्र लिख कर पूरा करवा लिया जाना चाहिये। मैंने इसी दृष्टि से पत्र भी लिखे थे इस स्टेशन के बारे में। नरपतगंज हमारे क्षेत्र का एक महत्वपूर्ण स्टेशन है और पूर्वोत्तर रेलवे पर है.....

समापति महोदय : आपने पत्र लिखा था समय बचाने के लिये तो फिर अब इसको यहाँ उठाने की क्या आवश्यकता है?

श्री डूमर लाल बंडा : पत्र तो लिखा था लेकिन हुआ क्या यह मैं आपको बताना चाहता हूँ। मुझे जवाब दिया गया कि कंसल्टेंटिव कमेटी की इसके बारे में कोई सिफारिश नहीं आई है कि कोसी एक्सप्रेस का वहाँ ठहराव हो और इस वास्ते वहाँ ठहराव देना उचित नहीं समझा गया है और न ही दिया गया है। फारबिसगंज से सहरसा तक जितने भी बीच के स्टेशन हैं सभी पर यह कोसी एक्सप्रेस गाड़ी ठहरती है लेकिन नरपतगंज में नहीं ठहरती है। वह स्टेशन व्यापारिक दृष्टि से किसी अन्य स्टेशन से कम महत्वपूर्ण नहीं है। उससे छोटे छोटे जो स्टेशन हैं और कम महत्व के स्टेशन हैं वहाँ पर तो यह गाड़ी कोसी एक्सप्रेस ठहरती है लेकिन यहाँ नहीं ठहरती है। इन्होंने कंसल्टेंटिव कमेटी की बात कही है। अभी कोई कमेटी बनी ही नहीं। मधु दंडवते जी जब रेल मंत्री हुए थे उन्होंने इसके बारे में आश्वासन दिया था लेकिन आज तक उनकी मांग की पूर्ति नहीं हुई है। वहाँ पर कोसी एक्सप्रेस का ठहराव होना चाहिये। यही ट्रेन है जो जयन्ती जनता को भी पकड़ाती है। जयन्ती जनता से जिस को जाना होता है वह कोसी एक्सप्रेस से आता है।

जोगबनी नेपाल का एक द्वार है। यहाँ से भारत में आया जाता है। एक जोगबनी है और दूसरा रक्सौल है। जोगबनी से कटिहार तक ब्राडगेज करने का प्रस्ताव नेपाल सरकार की तरफ से भारत सरकार के पास पहले भी आया था। मारका प्रसाद कोयराला और बी० पी० कोयराला तथा दूसरे लोगों की मार्फत भी यह प्रयास किया गया था कि इसको ब्राडगेज कर दिया जाय। बरौनी से कटिहार तक का प्रस्ताव पहले से ही है। मैं चाहता हूँ कि जोगबनी से कटिहार तक को भी ब्राडगेज कर दिया जाय। उमी सिलसिले में जो केवल 70 किलोमीटर की दूरी का कटिहार से जोगबनी का भाग है, उसको भी ब्राडगेज में परिवर्तित कर दिया जाये। इसको ब्राडगेज करने से जोगबनी से कटिहार कलकत्ता तक का मार्ग ब्राडगेज का हो जायेगा। जोगबनी कटिहार खंड पूर्वोत्तर सीमांत रेलवे का एक छोटा सा हिस्सा है। इसलिए मेरा सुझाव है कि इसको बड़ी लाइन करने की कोशिश की जाये। बरौनी से कटिहार तक ब्राडगेज के लिए प्रस्तावित है, इसलिए जोगबनी से कटिहार को भी इसमें शामिल किया जाये।

मैं पंडित जी से एक अनुरोध और करना चाहता हूँ कि आज प्रष्टाचार का बोलबाला हर जगह है और वह रेलवे में भी है, यह मैं मानता हूँ। आज आरक्षण के सिलसिले में अगर पालियामेंट के मेम्बर सेवान के दिनों में कहीं जाना चाहते

