

[श्री राज नारायण]

के बाद कोई ऐसी स्थिति रहती है कि और जांच कराने की आवश्यकता है तो और जांच करा ली जाएगी और छोड़ा नहीं जाएगा। उनके इस प्वाइंट में लाजिक है, तर्क है कि जिस के विषय शिकायत हो वही जांच क्यों बिठाए। इस बात को मैं प्रधान मंत्री जी तथा और सब लोगों को बता दूंगा। सम्मानित सदस्या के भ्रष्टर जो भाव है और सम्मानित सदस्यों के जो भाव है...

श्री बसन्त साठे : दत्त साहब को यहां की प्रोसीडिग्न भेज दें।

श्री राज नारायण : भेज दी जाएगी। प्रधान मंत्री, पूरी सरकार को इसकी जानकारी करा दी जाएगी ताकि कोई लंकना न रहे।

हमें किसी पद का लालच नहीं है। अगर अपने कर्तव्य के पालन में हम फेहेमेंटली यह मालूम हो जाएगा कि बाधा पड़ रही है तो पद को किसी भी मण हम छोड़ सकते हैं।

श्री बसन्त साठे : किस को धक्का दे रहे हैं ?

श्री राज नारायण : उनको धांधवासन देता हूँ।

श्री बसन्त साठे : हटने से उनको क्या सन्तोष हो जाएगा ?

श्री राज नारायण : उनको धांधवासन देना चाहता हूँ ताकि उनके मन में शंका न रहे कि हमारे और मैनेजिंग बाडी के बेयरमैन के बीच में कोई सांठगांठ हो गई है और सांठगांठ के जरिये ऐसी चीज हुई है। इसको कृपा करके वह अपने मन से निकाल दें। हम दुसती चलाने वाले नहीं हैं, हम सीधे चलाने वाले हैं, स्टेटफार्बैंड हैं, जो सोचेंगे वही करेंगे जो कहेंगे वही करेंगे।

14:25 hrs.

RESOLUTION RE. FIRST REPORT OF THE RAILWAY CONVENTION COMMITTEE

THE MINISTER OF RAILWAYS-1 (PROF. MADHU DANDAVATE) : Sir, I beg to move :

"That this House approves the recommendations made in paras 5, 6, 7, 11, 14, 17 and 18 contained in the First Report of the Committee appointed to review the rate of dividend payable by the Railway undertaking to General Revenues as well as other ancillary matters in connection with the Railway Finance and General Finance which was presented to Parliament on the 17th November, 1977.

That this House further directs that the action taken by Government on the recommendations made in this Report, should be reported to the Committee".

Sir, by a resolution passed by Parliament on the 15th January, 1976 in the Fifth Lok Sabha and on 20-1-76 in the Rajya Sabha, the recommendations contained in paras 4, 5, 15, 16, 17 and 23 of the Eleventh Report of the Railway Convention Committee, constituted in 1973, in the matter of dividend payable by the Railway undertaking to General Revenues as well as ancillary matters in connection with the Railway Finance and General Finance, were approved by Parliament with the further direction that the action taken by the Government on the other recommendations made in that Report, as well as in the Eighth and Ninth Reports, should be reported to the said Committee. The action taken on these reports has been duly advised to that Committee.

The recommendations made in the Eleventh Report of the Railway Convention Committee, as approved by Parliament, determined the rate of dividend payable by the Railway undertaking to General Revenues and other ancillary matters in respect of the financial year 1976-77.

With the dissolution of the Fifth Lok Sabha, the Railway Convention Committee constituted in 1973 became *functus officio*. On the constitution of the Sixth Lok Sabha, a resolution was passed by this House on 2nd August, 1977 and by the Rajya Sabha on 4th August, 1977 constituting a new Railway Convention Committee, consisting of 12 members from the Lok Sabha and 6 members from the Rajya Sabha. As the recommendations of this Committee in the matter of dividend payable by the Railway undertaking to General Revenues and other

ancillary matters duly approved by Parliament in respect of the current financial year (1977-78) were not available at that time, the budget estimates were framed on the basis of the arrangements approved by Parliament in respect of the financial year 1976-77.

In their First Report, the Railway Convention Committee, 1977, have recommended that the financial arrangements between the Railway undertaking and General Revenues in the matter of dividend payable and other ancillary matters, as approved by the Fifth Lok Sabha in respect of the financial year 1976-77, may be continued in respect of the current financial year (1977-78) and the next financial year (1978-79) also.

As observed by the Committee, during the year 1976-77 the financial performance of the railways registered a marked improvement over the previous two years. The Committee have also noted with gratification that the budget estimates presented by me in June, 1977 for the year 1977-78 envisaged a net surplus of Rs. 32.50 crores as against the net surplus of Rs. 26.45 crores projected in the interim budget presented by me in March, 1977. I am happy to say that during the period April-October 1977, the Railways' earnings have shown a further improvement, in that our gross earnings are Rs. 82.3 crores more than the earnings for the corresponding period last year and the net working results are also better than the budget proportion for the current year by about Rs. 50 crores.

As the Convention Committee have pointed out in their Report under consideration, the Railways' indebtedness to the General Revenues under the Development Fund and the Revenue Reserve Fund continue to be substantial not withstanding the marked improvement in the Railways' financial performance. I agree with the observation of the Convention Committee, it would need several years of sustained effort on the part of the Railways to wipe out these liabilities. It shall, however, be the constant endeavour of the Railway undertaking to augment the earnings and to keep the working expenses under strict check in order that the loans taken from the General Exchequer may be repaid as quickly as possible.

With these few words, I commend the resolution for the consideration of this House. Before I sit down, I would like to express my grateful thanks to the Chairman and other Members of the Convention Committee for the arduous labour undertaken by them for their sympathetic consideration of the Railways' problems

and for the expedition with which they have finalised their recommendations in this regard for the years 1977-78 and 1978-79.

MR. DEPUTY SPEAKER : Resolution moved :

"That this House approves the recommendations made in paras 5, 6, 7, 11, 14, 17 and 18 contained in the First Report of the Committee appointed to review the rate of dividend payable by the Railway undertaking to General Revenues as well as other ancillary matters in connection with the Railway Finance and General Finance which was presented to Parliament on the 17th November, 1977.

That this House further directs that the action taken by Government on the other recommendations made in this Report, should be reported to the Committee."

Shri Mohd. Shafi Qureshi.

श्री मोहम्मद शाफी कुरेशी (अनन्तनाग) : डिप्टी स्पीकर साहब, मुझे इस बात की खुशी है कि रेलवे कंवेन्शन कमेटी ने अपनी जो पहली रिपोर्ट पेश की है इसमें उन्होंने तकरीबन उन्हीं सिफारिशों को दोहराया है जो इससे पहले की रेलवे कंवेन्शन कमेटी किया करती थी। मैं बजीरे रेलवे का काफी एहतराम भी करता हूँ लेकिन आज बड़े दुख के साथ कहना पड़ता है कि जिस तरह अखबार में एक परमानेंट कौलम होता है मौसम का हाल बताने का इसी तरह से पिछले एक, दो महीने से रेलवे ऐक्सीडेंट्स कौलम ने भी सूरत अख्तियार करती है। अखबार पढ़ने पढ़ते जब मुबह् आदमी मौसम का हाल मालूम करता है तो उसे यह भी खबर मिलती है कि रेलवे ऐक्सीडेंट्स कितने हुए हैं। और पढ़ने वाला नाउम्मीद नहीं होता क्योंकि किसी न किसी सफे पर उसको इस किस्म की खबर जरूर मिलती है।

जो रेलवे कंवेन्शन कमेटी की रिपोर्ट हमारे पास है इसमें दो तीन बातें काफी अहम हैं। कंवेन्शन कमेटी ने रेलवे की कमाई को बड़ी सराहना की है। जैसा कि मंत्री जी को मालूम है और अब उन्हें तजुर्बा भी हो गया

[श्री मोहम्मद शकी कुरैशी]

होगा कि रेलवे में सुधार लाने के लिये काफी हिम्मत, काफी वक्त, और काफी मेहनत की जरूरत होती है। और इसको बिगाड़ने में उतना वक्त नहीं लगता जितना कि बनाने में लगता है। अगर 1976-77 साल में जहाँ पर कि उन्होंने 8 करोड़ पहले दिखाया था का इजाफा होगा वहाँ 87.33 करोड़ का सरप्लस मिला है। तो यह इस बात का नतीजा है कि इससे सालों पहले रेलवे की कार कर्मियों को सुधारने के लिये इन्तहाई कोशिश की गई थी। मुझे यकीन है कि रेल मंत्री साहब इसमें सियासत या पार्टी का जो हमारा एक दूसरे के मुखालिफत करने का नजरिया होता है, वह नहीं लायेंगे। लेकिन एक चीज में अर्ज करूंगा कि जो सुधार रेलवे में लाया गया है उसको वह बरकरार रखें। मुझे उन की मुश्किलता का पूरा अहसास है, क्योंकि जब वह इस तरफ बैठ करतें थे, तब उन्होंने बहुत लम्बे-चौड़े वायदे रेल कर्मचारियों से किये थे। उस वक्त शायद उन्हें यह ख्याल नहीं था कि कभी उन के सिर पर भी जिम्मेदारी आ पड़ेगी और अगर आप इजाजत दें तो मैं यह भी कहना चाहता हूँ कि उस वक्त उन्होंने बड़ी गैर-जिम्मेदारी की बातें की थीं। क्योंकि अगर वे जिम्मेदारी की बातें हाँती, तो आज वही माँगें उन से हो रही है और वे उन को पूरा नहीं कर पा रहे हैं, क्योंकि उन की माली हालत अभी भी इतनी सुधरी हुई नहीं है कि वे रेल कर्मचारियों की तमाम माँगों को मन्ज़ूर कर सकें।

