

[Dr. Subramaniam Swamy]

mounting immensely with incessant rise in the population. The impact is severe because it has not been possible to keep pace with traffic capacity *vis-a-vis* tremendous increase in the commuter movement. During the last 30 years, the population and number of commuters per day have increased by 173 per cent and 430 per cent respectively whereas the number of trains has increased by 113 per cent only.

If population rises at the rate of 3 lakhs per year and the traffic on conservative estimates increases at 6 per cent per annum, requirement of train in South Bombay per peak hour will go up to 172 by the year 2000. Presently 54 trains per peak hour are run against the requirement of nearly 100 trains per peak hour.

An additional allocation of Rs. 70 crores to the railway sector has been made by the Planning Commission for taking up the following schemes in Bombay:—

(i) Provision for additional pair of lines between Bandra and Andheri.

(ii) Construction of Mankurd-Belapur line and the proposed East West Corridor along the alignment of Bandra-Kurla-Belapur-Panvel.

These two projects have already been accorded the highest priority by the National Transport Policy Committee in their Report of May 1980. I also understand that the latter project has been cleared by the Study Group on Environmental Issues for Development Projects in Bombay Metropolitan Region from the Environmental angle. Unfortunately only a paltry sum of Rs. 1.95 crores has been provided in the Railway Budget for 1982-83.

The Bandra-Andheri section is the most critical section of the existing network and forms an integral part of the Sixth Corridor of the Final Location Survey for which was completed as far back as in December, 1974. This section incidentally carries today the highest passenger volume

in the country. Therefore, it requires immediate relief.

The National Transport policy Committee, in their Report of May 1980, have specifically recommended provision of additional pair of lines between Bandra and Andheri together with a rail flyover at Raoli junction and ancillary works in the Harbour Branch line.

I demand that the Government take immediate action in the above matters.

(vi) PROBLEMS OF EX-SERVICEMEN REHABILITATED BY PUBLIC SECTOR BANKS

SHRI AMAL DATTA (Diamond Harbour): Sir, ex-servicemen rehabilitated in various Public Sector Banks after their release/retirement from service staged a mass protest rally on 2nd August 1982 at the Boat Club to focus the Government's attention to their long-standing demands placed before the Prime Minister as early as July 1980 through a charter of demands which included:

(1) recognition of military service rendered by the soldiers;

(2) fixation of salaries in accordance with the Government orders to be made applicable in a uniform manner;

(3) Suitable and honourable job opportunities to ex-servicemen; and

(4) ending discrimination amongst various categories/ranks of ex-servicemen.

Sir, it is very painful that our brave Jawans are forced to come out on the street in support of their demands. The Jawans spent their entire youth risking their lives for the safety of the country only to be discarded and humiliated when they retire from active service.

On their rehabilitation in the Ranks, no benefit of defence service is given to them. They are made to start their career afresh exactly like a new fresh entrant. The meagre benefit of pension is also withdrawn. This is the indignity meted out to them in return for their service to the

country. The Government's apathetic attitude to the genuine and legitimate demands of these ex-soldiers will create frustration and disenchantment among the soldiers who are in active service.

Therefore, I urge upon the Government to consider the demands of the ex-service-men in their proper perspective and implement the same expeditiously.