हैं तो 10 दिन पहले नोटिस देने पर भी उनका आरक्षण नहीं होता है और जो व्यापारी लोग हैं, वह पैसा देते हैं तो उनका आरक्षण हो जाता है। हम कहना चाहते हैं कि थोड़ा इस तरफ भी रेलवे अधिकारियों को ध्यान देना चाहिए कि इस प्रकार की व्यवस्था क्यों है। प्लेन से यात्रा करने में इस बात का ख्याल रखा जाता है कि मेम्बरो को जब सेशन होता है तो इस तरह की सुविधा दी जाती है, मगर रेलवे में इसकी अपेक्षा ही, यह शोभनीय बात नहीं मालूम देती है।

सभापति जी मैंने आपके द्वारा पंडित जी का ध्यान आकर्षित किया है और मैं आशा रखता हूँ कि पंडित जी इन छोटी-छोटी बातों पर भी अपना ध्यान देंगे और उनके महान हाथों में उनके सशक्त प्रशासन में अगर रेलवे इस मामले में दुरुस्त नहीं हुई तो फिर किसी से आशा नहीं की जा सकती है। इन्हीं शब्दों के साथ मैं धन्यवाद दूंगा कि आपने मुझे थोड़ा बोलने का समय दिया।

SHRI M. RAM GOPAL REDDY (Nizamabad): Sir, we are grateful to Madam Gandhi for having included in her Cabinet Mr. Mallikarjun, who is very fortunate in having the guidance of Pandit Kamalapati Tripathi. I am sure he will learn many things from him and will prove a worthy and able Minister of our country.

The population of this country is increasing by 2.5 per cent. Agricultural production is increasing by 5 per cent. Industrial production is going up by 5 per cent. 5 per cent to 8 per cent is our aim. So, the total comes to about 13 to 14 per cent increase every year in our country. All this load is on railways. We are not giving sufficient funds to the railways to cope up with all this traffic that needs to be transported. When any tax is levied on railway fare or freight, there is a hue and cry from all sides of the House. When demands come, everybody wants more trains to be run for passengers and more goods to be transported in the speediest manner. Under Pandit Kamalapati Tripathi's leadership, the railway has started moving very fast. जब सवार अच्छा होता है तो थोड़ा भी अच्छा चलता है। When the Minister is all right, everything will be all right.

Some improvements are still required and I will give some suggestions for the improvement of the movement of commodities. The movement of goods in the cities is quite all right because the city people have got approach upto the Railway Board and the Railway General Managers. But in villages and backward areas, the movement is not proper. The Railway Board should give more consideration to the movement of goods that are manufactured in those factories which are established in rural and backward areas and also to the stations that are set up there. In my State, most of the stations are in rural areas. But most of the goods are not being properly moved. The goods that are meant for export must be given top priority. Lot of cement is there in our factories. In one factory Kesavram Cement, the stock is about one lakh tonnes. They have written to the Railway Minister to clear that stock. If the stock is not cleared in time, they will have to bear storage charges and bank interest. Then it will become uneconomic for factory people. I request the Minister to give top priority for clearing such stocks so that it reaches the consuming centres.

After giving bonus to the railwaymen, they are very happy. Prof. Dandavate was trying to give bonus during his Ministership but could not succeed. Now, we have given the bonus to them and they are working very hard.

14.58 hrs.

[MR. SPEAKER in the Chair]

In my own district headquarters Nizamabad Panditji was kind enough to sanction an over-bridge. But the State Government has not taken up the work so far. I request Panditji to write to the Chief Minister in this regard so that construction of the over-bridge can be started early. This demand of the over-bridge has been there since 1952 when Mr. H. C. Heda was the MP from that area. As an MP from that area, I want that this should be taken up very early.

[Shri M. Ram Gopal Reddy]

In Nizamabad area, over 8 lakh bags of sugar, thousands of tonnes of turmeric, maize and paddy are produced. They all reach Nizamabad headquarters thus causing traffic hazard in the city. There is traffic jam for hours together in the city. The population of the city is 1.3 lakh. Over and above that, there is a floating population also. With the movement of cars and trucks, there is a terrific traffic jam. I hope, Panditji during his term of office, will get this over-bridge completed. I request Panditji to come there and lay the foundation stone of that over-bridge.