इस में कोई शक नहीं, उस वक्त हमारे सामने कुछ मुश्किलता थी, उन की कुछ माँगें मानी गई, कुछ नहीं मानी गई, लेकिन अब जो हालत अच्छी बनी है और जैसा 1977-78 के मुताल्लिक उन का ख्याल है कि 32 करोड़ रुपये का सरप्लस वे रेलवे में कर देंगे। मैं उम्मीद करता हूँ कि न सिर्फ रेलवे की कार्यकर्तियों को बचा-तौर-पर वह उस दर्जे पर कायम रखेंगे कि जिस दर्जे पर

उन्होंने पिछली हुकूमत से लिया है, बल्कि उन की अपनी काबिलियत को देखते हुए हम चाहेंगे कि वे इस में काफी इजाफा भी करेंगे।

एक बात मैं वह अर्ज करना चाहता हूँ—जो बहुत डिस्टिंग्विश है और जिम से मुझे दुख होता है—जहाँ रेलवे की ग्रामदनी बढ़ी है, वहाँ रेलवे का खर्चा (एक्सपेंडिचर) भी बढ़ता गया है। कन्वेंशन कमेटी ने अपनी रिपोर्ट में जो धाकड़े दिये हैं—उस का सोर्स रेलवे बजट था जो एक्सपेंडिचरी मेमोरेण्डम है—उस में आप देखें—वकिंग-एक्सपेंसेज जहाँ 1974-75 में 1148 करोड़ रुपये था, आज यह सूत्र है कि वकिंग-एक्सपेंसेज बढ़ कर 2110 करोड़ रुपये तक पहुँच गया है। जहाँ एक तरफ रेलवे की ग्रामदनी बढ़ी है, वहाँ साथ-साथ वकिंग-एक्सपेंसेज बढ़ने लगे हैं। इस तरफ आप को ध्यान देना चाहिये—जहाँ रेलवे की ग्रामदनी बढ़े, वहाँ वकिंग-एक्सपेंसेज कम करने की कोशिश होनी चाहिये। इस के लिये उन्होंने कुछ कोशिश की है या नहीं की है—मुझे मालूम नहीं है, लेकिन मैं यह चाहूँगा कि आप इस तरफ पूरी तबज्जह दें।

कन्वेंशन कमेटी ने जो सर्वेक्टस इस बार एक्जामिनेशन के लिये चुने हैं—उस में उन्होंने चार चीजों की तरफ़ खास तौर से ध्यान दिया है। एक तो यह कि वे पर्सनल-पालिसी एडमिनिस्ट्रेशन की देखेंगे, रेलवे का हिंदुस्तान की इकानामी में जो हिस्सा है, वह किस हद तक अदा करते हैं और आगे क्या करना है। रेलवे में जो करणन, रिबूतखोरी और दूसरी बुरी चीजें हैं, उनको कैसे दूर करता है। पर्सनल बुकिंग और रिजर्वेशन के लिये भी वे गौर करेंगे। इस सिलसिले में एक बात हाउस को मालूम होनी चाहिये कि पर्सनल बुकिंग और रिजर्वेशन के लिये एक कमेटी पिछली सरकार ने बनाई थी और उस के चेयरमैन श्री कृष्णकांत थे, जो अनाज भी रेलवे कन्वेंशन कमेटी के मेम्बर हैं। उन्होंने काफी अच्छी सिफारिशात गवर्नमेंट को दी थी और

काफ़ी सिफारिशों को गवर्नमेंट ने मान लिया था। लेकिन अब मुझे पता चला है कि मंत्री जी दोबारा उन पर विचार करना चाहते हैं और चाहते हैं कि जो बातें पहले मानी गई थीं, उन को बदल दिया जाय। मेरी उन से अर्जदाश है कि जो भी रिपोर्ट बननी है, उस में काफी वक्त लगता है। उसको बदलने से पहले वे जरा उन पर गौर कर लें कि उन के बदलने से रेलवे को नुकसान होगा या फायदा होगा।

रेलवे के एक्सपेंसेज को कम करने के लिये उन्होंने रेलवे बोर्ड की तयकील का जिक्र किया था। उन्होंने बजट स्पीच में इस का जिक्र किया था कि रेलवे बोर्ड को हम ने बदल दिया है। मुझे इस बात की ख़ुशी है कि अब वह जकड़े गये हैं। इस मामले में जैसे लफ़्ज़ों की हेराफेरी पहले हुआ करती थी, वही आज भी है, कोई बचत आप ने वहाँ पर नहीं की है, सिर्फ यह कह दिया है कि एडिशनल मेम्बर जो पहले रेलवे बोर्ड में हुआ करते थे, उन का नाम अब बदल कर एडवाइजर कर दिया गया है, सिर्फ लेबल बदल दिया है, अन्दर सब कुछ वही है जो पहले था। मैं यह कहना चाहता हूँ कि आपने एक अच्छा कदम उठाया है कि एडमिनिस्ट्रेटिव रिफार्म्स कमीशन की रिपोर्ट को माना है, लेकिन आप देखें कि इस में रुपये के हिसाब से रेलवे को कितनी बचत हुई है। अगर हम इस कार्यवाही से हिन्दुस्तान की रेलवे को रुपयों में बचत हुई है, खर्चा कम हुआ है, तब मैं समझूंगा कि यह अच्छा कदम उठाया गया है। लेकिन अगर लेबल बदल दिया है और खर्च वैसे का वैसे है तो मैं समझता हूँ कि यह आपकी अपनी खुशकहमी है और हाउस को भी उसी में रखना चाहते हैं। जहाँ तक खर्च का ताल्लुक है—वहाँ पर देखा जाय कि खर्च को कौन-कौन सी भेदें हैं जिन में कोई बचत हुई है—इस के लिये आप एक कमेटी मुकर्रर करें।

आप ने एक्सपेंडेन्स के लिये एक कमेटी मुकर्रर की है जिस का चेयरमैन आप ने एक साबका जज को बनाया। मुझे मालूम नहीं कानूनी नुक्ते-निगाह से वह इस में क्या देखेंगे, क्योंकि मरने के लिये आईन की इजाजत नहीं लेनी होती है, वह आईन के खिलाफ़ बात नहीं करता है। एक पैसेन्जर को जब आप रेलवे में बैठाते हैं तो उस की जान और माल का तहफ़्फुज और हिफाजत करना आप का फर्ज हो जाता है—और जब तक वह अपनी उस मंजिल पर नहीं पहुँचता चाहे वह माल या पैसेन्जर हो, तब तक आप की जिम्मेदारी रहती है लेकिन अभी हम ने देखा कि बदकिस्मती से पिछले एक दो महीनों में—यहाँ इस के बारे में ज्यादा नहीं कहूँगा—जो फ़िजा मुल्क में फौजी हुई है, उस फ़िजा में पूरी इत्तिला अख़बारों में नहीं आती है क्योंकि आज बदकिस्मती से अख़बारों ने खुद अपने ऊपर सेंसर लगा दिया है और वे तमाम ख़बरे अख़बारों में नहीं छापते हैं, जो मुल्क में हांती है और रेलवे में जो वाक़यात पेश आते हैं वे भी उन में पूरी तरह से नहीं आते हैं। मैं यह अर्ज करता चाहता हूँ कि रेलवे में एक्सपेंडेन्स के मामले में आप को खास तौर पर अहतयात बरतनी चाहिए आपने यह तसलीम किया है कि रेलवे में जो एक्सपेंडेन्स अभी हाल में हुए हैं, उनमें सेबोटेज था और उन में ऐसे लोगों का हाथ था जो मुल्क में गड़बड़ पैदा करना चाहते थे।

इसके साथ साथ रेलवे के कर्मचारियों ने यहाँ पर मज़ाहरे भी किये और अपनी कुछ मांगे आप के सामने रखीं। अभी कल या परसों लोको रनिंग स्ट्राफ़ एसोसियेशन ने 24 घंटे की हड़ताल न सिर्फ़ दिल्ली में की बल्कि हिन्दुस्तान के तमाम डिविजनल हेडक्वार्टर्स जो हैं, पर वह हड़ताल हुई।

PROF. MADHU DANDAVATE :
We have accepted their demand's and they are satisfied and have withdrawn their strike.