(vii) NEED FOR TAKING STEPS FOR BETTER WORKING OF POSTAL AND TELEPHONE SYSTEM IN UTTAR PRADESH

श्री हरिकेश बहादुर (गोरखपुर): उपाध्यक्ष महोदय, उत्तर प्रदेश में डाक तार और टेलीफोन व्यवस्था लगभग पूरी तरह अस्त-व्यस्त होती जा रही है। यहाँ तक कि प्रदेश की राजधानी लखनऊ में बहुत से टेलीफोन ग्रहों में आधे दिन सराव हालत में पड़े रहते हैं। टेलीफोन का बिजुल उपाभोक्ताओं में ज्यादा वसूल किये जाने की सूचना मिलती रहती है। टेलीफोन विभाग जनता की शिकायतों पर ध्यान नहीं देता। लगातार कहने रहने के बावजूद टेलीफोन की सराबी दूर नहीं की जाती। एगों का तो यह हाल है कि दिल्ली में भेजा पत्र लखनऊ पहुँचने में प्रायः एक सप्ताह का समय लेता है। इसी प्रकार प्रदेश में एक जिले से दूसरे जिले में भेजे गये पत्र एक सप्ताह से पहले प्रायः नहीं पहुँचते। आजकल डाक टिकटों की भी बहुत चोरी होने के समाचार सामने आए हैं। लगता है कि डाक, तार, टेलीफोन विभाग द्वारा जनता की कीठनाई को दूर करने का कोई भी ठोस प्रयास नहीं किया जा रहा है। गोरखपुर जिले के टेलीफोन अधिकारियों द्वारा भ्रष्टाचार किये जाने की सूचना भी प्राप्त हुई है तथा मैंने संचार राज्य मंत्री को लिखना भी है। अतः इन परिस्थितियों में मैं सरकार से मांग करता हूँ कि पूरे उत्तर प्रदेश में डाक, तार, टेलीफोन व्यवस्था को ठीक करने हेतु कदम उठाया जाए।

(viii) PROVISION FOR A FIRST CLASS BOGEY FROM SAHARANPUR TO LUCKNOW, AND NEED FOR STARTING SANGAM EXPRESS FROM SAHARANPUR

श्री जगपाल सिंह (हरिद्वार): उपाध्यक्ष महोदय, मैं आपकी अनुमति से मेरे जन-

पद सहारनपुर के रेल यात्रियों से संबंधित विषय को और सदन का ध्यान आकृष्ट करना चाहता हूँ। इस जनपद मेलों की संख्या 25 लाख है। इस जनपद से 10 विधायक एवं दो संसदसदस्य चुने जाते हैं। इनके अलावा एक राज्यसभा के सदस्य, दो उत्तर प्रदेश विधान परिषद के सदस्य हैं। रज्जु की जहाँ मेना की छावनी है, हरिद्वार धार्मिक स्थल है। लेकिन सहारनपुर में इलाहाबाद व लखनऊ को जाने के लिये पर्याप्त रेलवे सीटों का आरक्षण नहीं है।

सांयकाल 5.40 पर जो पसेंजर गाड़ी चलती है, उसी में सिर्फ 8 प्रथम श्रेणी की बर्थें लगाई जाती हैं, जो बहुत अपर्याप्त हैं। कभी-कभी विधान सभा के सदस्यों को विधान सभा का सत्र भी छोड़ना पड़ता है।

अतः एव रेल मंत्री में प्रार्थना है कि सहारनपुर से लखनऊ के लिये प्रथम श्रेणी का एक पूरा डिब्बा लगाया जाए और साथ ही संगम एक्सप्रेस को मेरठ से न चलाकर सहारनपुर से चलाने का वाद करे।

(ix) NEED TO ALLOT MORE WAGONS FOR TRANSPORTING BANANAS FROM JALGAON TO DELHI.

SHRI Y. S. MAHAJAN (Jalgaon): My district of Jalgaon has specialized in the production of bananas. Every year, we require about 25,000 wagons for transporting bananas to Delhi and other places in the North. It is now six weeks since the banana season has started, but not a single wagon has been loaded by the cultivators so far. The freight which was Rs. 3200/- for a CRT wagon, was increased to Rs. 4200/-, as a result of the Budget. Further, the hon. Minister for Railways has reduced freight concession for transporting bananas from 50 per cent to 30 per cent. This has resulted in increasing the freight for a CRT wagon from Rs. 3200/- in March to Rs. 5900/- on 1st July 1982. This amounts to an increase of 85 per cent in the freight. Since the freight is too heavy, not a single wagon has been loaded so far.

The position is fraught with danger to the agriculturists and cultivation of bananas.