15 hrs.

STATEMENT RE. INCIDENT AT
BAGHPAT

गृह मंत्री (श्री जैल सिंह) : महोदय, संसद के दोनों सदन के अनेक माननीय सदस्यो तथा अन्य लोगों द्वारा 18 जून, 1980 को उत्तर प्रदेश के मेरठ जिले में बागपत में हुई एक घटना के प्रति क्रोध और रोष प्रकट किया गया है जिस में एक महिला के साथ श्रेष्ठवर्ती तथा अभद्र व्यवहार किया गया है। मैं 11 संसद सदस्यों जिनमें 10 महिला सदस्यो थी के साथ 1 जुलाई, 1980 को बागपत गया था। हमने बहुत से लोगों तथा विभिन्न विचारों के प्रतिनिधि मण्डलों और राजनीतिक दलों को मुना जिन्होंने 18 जून, 1980 को हुई दर्दनाक घटना का विस्तृत वर्णन हमको दिया और उनके बारे में जो वास्तव में उस दिन बड़ा हुआ था अपना मत प्रकट किया।

मैंने यह कहने में कोई गकोच नहीं है कि इस प्रकार की घटनाएँ हम देश की परम्पराओं और संस्कृति पर लाञ्छन और गलत है जहाँ सदा से नारी को एक सम्मान की दृष्टि में देखा जाता रहा है। अतः बागपत में हुई घटना निष्कपट रूप से और बिना किसी संकोच के निन्दा करने लायक है। सरकार की ओर से मैं सदन को यह आश्वासन दे सकता हूँ कि किसी को भी, चाहे वह किसी भी हैसियत का हो यदि इस शर्मनाक घटना के लिए किसी प्रकार से दोषी पाया जाता है अथवा उसका इममें कोई हाथ है तो उसे कड़ा दण्ड दिया जाएगा।

तथापि मैं सभी से अपील करूँगा कि इस घटना का प्रयोग किसी व्यक्ति या दल द्वारा किसी राजनीतिक लाभ के लिए न किया जाए क्योंकि हमें संदेह है कि इस घटना ने एक राजनीतिक मोड़ ले लिया है तथा कुछ तत्वों द्वारा इन उद्देश्यों के लिए इसका फायदा उठाया जा रहा है..... (व्यवधान).....

एक माननीय सदस्य : यह गलत है।

श्री जैल सिंह :जिनका किसी भी तरह से नारी के सम्मान की रक्षा के मुख्य प्रश्न से सम्बन्ध नहीं है। दुर्भाग्यवश, इससे बागपत में भारी तथा तनावपूर्ण वातावरण पैदा हो गया है और इसके परिणामस्वरूप 18 जून, को वास्तव में जो हुआ था उसके बारे में परस्पर विरोधी और अतिपूर्ण मत व्यक्त किये जा रहे हैं।

..... (व्यवधान)

श्री राम बिलास पासवान : आपने कार्यवाही क्या की? (व्यवधान).....

श्री जैल सिंह :इन तथ्यों को ध्यान में रखते हुए तथा यह मालूम करने के विचार से कि उस तारीख को निश्चित रूप से क्या हुआ, सरकार को यह प्रतीत होता है कि 18 जून, 1980 को बागपत में एक महिला के साथ किए गए अभद्र व्यवहार की घटना के लिए वास्तव में उत्तरदायी व्यक्तियों को खोज निकालने के लिए सबसे अच्छा रस्ता न्यायिक जांच कराना होगा। अतः हमने राज्य सरकार को शीघ्र ही ऐसी जांच आरम्भ कराने की सलाह दी है।

(Interruptions)**

MR. SPEAKER: Nothing should go on record without my permission.

(Interruptions)**

MR. SPEAKER: If the House will bear with me, I think we have some rules here. The Minister has made a statement. You may or may not like it, you may differ from him, but here is the guideline for you, rule 372 You must look into it.

SHRI ATAL BIHARI VAJPAYEE (New Delhi): The House can decide to suspend the rule, and you can allow clarifications.