श्री श्रीहृन्मव शर्मा कुरेशी : ठीक है, मैं खुश हूँ कि आप ने उन की मांगें मान लीं लेकिन मैं एक बात की तरफ आप का ध्यान दिलाना चाहता हूँ और वह यह है कि कहीं ऐसा न हो कि रेलवे कर्मचारी अपनी जायज मांगें आप के सामने रखें और उन मांगों को रखने के लिए वे कोई कदम उठाने के लिए मजबूर हो जायें, तो उस वक़्त वे सिबोटियर्स जो मुल्क में गड़बड़ करना चाहते हैं उस का फायदा उठा कर कहीं रेलवे कर्मचारियों को बदनाम न करें क्योंकि उन की यही एफंटे हैं, यही कोशिश है। मुझे इस बात की खुशी है कि रेलवे रनिंग स्टाफ एसोसियेशन के मुतालबात को आप ने मान लिया है और मैं इस बारे में कुछ नहीं कहना चाहता, लेकिन यह कहना चाहता हूँ कि कुछ सिफारशात उन की सबसे कांडिशनस के बारे में मानी गई थीं और उसमें उन को कुछ मरायात, कुछ कन्सेन्स दिये गए थे। उन को आप ने वापस ले लिया है। मेहरबानी कर के जो कन्सेन्स उन को दिये गये थे, वे सही पाए जाने के बाद उन को दिये गये थे और आप तो बहुत दयालु हैं और आप के हाथ खुले हैं, वे आप उन को दीजिए और इन छोटे छोटे कर्मचारियों को परेशान न करिए क्योंकि अगर आप इन के मतालबे टालते रहेंगे तो उन के दिल में बैचेनी और बेइतमी-नानी रहेगी। मैं चाहूंगा कि ऐसी बात न हो। आज जो ये बातें मुल्क में हो रही हैं, मुक़्तलिफ किस्म के लेबर फ्रंटस पर गड़बड़ हो रही है, कहीं ऐसा न हो कि वे लोग जो सेबोटिज में इस वक़्त दिलचस्पी ले रहे हैं और मुल्क में गड़बड़ पैदा करना चाहते हैं, इस का फायदा उठा कर रेलवे में ज्यादा एक्सीडेंटस न करें क्योंकि मैं समझता हूँ कि रेलवे के सफर में सब से बड़ी ज़रूरत इतमी-नान की ज़रूरत होती है। आप मेहरबानी कर के पिछले एक महीने के प्रांकडे, घदादो-शुमार देख लें, तो आप को ग्रहसास हो जाएगा कि रेलवे में यात्रियों की तावदाद पहले से कुछ कम हो गई है।

इस के साथ ही साथ मैं यह भी अर्ज करना चाहूंगा कि मेरे पास रिपोर्टस आई है कि रेलवे में करप्शन फिर शुरू हो गया है। मैं इस के लिए आप पर इन्जाम नहीं लगाता लेकिन कुछ हमारे साथी जो मुक़्तलिफ जगहों से आते हैं वे बताते हैं कि पहले वाला सिलसिला फिर शुरू हो गया है। नई दिल्ली और दूसरे स्टेशनों पर वे ट्रेवलिंग एजेंट जिन को हमेशा के लिए हटा दिया गया था, लाइनों में लग कर 50 और 100 टिकट ले लेते हैं और बाद में यात्रियों को 50, 100 और 200 परसेन्ट पर दोबारा टिकट बेच देते हैं। हम चाहेंगे कि पिछली सरकार ने जो अच्छा काम किया है, उस को आप जारी रखें और जो बुरा काम किया है, उस को खत्म करके अच्छा काम करें। जहां तक रेलवे में करप्शन का ताल्लुक है, वह फिर बढ़ना शुरू हो गया है, इनडिस्प्लिन शुरू हो गया है और ब्राज माड़ी में जो यात्री सफर करते हैं, वे आप की तारीफ नहीं करते, आपको बददुआ नहीं देते लेकिन यह ज़रूर कहते हैं कि पहले जैसा मामला नहीं है। मैं इस बारे में अपने ऊपर क़डिट नहीं लेना चाहता लेकिन यह ज़रूर कहता हूँ कि इस सम्बन्ध में आप को कुछ करना चाहिए।

दूसरी बात, डिप्टी स्पीकर साहब, काफी परेशानी की है। सरकार सरकार को ख़ाने से रेलवे को कर्जा देती है। पहले का यह कर्जा 228 करोड़ रुपये का था जो कि 477 करोड़ रुपये तक पहुंच चुका है। मेरे खयाल में रेलवे को जो कर्माई हो रही है, उसमें तो यह कर्जा अगले पचास वर्षों तक भी जारी रहेगा। आप जो जनरल रेवन्यूज से उसे डिबिटेंड दे रहे हैं वह कभी उसे पूरा नहीं कर पायेंगे। इसलिए ज़रूरत इस बात की है कि आप आमदनी बढ़ाने की कोशिश कीजिए, खर्च कम करने की कोशिश कीजिए ताकि यह जो बोझा है इसको कम किया जा सके।

इस रिपोर्ट में स्टाफ क्वार्टर्स के बारे में कहा गया है। जहां तक कमेटी की सिफारिशों

का टाल्लुक है, मैं समझता हूँ कि वे बहुत अच्छी हैं। रेलवे कर्मचारियों को यह मतलब नहीं है कि आप उनके लिए रुपया किस फण्ड में डालते हैं, डवलपमेंट फंड में डालते हैं या केपिटल फंड में डालते हैं। उनका तो गजं बह है कि उनके सिर पर छत हो जिसमें वह अपने और अपने बच्चों को एहतियात से रख सकें। इसके लिए मैं चाहूंगा, हमने भी कोशिश की थी और आपको भी कोशिश करनी चाहिए कि रेलवे के पास बहुत फालतू जमीन पड़ी हुई है। अभी तक 40-45 फीसदी लोगों को ही मकान मिले हैं। आप उस फालतू पड़ी हुई जमीन पर रेलवे कर्मचारियों को कोओपरेटिव सोसायटीज बनाने की इजाजत देकर उस जमीन को इस्तेमाल करने दीजिए जिससे वे उस पर मल्टी स्टोरी बिल्डिंग बना सकें। आपके लिए कर्ज बैंकों से मिश्र सकते हैं, एल० आई० सी० से मिल सकते हैं। स्टाफ क्वार्टर्स बनाने के लिए आपको रुपया बैंक दे सकते हैं। इस तरह से आपके एम्प्लॉईज की हाऊसिंग की प्रॉब्लम काफी हद तक हल हो सकती है। स्केले ट्रेक के दोनों तरफ और दूसरी जगह काफी जमीन पड़ी हुई है। खुद मैंने दिल्ली में इंडियन रेलवे की जमीन को देखा है कि उसे बड़े-बड़े पंजीपतियों को पांच-यांच सी रूपों के किराये पर दे रखा है। हालांकि उस जमीन को ख़ार बेचा जाए तो 50-60 करोड़ रुपया आ जाएगा। वह रुपया आप कर्मचारियों की बहवूदी के लिए इस्तेमाल कर सकते हैं।

मैं ज्यादा समय नहीं लूंगा। सिर्फ एक ही बात मैं आपसे और कहूंगा कि जो रेलवे में डिप्लोमा और पंकचुएलिटि पर फर्क पड़ा है उसकी ओर ध्यान दें। करप्शन के बारे में भी मैं आप से कहना चाहता हूँ कि वह फिर आने लगा है। उसे जितनी सक्ती से और जितनी जल्दी से उसे दबा सकें उतना ही अच्छा होगा। क्योंकि उससे ग्राम यात्री को दिक्कत होती है, परेशानी होती है। आपको इस तरह भी ध्यान देकर इसके बारे में कोई इंतजाम करना चाहिए।

شری مستند علی قریشی

(انٹلٹ ناگ): دیپٹی سپیکر صاحب -

صرف اس بات کی خوشی ہے کہ ریلوے کلبویشن کمیٹی نے اپنی جنو بیلی رپورٹ پیش کی ہے، اس میں انہوں نے تقریباً انہی سفارشات کو دوہرایا ہے جو اس سے پہلے کی ریلوے کلبویشن کمیٹی کا کیا کرتی تھی۔ میں وزیر ریلوے کا کلمی احترام بھی کرتا ہوں لیکن آپ بڑے دکم کے ساتھ کہنا چاہتا ہے کہ جسٹس اخبار میں ایک پرومانہٹ کالم ہونا ہے موسم کا حال بتانے کا اس طرح سے پچھلے دنوں میں سپیکر سے ریلوے ایکسٹینڈیٹ کالم نے بھی صورت اختیار کر لی ہے۔ اخبار پڑھتے پڑھتے جب آدمی موسم کا حال معلوم کرتا ہے تو اسے یہ بھی خبر ملتی ہے کہ ریلوے ایکسٹینڈیٹس کلمے ہوئے ہیں۔ اور پڑھنے والا ناامید نہیں کرتا کہونکہ کسی نے کسی سے یہ پوچھا کہ اس قسم کی خبر ضرور ملتی ہے۔

جو ریلوے کلبویشن کمیٹی کی رپورٹ ہمارے پاس ہے اس میں دو تین باتیں کلمی اہم ہیں۔ کلبویشن کمیٹی نے ریلوے کی کمانی کی اتنی سواہٹا کی ہے۔ جیسا کہ ملتے جی کو معلوم ہے اور اب انہیں تھوہہ بھی ہو گیا ہوگا کہ ریلوے میں سدھار لانے کے لئے کلمی ہمسہ؟ کلمی وقت اور

[شری محمد شفیع قریبی]

کافی معطلت کی ضرورت ہوتی ہے۔ اور اس کو بکاڑنے میں اتنا وقت نہیں لگتا جتنا کہ بنانے میں لگتا ہے۔ اگر ۱۹۷۶-۱۹۷۷ سال میں جہاں پر کہ انہوں نے آٹھ کروڑ پہلے دکھایا تھا کہ ملانہ ہوگا ۸۷.۳۳ کروڑ کا سربلس ملے ہے۔ تو یہ اس بات کا نتیجہ ہے کہ اس سے سالوں پہلے ریلوے کی کارروائی کو سدھارنے کے لئے انتہائی کوشش کی گئی تھی۔ مجھے یقین ہے کہ ریل ملٹری صاحب اس میں حساست یا پارٹی کا جو ہمارا ایک دوسرے کی مخالفت کرنے کا نظریہ ہوتا ہے وہ نہیں لکھتے۔ لیکن ایک چیز میں عرض کروں گا کہ جو سدھار ریلوے میں لیا گیا ہے اس کو وہ برقرار رکھیں۔ مجھے ان کی مشکلات کا پورا احساس ہے کیونکہ جب وہ اس طرف بھاگا کرتے تو تب انہوں نے بہت سے چورے رکھے ریل کرومپناریوں سے لگتے تھے۔ اس وقت شاہد انہیں یہ خیال نہیں تھا کہ کبھی ان کے سر پر ذمہ داری آ پڑے گی۔ اور اگر آپ اجازت دیں تو میں یہ بھی کہنا چاہتا ہوں کہ اس وقت انہوں نے بڑی بھر ذمہ داری کی باتیں کی تھیں، کیونکہ اگر وہ ذمہ داری کی باتیں ہوتیں تو وہی آج مانگیں ان سے ہو رہی ہیں اور وہ ان کو پورا نہیں کر پا رہے ہیں۔ کیونکہ ان کی مالی حالت ابھی بھی اتنی

سدھری نہیں ہے۔ کیونکہ ریل کرومپناریوں کی تمام مانگیں کو منظور کر سکیں۔

اس میں کوئی شک نہیں اس وقت ہمارے سامنے کچھ مشکلات تھیں، ان کی کچھ مانگیں مانی گئیں اور کچھ نہیں مانی گئیں۔ لیکن اب جو حالت اچھی ملی ہے اور جیسا ۷۷-۷۸ کے متعلق ان کا خیال ہے کہ ۳۲ کروڑ روٹہ کا ۱۰ ریلوے وہ ریلوے میں کر دینگے میں امید کرتا ہوں کہ نہ صرف ریلوے کی کاروبار کو دیکھ کر بلکہ طرز پر۔ یہ وہ اس درجے پر قائم رکھیں جس درجے پر انہوں نے پچھلی حکومت سے لیا ہے۔ بلکہ ان کی اہلی قابلیت کو دیکھتے ہوئے ہم چاہیں گے کہ وہ اس میں کافی اضافہ بھی کر سکیں۔

ٹیک بات میں یہ عرض کرنا چاہتا ہوں جو بہت تسلسلگ ہے اور جس سے مجھے دکھ ہوتا ہے۔ جہاں ریلوے کی آمدنی بڑھی ہے وہاں ریلوے کا خرچہ بھی بڑھتا گیا ہے۔ گلوبلیشن کمیٹی نے اپنی رپورٹ میں جو آنکڑے دیئے ہیں اس کا سروس ریلوے بجٹ کا جو ایکسپلنڈیگری ممبروں تک ہے۔ اس میں آپ دیکھیں۔ ورکنگ ایکسپنڈیسیز ۷۵-۷۳ میں جہاں ۱۱۳۸ کروڑ روپیہ تھا آج یہ صورت ہے کہ ورکنگ ایکسپنڈیسیز بڑھ کر

۲۱۱۰ کروڑ روپے تک پہنچ گیا ہے۔ جہاں ایک طرف ریلوے کی آمدنی بڑھی ہے وہاں ساتھ ساتھ ورکنگ ایکسپنڈیچر بڑھتے گئے ہیں۔ اس طرف آپ کو دھیان دینا چاہئے؛ جہاں ریلوے کی آمدنی بڑھی وہاں ورکنگ ایکسپنڈیچر کم کرنے کی کوشش ہونی چاہئے۔ اس کے لئے انہوں نے کچھ کوشش کی ہے یا نہیں کی ہے یہ مجھے معلوم نہیں ہے۔ لیکن میں یہ چاہوں گا کہ آپ اس طرف پوری توجہ دیں۔

گلوبل کمیشن نے جو سہولتیں اس بار ایکزمینیشن کے لئے چلے ہیں اس میں انہوں نے چار چیزیں کی طرف خاص طور سے دھیان دیا ہے۔ ایک تو یہ کہ وہ پرسونل پالیسی ایڈمنسٹریشن کی دیکھلگے؛ ریلوے کا ہندوستان کی اکانومی میں جو حصہ ہے وہ کس حد تک ادا کرتے ہیں اور اگے کیا کرنا ہے۔ ریلوے میں جو کریشن، رشوت خوری اور دوسری بری چیزیں ہیں ان کو کیسے دور کرنا ہے۔ پیسینجر بکنگ اور ریڑرویشی کے لئے بھی وہ غور کریں گے۔ اس سلسلے میں ایک بات ہاؤس کو معلوم ہونی چاہئے کہ پیسینجرس بکنگ اور ریڑرویشن کے لئے ایک کمیٹی پہلی سرکار نے بنائی تھی اور اس کے چیئرمین شری کرشن کانت تھے؛ جو آج بھی ریلوے انفورمیشن کمیٹی کے ممبر ہیں۔

انہوں نے کافی اچھی سفارشات گورنمنٹ کو دی تھیں۔ اور کافی سفارشات کو گورنمنٹ نے مان لیا تھا۔ لیکن اب مجھے پتہ چلا ہے کہ ملٹری جی دوبارا ان پر وچار کرنا چاہتے ہیں۔ اور چاہتے ہیں کہ جو باتیں پہلے مانی گئیں تھیں ان کو بدل دیا جائے۔ میری ان سے عرضداشت ہے کہ جو بھی رپورٹ بنتی ہے اس میں کافی وقت لگتا ہے۔ اس کو بدلنے سے پہلے وہ ذرا ان پر فور کر لیں کہ ان کے بدلنے سے ریلوے کو نقصان ہوگا یا فائدہ ہوگا۔

ریلوے کے ایکسپنڈیچر کو کم کرنے کے لئے انہوں نے ریلوے وارڈ کی تشکیل کا ذکر کیا تھا۔ انہوں نے بھرت سہیج میں اس کا ذکر کیا تھا کہ ریلوے وارڈ کو ہم نے بدل دیا ہے۔ مجھے اس بات کی خوشی ہے کہ اب وہ جکڑے گئے ہیں۔ اس معاملے میں جیسے لفظوں کی ہیرا پھیری پہلے ہوا کرتی تھی وہی آج بھی ہے۔ کوئی بھرت آپ نے وہاں پر نہیں کی ہے۔ صرف یہ کہہ دیا ہے کہ آڈیشنل ممبر جو پہلے ریلوے وارڈ میں ہوا کرتا تھا ان کا نام اب بدل کر ایڈوائزر کر دیا گیا ہے۔ صرف ایول بدل دیا ہے انڈر سب کچھ وہی ہے۔ جو پہلے تھا۔ میں یہ کہنا چاہتا ہوں کہ آپ نے ایک اچھا قدم اٹھایا ہے۔ کہ ایڈمنسٹریٹو ریڈمز کی رپورٹ کو

[شہر مصد شہی قریبی]

مانا ہے۔ لیکن آپ دیکھیں کہ اس میں روٹھے کے حساب سے ریلوے کو کتنی بچت ہوئی ہے اور اس کارروائی سے ہندوستان کی ریلوے کو روپیوں میں بچت ہوئی ہے۔ خرچہ کم ہوا ہے۔ تب میں سمجھتا ہوں کہ یہ اچھا قدم اٹھایا گیا ہے۔ لیکن اگر لوہل بدل دیا ہے اور خرچہ ویسے کا ویسا ہے تو میں سمجھتا ہوں کہ یہ آپ کی اپنی خوشنہمی ہے۔ اور ہاؤس کو بھی اسی میں یہ رکھنا چاہتے ہیں۔ جہاں تک خرچے کا تعلق ہے وہاں ہو دیکھا جائے کہ خرچے کی کون کون سی مدین ہیں جن میں کوئی بچت ہوئی ہے۔ اس کے لئے آپ لوگ کمیٹی مقرر کریں۔

آپ نے ایکسپڈیٹنگس کے لئے ایک کمیٹی مقرر کی ہے جس کا چیئرمین آپ نے ایک سابق جج کو بلا دیا ہے۔ مجھے معلوم نہیں قانونی نقطہ نگاہ سے وہ اس میں کیا دیکھتے۔ کیونکہ مرنے کے لئے آئین کی اجازت نہیں لینی ہوتی ہے۔ وہ آئین کے خلاف بات نہیں کرتا ہے۔ ایک پمپنگر کو جب آپ ریلوے میں بٹھاتے ہیں

تو اس کی جان اور مال کا تحفظ اور حفاظت کرنا آپ کا فرض ہو جاتا ہے۔ اور جب تک وہ اپنی اس منزل تک نہیں پہنچتا چاہے وہ سال ہو یا پمپنگر ہو۔ تب تک آپ کی ذمہ داری رہتی ہے لیکن ابھی ہم نے دیکھا کہ بدقسمتی سے پچھلے ایک دو مہینوں میں—میں اس کے بارے میں زیادہ نہیں کہتا—جو نفاذ ملک میں پھیلی ہوئی ہے اس نفاذ میں پوری اطلاع اخباروں میں نہیں آئی ہے کیونکہ آج بدقسمتی سے اخباروں نے خود اپنے آپ کو پمپنگر بنا دیا ہے۔ اور وہ تمام خبروں میں نہیں چھپاتے ہیں جو ملک میں ہوتی ہیں اور ریلوے میں جو واقعات پیش آتے ہیں وہ بھی ان میں پوری طرح سے نہیں آتے ہیں۔ میں یہ عرض کرنا چاہتا ہوں کہ ریلوے میں ایکسپڈیٹنگس کے معاملے میں آپ کو خاص طور پر احتیاط برتنا چاہئے۔ آپ نے یہ تسلیم کیا ہے کہ ریلوے میں جو ایکسپڈیٹنگس ابھی حال میں ہوئے ہیں ان میں سہولتیج تھا اور ان میں ایسے لوگوں کا ہاتھ تھا جو ملک میں گڑبگڑ پیدا کرنا چاہتے ہیں۔

اس کے ساتھ ساتھ ریلوے کے کرسچیاویوں نے یہاں پر مظاہرے بھی کئے اور اہلی کچھ مانگوں آپ کے سامنے رکھیں۔ ابھی کل یا پرسوں لوگو رنگ سٹاف ایسوسی ایشن نے ۲۳ کھلتے کی ہوتال نہ صرف دلی میں کی بلکہ ہندوستان کے تمام ڈویژنل ہیڈ کوارٹرز جو ہوں وہاں پر وہ ہوتال ہوئی۔

PROF. MADHU DANDAVATE:

We have accepted their demands and they are satisfied and have withdrawn their strike.

شری معتمد ششی تریشی :

ٹھیک ہے میں خواہش ہوں کہ آپ نے ان کی مانگوں مان لیں لیکن میں ایک بات کی طرف آپ کا دھیان دلانا چاہتا ہوں اور وہ یہ ہے کہ کہیں ایسا نہ ہو کہ ریلوے کرسچیاوی اہلی جائیز مانگیں آپ کے سامنے رکھیں اور ان مانگوں کو رکھنے کے لئے وہ کوئی قدم اٹھانے کے لئے مجبور ہو جائیں، تو اس وقت وہ سہوٹیہرز جو ملک میں گڑبڑ کونا چاہتے ہیں اس کا فائدہ اٹھا کر کہیں ریلوے کرسچیاویوں کو بدنام نہ کریں کیونکہ ان کی یہی لہرتا ہے، یہی کوشش ہے۔ مجھے اس بات کی خوشی ہے کہ ریلوے رنگ سٹاف

ایسوسی ایشن کے مطالبات کو آپ نے مان لیا ہے اور میں اس بارے میں کچھ نہیں کہنا چاہتا لیکن یہ کہنا چاہتا ہوں کہ کچھ سفارشات ان کی سروس کنڈیشن کے بارے میں مانی گئیں تھیں اور اس میں ان کو کچھ مراعات، کچھ کلسیشنل دنے کئے تھے۔ ان کو آپ نے واپس لے لیا ہے۔ مہربانی کر کے جو کلسیشنل ان کو دنے کئے تھے وہ صحیح پائے جانے کے بعد ان کو دنے کئے تھے اور آپ تو بہت دیہاتو ہیں اور آپ کے ہاتھ کھلے ہوئے ہیں، وہ آپ ان کو دیکھتے اور ان چھوٹے چھوٹے کرسچیاویوں کو پریشان نہ کریں۔ کیونکہ اگر آپ ان کے مطالبے تائے رکھیں تو ان کے دل میں بھچھلی اور پراطمینانی رہیگی۔ میں چاہتا ہوں کہ ایسی بات نہ تو آج جو یہ باتیں ملک میں ہو رہی ہیں، مختلف قسم کے لہر فرسٹ پر گڑبڑ ہو رہی ہے، کہیں ایسا نہ ہو کہ وہ لوگ جو سہوٹیہج میں اس وقت دلچسپی لے رہے ہیں اور ملک میں گڑبڑ پیدا کرنا چاہتے اس کا فائدہ اٹھا کر ریلوے میں زیادہ سہوٹیہج نہ کریں۔ کیونکہ میں

[شہی محمد شفای تریبی]

سمجھتا ہوں کہ ریلوے کے سفر میں سب سے بڑی ضرورت اطمینان کی ضرورت ہوتی ہے۔ آپ مہربانی کر کے پچھلے ایک سہولے کے آنکڑے، عدد و شمار دیکھ لیں تو آپ کو احساس ہو جائیگا کہ ریلوے میں باتریوں کی تعداد پہلے سے کچھ کم ہو گئی ہے۔

اس کے ساتھ ہی ساتھ میں یہ بھی عرض کرنا چاہوں گا کہ سہولے پاس رہوٹس آئی ہیں کہ ریلوے میں کرپشن بھر شروع ہو گیا ہے۔ میں اس کے لئے آپ پر الزام نہیں لگاتا لیکن کچھ ہمارے ساتھی جو مختلف جگہوں سے آئے ہیں وہ بتاتے ہیں کہ پہلے والا سلسلہ پھر شروع ہو گیا ہے۔ نئی دلی اور دوسرے سٹیشنوں پر وہ ٹریپولنگ ایجنٹس جنکو ہمیشہ کے لئے ہٹا دیا گیا تھا، لائینوں میں لگ کر ۱۰۰-۵۰ ٹکٹ لے لیتے ہیں اور پھر بعد میں باتریوں کو ۱۰۰-۵۰ اور ۲۰۰ پرسہلٹ پر دوبارہ ٹکٹ بیچ دیتے ہیں۔ ہم چاہیں گے کہ پچھلی سرکار نے جو اچھا کام کیا ہے اس کو آپ جاری رکھوں۔ اور جو برا کام ہے اس کو ختم کر کے اچھا کام کریں۔

جہاں تک ریلوے میں کرپشن کا تعلق ہے وہ پھر بڑھنا شروع ہو گیا ہے، انڈسٹریل شروع ہو گیا ہے اور آج گاڑی میں جو باتری سفر کرتے ہیں وہ آپ کی تعریف نہیں کرتے۔ آپ کو بد دعا نہیں دیتے۔ لیکن یہ ضرور کہتے ہیں کہ پہلے جیسا معاملہ نہیں ہے۔ میں اس بارے میں اچھے اوپر کوئی کرپشن نہیں لہنا چاہتا لیکن یہ ضرور کہتا ہوں کہ اس سلسلہ میں آپ کو کچھ کرنا چاہئے۔

دوسری بات تھیلی سہولت صاحبہ کانسٹیبلوں کی ہے۔ سرکار مرکزی خزانے سے ریلوے کو قرضہ دیتی ہے۔ پہلے کا یہ قرضہ ۲۲۸ کروڑ روپے کا تھا۔ جو کہ ۳۷۷ روپے تک پہنچ چکا ہے۔ سہولے خیال میں ریلوے کو جو کمانی ہو رہی ہے اس میں تو یہ قرضہ اگلے پچاس برسوں تک جاری رہے گا۔ آپ جنرل ریٹونوڈ سے اسے قیودنٹ دے رہے ہیں۔ وہ کہتی ہے پورا نہیں کر پائیں گے۔ اس لئے ضرورت اس بات کی ہے کہ آپ آمدنی بڑھانے کی کوشش کیجئے۔ خرچ کم کر کے کوشش کیجئے تاکہ یہ جو بوجھ ہے اس کو کم کیا جائے۔

اس رپورٹ میں سٹاف کوآرڈرز کے بارے میں کہا گیا ہے - جہاں تک کمیٹی کی سفارشات کا تعلق ہے وہیں سمجھتا ہوں کہ وہ بہت اچھے ہیں۔ ریلوے کرمچاریوں کو یہ مطلب نہیں ہے کہ آپ ان کے لئے روپیہ کس فنڈ میں ڈالتے ہیں، ڈیویڈنڈ میں ڈالتے ہیں یا کپیتل فنڈ میں ڈالتے ہیں۔ ان کا تو غرض یہ ہے کہ ان کے سر پر چھت ہو جس میں وہ اچھے اور اچھے ہتھوں کو احتیاط سے رکھ سکیں۔ اس کے لئے میں چاہوں گا کہ ہم نے بھی کوشش کی تھی، اور آپ کو بھی کوشش کرنی چاہئے کہ ریلوے کے پاس بہت فالتو زمین پڑی ہوئی ہے۔ ابھی تک ۲۰ - ۲۵ فیصدی لوگوں کو ہی مکن ملے ہیں۔ آپ اس فالتو پڑی زمین پر ریلوے کرمچاریوں کو کوآپریٹو سوسائٹی بنانے کی اجازت دے کر اس زمین کو استعمال کرنے دیجئے جس سے وہ اسپر ملٹی سٹوریز بلڈنگ بنا سکیں۔ آپ کے لئے قرضے بیلنوں سے مل سکتے ہیں۔ ایل۔ آئی۔ سی۔ سے مل سکتے ہیں۔ سٹاف کوآرڈرز بنانے کے لئے آپ کو روپیہ بھلک دے سکتے ہیں۔ اس طرح سے آپ کے

ایمپلائیز کی ہارسلنگ کی پروگرام کافی حد تک حل ہو سکتی ہے۔ ریلوے ٹریک کے دونوں طرف اور دوسری جگہ کافی زمین پڑی ہوئی ہے۔ خود میں نے دہلی میں انڈین ریلوے کی زمین کو دیکھا ہے کہ اسے بڑے بڑے یونیورسٹیوں کو پانچ پانچ سو روپے میں کرائے پر دے رکھا ہے۔ حالانکہ اس زمین کو بیچا جائے تو ۵۰ - ۶۰ کروڑ روپیہ اُچائے گا۔ وہ روپیہ آپ کرمچاریوں کی بہبودی کے لئے استعمال کر سکتے ہیں۔

میں زیادہ سے نہیں کہونگا۔ صرف ایک ہی بات میں آپ سے اور کہونگا کہ جو ریلوے میں تسہیل اور پلاننگولٹی پر فرق پڑا ہے اس کی لور دھیان دیں۔ کریشن کے بارے میں بھی میں آپ سے کہنا چاہتا ہوں کہ وہ پھر آنے لگا ہے۔ اسے جتنی سستی سے اور جتنی جلدی سے اسے دیا سکیں اتنا ہی اچھا ہوگا۔ کیونکہ اس سے عام پائری کو دقت ہوتی ہے، پریشانی ہوتی ہے، آپ کو اس طرف بھی دھیان دے کر اس کے بارے میں کوئی انتظام کرنا چاہئے۔

SHRI M. KALYANASUNDRAM (Tiruchirappalli): Before I begin my speech, may I know one thing? As promised by the hon. Railway Minister the other day, his statement on the restructuring of the Railway Board can also be taken up for discussion together with this resolution so that we may discuss both together. Is that the position, Sir?

PROF. MADHU DANDAVATE:

In the other House, members who participated referred to the restructuring also.

SHRI M. KALYANASUNDRAM:

I should also join the Railway Minister in thanking the Railway Convention Committee for their maiden report. One word about the Convention Committee itself before I proceed further. Before 1971 the function of the Railway Convention Committee was limited to settling the finances to be appropriated to the general revenues. During the past 6-7 years, the scope and functioning of the Railway Convention Committee have enlarged. They are functioning more or less as a watch dog on the functioning of the railway administration, its finances, its method of working, etc. I think this should be kept up and the Railway Convention Committee may be made a Standing Committee and not as an annual committee. If there is a change, there will be no continuity. I think for two years one committee should be allowed to function. This should be considered by the Speaker and also by the Railway Minister.

With regard to the recommendation made by the Convention Committee, this House has to accept them as they are because we are nearing the next budget. Still my suggestion will be that sufficient allocations should be made for the ongoing schemes which are delayed because they are also contributing for the losses in revenue. Sir, large amounts of money gets locked up in construction. Construction works get prolonged for a long time without earning any revenue during that period. This is a thing which must be avoided. Secondly, the railways could not improve their earnings due to non-fulfilment of promises of traffic made by other industries; plan targets are not fulfilled and no traffic is forthcoming. While the Railways have made arrangements for that traffic, that traffic which has been promised is not forthcoming which is another reason why the railways are being put to financial difficulties.

The hon. Member who spoke earlier referred to the fact that the working expenses have been on the increase, and

that the revenue is not commensurate with expenditure incurred. I do agree that there is scope for improving the revenues, but this is not the correct way of looking at it, that is to say, to go by what is the amount spent, what is the return etc. We have to see what is the service which is being rendered and whether there is any improvement in that. This is a public utility service and on the efficient working of the railway system depends the entire economy of the country, not to speak about the defence of the country. Those who are decrying the increase of working expenses, I think, do not realise the results or the services rendered by the railways.

I do not hold any brief for the Railway Administration. I will come to this point a little later. How are we to judge the performance of the railways? It is not to be judged by the increase of working expenses or by the revenues. They are sharing some social burdens. The hon. Minister told us about the indebtedness of the railways to the general revenues. No doubt the indebtedness is of the order of Rs. 477 crores in the current year. For a superficial observer, it would appear to be a huge amount. But those who know how much the railways are incurring as a loss due to carrying this social burden would appreciate the obligation that the general revenue owes towards the railways.

The suburban service being run in the metropolitan cities is a very important service for industrial workers and office-going employees. Their rates are quite cheap and this has to be so. I will oppose any idea of increasing these rates. This is an essential service for the wage-earners. The railways are incurring a loss of Rs. 200 crores a year for running the suburban service alone. Then comes foodgrains. Then comes the needs of the defence services,—all at concessional rates. Therefore, one has to take into account all these factors. But this does not mean that there is no scope for improvement of earnings or for streamlining the working expenditure. There is scope for improving the working expenses. Now, there is a lot of wasteful expenditure; in spite of the increase in working expenses, complaints are coming that the workers do not get proper tools with which to work. Supplying of spare parts should be immediately attended to. The complaint is that the quality of spare parts, tools and other consumer goods supplied to the work shops and the loco sheds and other areas are deteriorating in addition, the working expenses have gone up.

Another anomaly is that while working expenses are increasing, our workshops are not put to full use. There is a surplus capacity in our workshop. Skilled workers are available in the railway workshop; plants and machinery that are available in the railway workshop are also good. It has got to be put to greater use so that you can bring down the cost of expenditure on repairs and maintenance. The effective way of bringing down the expenditure on repairs and maintenance is by making the workshop to work to its full capacity by making available to it the spare parts and other qualitative consumer stores without difficulty as and when they are required.

This takes me on to the question of purchase, supplies, storage and distribution of stores in the railways. There is a lot of scope to streamline all these things and to improve them thereby preventing the leakage of revenue and wasteful expenditure on spares. If the Railway Administration has cared for the cooperation of the workers, the expenditure on repairs and maintenance could be brought down and their surplus capacity more fully used.

Then, Sir, the hon. Member, Shri Qureshi who was pleading for the railwaymen just now forgot that it was under his regime that he put a ban on the construction of new quarters. I would request the Railway Minister to lift this ban on construction of new quarters and provide for the staff adequate quarters. Another point is that all vacancies in the higher grades are kept pending although he has been promising in this House several times to fill up the posts. In the loco shed and in the work shops, the officers' posts are not filled up as and when they arise as a measure of economy. Hours of work are not properly enforced. The Railway Minister told us very recently that ten hours duty has been enforced in respect of running staff. It is not correct. He is misleading. In 1973 when Mr Qureshi was the Minister of State for Railways, he entered into an agreement with the loco running staff that the hours of work for the running staff would be ten hours. But that has not been enforced at all since then. What the Railway Minister claims is different. Passenger services are already having ten hours work because passenger and express trains have to run fast; you can have ten hours duty there for the loco running staff who are working in the passenger services. This refers only to the goods services. For running the goods trains, no where in India, you have enforced the ten hours work leaving aside the thirteen or fourteen hours of work. Look at the protest by

the loco running staff and the administration. The goods train services will give 50% of the railway earning. The loco running staff have to bear the burden and they are raising; therefore, I say that their grievances should be sympathetically considered.

There is a lot of scope for improving the revenues. The main point here is that the workers must not be made the target for any project of economy. Three lakhs of workers are still being treated as casual labourers. This was one of the demands of the trade unions in 1974 strike. Nothing has been done although it is nearly one year now. It may mean some financial commitment. But can the railways run without those labourers? It is impossible: all that labour force is necessary. They are kept as casual labourers for paying low wages. This is cheating the workers and exploitation of labour. This should be rectified as early as possible, at least by the next budget.

One word about the finances of the railways. Looking from a distance the finance of the railways may look depressing. But you must judge their performance during thirty years after Independence in the background of what they were at that time. We inherited overaged wagons, overaged coaches and locos overcapitalised permanent way. The Britishers took away more than Rs. 770 crores by way of compensation. Today we can be proud of the achievements that have taken place and for this improvement it is the nation, it is the railway men who have contributed. It has not been done by one person or by the Railway Board alone. Of course I acknowledge the services of our engineers; some of them are very good. Recently the railway bridge over Amaravati a river between Karur and Tiruchirappally was washed away completely and it was reconstructed within 30 days and train services were restored.

PROF. MADHU DANDAVATE:
15 days ahead of time.

SHRI M. KALYANASUNDARAM:
So, we should acknowledge their services also. There should be fair deal to the workers who have contributed for the growth of the railways.

A lot of improvements have to be made in the structure of the Railway Administration. During his budget speech the hon. Minister promised that he was

[Shri M. Kalyan'sundaram]

going to implement the recommendations of the Administrative Reforms Commission. Now he has laid a statement; I do not know what that statement contains. It appears to me that there is only change in the nomenclature and not any material change in the structure.

Instead of additional members, there will be advisers. This point is that the work in the Railway Bhawan should be reduced. The area of operations should be zonal division and not Rail Bhawan. Railway Board must confine itself to policy and laying down guidelines. The general managers must be the key men who should be answerable for efficient running and they should be made answerable for losses. In the present arrangement you are not able to fix responsibility on anybody. I am not against any individual official of the Railway board; within their own limitations they are doing their best. I do not want to demoralise them. But the structure is such that they cannot do better. The Railway Board members come there at the age of 55 with only three years more to retire. So, they have to look for some favour somewhere to prolong their service somehow or other. There is no dynamism and no effort to make new approaches. The re-structuring should be in this direction, not change of nomenclature. The re-structuring should enable young people to come. It is not only a question of fulfilling the expectations of our people. The developing countries are now looking to us for help in the matter of construction of railways. So, the railways have a great future.

I wish the Railway Minister all success and I hope he will take my criticism in the proper light and do the needful.

SHRI V. M. SUDHEERAN (Alleppey): Sir, I do not want to speak for a long time. The minister has referred to some important aspects of efficiency of the railways. Of course, I welcome the measures taken by the minister to improve the efficiency and working of the railways. But I am very sorry to say that the aims and objectives have not yet come to our expectations. There must be a thorough decentralisation of the administration. The zonal railways should be given more powers. Looking to the Rail Bhavan in Delhi for every minor problem is not the solution. Therefore, immediate and adequate steps must be taken by the minister to give powers to the zonal railways to discharge the basic tasks regarding the day to day administration in the railways.

Utilisation of money is an important point. Getting revenue is another important point. For getting revenue, the

railways must introduce new lines wherever they are remunerative. In this budget speech, the minister has given us a ray of hope about introduction of new lines. As far as Kerala is concerned, Alleppey is my constituency and the introduction of a new line from Ernakulam to Alleppey is very important. It affects the coastal line of Kerala and it is very remunerative. The report shows that 18% returns are expected. I do not want to speak in detail about it. The matter is pending before the Planning Commission; I don't know why they are delaying the matter. The Government and people of Kerala are very much interested in this railway line. Even the youth of Kerala has offered unskilled manpower needed for this work.

PROF. MADHU DANDAVATE:
The old man of Kerala has told it to us.

SHRI V. M. SUDHEERAN: That itself shows the anxiety and interest of the people in regard to this line. I am convinced that the Minister is also very much interested in it. I thank him for it. I request him to use his good offices with the Planning Commission to get it sanctioned as early as possible.

Regarding electrification of railways, electricity is cheaper in Kerala, and the Government there has offered it at cheaper rates. It is the duty of the Government to exploit the cheaper power. The density of traffic in Kerala is very high. Those who have to travel daily to their offices find it difficult. There must be a dialogue with the Government of Kerala regarding power and other matters. Steps must be taken to introduce electrification of the railways there, soon.

Regarding double lines, the position between Shoranur and Cochin is very difficult. New lines and new coaches have not been introduced. Doubling of railways is also important.

There is a proposal in the Railway Ministry for new lines between Trichur-Kuttipuram-Guruvayoor; and another line between Mysore-Tellicherry. I request the Minister to use his good offices to get these new lines sanctioned, to obtain clarifications from the Planning Commission and to fulfil the expectations of the people of Kerala.

The next point is about facilities at railway stations. Although during the last 10 years, some efforts have been made by the concerned governments, they are not adequate.

Now about catering. During my recent journey from Cochin to Delhi, I found that the catering service in the Railways is not good, especially in the southern region. The food supplied from the kitchen car is good, but the one supplied from the basic kitchen is not at all good. It is very dirty. This is another important matter to be taken into consideration.

15.00 hrs.

SHRI K. A. RAJAN (Trichur): Sir, it is very much expected that with the restructuring of the Railway Board, which the hon. Minister mentioned in his statement, and with all his dynamism he will be able to implement some of the schemes of major reforms which we have in view.

If I remember correct, in the new restructured body there is going to be a person specifically in charge of industrial relations, to look after the problems of labour. Now there are so many problems in the railways, and they could not be solved because there is no proper man to handle the problems in the proper way. It is a big organisation and so it is natural that some problems or other crop up. Unless the Railway Board looks into those problems from the point of view of the overall interest of the railway employees, I do not know whether any efficiency in the proper running of their railways is possible. Therefore, I would inform the hon. Minister that, in spite of all his good intentions, he should have a special eye on the industrial relations problems, especially because this is a major public sector organisation which employs lakhs of workers.

When we speak on the railways, there is a natural tendency for everyone to make more demands on the railways. All of us represent some constituency or other and we want more railway lines in our areas. But it is not feasible on account of financial difficulties. All the same, I would mention the construction of the Alleppey-Ernakulam railway line. The Minister himself is convinced of its necessity. It is remunerative because it will increase the traffic of commercial products from the neighbouring areas.

The other demand is for electrification. During his visit to Trivandrum he mentioned that electrification requires heavy initial investment. We understand all that. Still the hon. Minister, with his imagination, if he takes some interest, he can do something in the matter. Now thousands of employees are working in offices in Ernakulam and because of the congestion, they cannot be absorbed in the city. It has become a problem to get accommodation in Ernakulam. If there

is electrification of railway line, people can stay 20 or 30 miles away, come to the city for employment and then return in the evening. So far as the heavy initial expenditure is concerned, the Kerala Government would be willing to give some help. Similarly, voluntary service by the youth organisations and other people would be available. Considering all this, I would say that the electrification of this line should be expedited.

Coming to catering in railways, it is true that we cannot expect luxurious food. But the complaint is mostly not about the food as such, but the way in which it is being served, neatness, the worn-out utensils that are being used etc. This should be looked into.

Finally, I want to refer to the pitiable condition of the people who work in the catering service of the railways. They are all commissioned vendors. They get some sort of commission on the tea and snacks which they sell. Their condition of service is very bad. They are not regular employees. They can be sacked at any time. They are not given any of the amenities available to other employees, even though they number about 1,000 in the main lines alone. I am demanding that they should be paid very heavy salaries, but they should be given at least the minimum salary which is given to an unskilled worker and there should be some security of job.

THE MINISTER OF RAILWAYS (PROF. MADHU DANDAVATE): Sir, I am thankful to the members of the House, who extended their unanimous support to the Resolution on the recommendations of the Railway Convention Committee. It was rightly pointed out that till 1971 the scope of the Convention Committee was rather restricted. After that, the Convention Committee of their own, merely by convention, changed the old convention and they started enlarging the scope of the Convention Committee. I am happy that the new Convention Committee is not seized merely with the matter of making a recommendation about the rate of dividend, but it is trying to examine in depth a number of problems which will ultimately be able to help us to streamline the entire administration, various problems related to labour and also the problems of the users of the railways.

We began our debate with Shri Qureshi who, with his past experience, complimented himself for the fine financial performance of the previous regime. I would not find fault with him. I have myself admitted that, as far as finance was concerned, certain infrastructure was built up. But I think he

[Prof. Madhu Dandavate]

ould give us the credit for this, that if we were to mismanage affairs, it would have been easy for us to demolish the infrastructure, but we tried to improve upon it. I am very happy to say that by the end of October our gross earnings are Rs. 82.3 crores more than the corresponding period of last year. Not only that. We are even far ahead of the Budget proposals for this period, about Rs. 52 crores ahead.

That way, the financial performance is quite good. Then, the question might be asked cynically: if the financial performance is improving, why is it that the Railway Convention Committee has decided to continue the reliefs that the earlier committee had granted in 1973? There, I must point that, though with the co-operation of the railway employees we have been able to improve the finances of the railways, there is a certain backlog of the burden of indebtedness which continues. You will be surprised to know that at the end of 1977 the indebtedness was of the order of Rs. 461.9 crores. At the end of 1978 it is expected to be Rs. 370.81 crores. This indebtedness, as was rightly pointed out, is due to a number of burdens that we are carrying.

Generally, what we do is that as far as capital expenditure is concerned about construction of railway lines and allied matters, we draw from the general revenue and repay six per cent dividend to general revenue. Some time in the past it was merely a transfer of entry from one account to another, but I have shown in my Budget presented in June that we will be meeting the dividend obligation from the internal resources of the railways. That particular progress we have maintained. I must admit that last year also the same thing was done. We have continued the process.

As Mr. Kalyanasundaram rightly pointed out, the railways in our country are not run purely on commercial lines. We are a social utility service, and at the same time there is a commercial aspect. There are many parts in the world, in Western Europe and Asia, where the social burdens are not lifted by the railways but by the concerned Government's general revenues. If our railways are actually lifting social burdens of the order of Rs. 214 crores. I am not sorry for that, because the railways in India, in the present social context, have to be run not merely as a commercial proposition. We have to carry foodgrains. We are offering to industrial labour and the middle class suburban traffic at a much lower cost. Then, in times of calamities like cyclones and floods, we are required to move food and other commodities free of charge. Only recently when I was in Andhra last

week I announced that not only would all the relief materials be moved free of charge; but because a large number of animals have been killed as a result of tidal waves in Andhra, if the Punjab and Haryana Governments are prepared to send cows and other animals to provide the necessary milk facilities in Andhra, we will examine in depth the free movement of these animals also to Andhra, so that this urgent problem can also be tackled. These are the various problems that are there.

While initiating the debate, Shri Qureshi pointed out that sometimes we find that the working expenses are going up. Here I must agree with what Mr. Kalyanasundaram has said, that when the gross earnings improve, when the passenger and goods traffic improves and we try to rationalise and modernise our equipment, when we try to have new types of cadres, very often it does happen that our expenses go up. But this time we have been able to have Rs. 30 crores of working expenditure less and that is the reason why our gross earnings are able to go up to Rs. 52 crores as far as the Budget proposals are concerned. I can assure the House that while curtailing the working expenditure, we will not try to retrench the workers and that our entire stress will be to see that it will have an effect on the economy in certain directions where wasteful expenditure can be avoided.

SHRI VAYALAR RAVI: Does it include the purchase also?

PROF. MADHU DANDAVATE: Not that.

I also wanted to point out that sometimes there is a temptation to reduce the maintenance and repair expenditures and thereby show that the working expenditure has gone down. I can assure the House that since the needs and claims of safety are the prior claims in our social life today, we will not curtail any expenditure on repairs and maintenance at all. That particular side will be properly balanced.

Again, while initiating the discussion, Mr. Qureshi referred to the accidents. He said, "Everyday, we are hearing about accidents and hardly any day passes that we are not able to hear about accidents." Here, I would like to point out to the hon. Member—he knows it very well because he himself has been a Railway Minister—that in the railway parlance what we call an accident is altogether different what a common man describes an accident. They are rather surprised, when they find that the number of accidents have gone up to 515. But I want to point out that we must

not be complacent and, at the same time, we must not take an alarmistic view. In the railway parlance, even when there is a small short circuit in a coach and there is a small fire not doing any damage to the passengers, even that is described as an accident. Collision, derailment, slight slipping of a pair of rails, a slight fire in the coach not causing any damage, all of them constitute an accident. That is the reason why it appears as if 515 accidents appear to be a very large number.

I would like to tell the House that since in the railway parlance an accident means something different from what an ordinary man understands, if you look at the list of accidents right from 1964 to October, 1977, you will find that in 1964-65, there were 1,293 accidents; in 1965-66, there were 1,200 accidents; in 1966-67, there were 1,201 accidents; even during the previous regime, in 1974-75, there were 925 accidents; in 1975-76, there were 964 accidents; in 1976-77, there were 788 accidents; during October last year, there were 474 accidents and now there are 515 accidents. You will find not that the number has really gone up very much. But sometimes when certain damage is done to the reputation of the railways, when some prominent accidents take place, when there is a loss of life, then a certain alarm is created. I do not know whether the debate on railway accidents will come up, but I can assure the House that as far as the safety is concerned, we are going to give priority to the safety problems.

We have deployed 25,000 men, 14,000 from gangmen and 11,000 from the RPF. So, these 25,000 men are patrolling the entire railway track of about 61,000 km. on which about 11,000 Indian railway trains are moving every day. The direct result of that is that in the last entire week, our patrolling men who are very vigilant were able to detect five cases of removal of fish-plates before the trains passed on those routes. As a result of that, the accidents have been avoided. But that potential mischief is there. Also, at some places with the help of dog-squads, we have been able to arrest certain persons. I do not want to allege that any particular agency or an organisation is responsible. But I can assure the House that the Government will do everything in its power to find out which agency is playing with the lives of the people and we will deal with them very firmly.

SHRI HITENDRA DESAI (Godhra) : Has it not been done so far ?

We are prepared to cooperate with you on that.

PROF. MADHU DANDAVATE : We are trying to find out.

In addition to that, there are, throughout the country, on the trunk routes, 1,300 stations which require actually circuiting of the tracks in the case of 420, we have already completed circuiting, by the end of March, 1978, on 50 more trunk route stations, circuiting of the tracks will be completed; and on the rest, it will be completed in one and a half years. Thus on all the 1,300 trunk route stations we will be completing circuiting of the tracks.

We are also trying to see that inspection is improved. We have an ultrasonic device with the help of which we can go on checking the rails and also oscillograph cars by which we can check whether there are cracks in the rails, and that work is also going on.

We are taking a number of safety measures by which we will be able to prevent accidents, by which the number of accidents can be considerably reduced and better safety will be ensured.

Some one pointed out that some allegations were being made that the railway employees were responsible for the accidents. I want to refute that theory altogether. It is stated that the railway workers are discontented and, therefore, they are indulging in sabotage activities. That allegation has been made in some newspapers. I will take this opportunity to indicate to the House that in the last seven months of the Janata Government, how many demands of the workers which were pending for the last several years have been conceded. I would like to give that list. I have got them in my fingertips.

One, is, all those who had been thrown out during the 1974 strike have been unconditionally reinstated, their punishments have been annulled.

Those who were under MISA and DIR during the Emergency have been brought back with a hundred per cent neutralisation of their salaries.

It was the constant grouse of the railway employees that their children had gone before the Railway Service Commission and passed the examinations and their names had also appeared on the panel but they never got the jobs, but with somebody's recommendation, 1,500 *ad hoc* people had been given jobs. We have sent all those cases to the Railway Service Commission and only if they get regularised, they will get their jobs.

[Prof. Madhu Dandavat:]

Young employees and officers were saying that, in the past, due to favouritism, a number of people, even after attaining the age of superannuation, were getting extensions—one extension, two extensions, promotion during extension, and so on. We have now declared that, henceforward, throughout the Indian Railways, whoever completes 58 years, his service ends then and there. Even the Chairman of the Railway Board has not been made an exception to this, and the day he completed 58 years, he had to go. That is what we have done.

The Indian Railways were founded in 1853, and we are now in 1977. In 124 years of Indian Railways, the Class IV employees never got the selection grade. For the first time, after 124 years we have given to 50,000 Class IV employees selection grade in this country.

The question of dearness allowance was raised by all the trade unionists in this House. We settled that issue, and I am very happy to say that all the railway employees, no matter to what category they belong, right from 1st September, have been granted dearness allowance on the basis of revised dearness allowance: they have been paid just on the same basis as other Government employees.

The question of CDS was tackled very effectively. We have cancelled the CDS now, and the payment is being made. There are some complaints. We are looking into those.

Firemen, Grade B, were able to get promotion to the extent of 25 per cent. We have improved it to 50 per cent.

Licensed porters who put on trade uniform were required to pay a licence fee of Rs. 10. They constitute the poorest class on the Indian Railways. Their licence fee has been reduced from Rs. 10 to Rs. 5.

There were apprentices in this country: they were given training, but they were not getting jobs. I have made an agreement with the Apprentices Union that, by the end of March, 1978, 50 per cent of all these vacancies which will be created will be filled by these apprentices and they will be given jobs. These are the problems which we have tackled or have been tackling.

There is one more reference. The former Minister of State referred to the famous agreement about 10-hour duty. The

trade unionists in this House know it very well that safety demanded that ten-hour duty for loco-runningmen should be accepted. The previous Government made the agreement. After the agreement was made by the previous Railway Minister, the matter was referred to the then Finance Ministry. The then Finance Minister took the attitude that the Miabhooy award talks of ten-hour duty, and our Minister has entered into an agreement of 10-hour duty with the loco running staff, and it is not necessary to go beyond that. He took the pretext of the 1974 strike and said that once they have gone on strike in 1974, the written agreement does not stand and that agreement was broken. I am happy to state that only this week, I have announced in the Parliament that we have revived that agreement; 12,000 more jobs, 10,000 plus 2,500 more jobs have been created. As a result of that, on one side the Miabhooy award and on the other side, the ten-hour duty will be respected. That is what we have done.

The only issue that remains to be settled is the question of bonus and we have announced that we are settling this question in a phased manner. The militants on the other side who talk of bonus have forgotten that during the emergency, even those workers who were getting bonus were deprived of that; that bonus was abolished by mutilating and destroying the old Bonus Act. The first act of the new Government, as far as the Industrial labour is concerned, was to restore the *status quo ante*. Whoever was getting the bonus according to the old Bonus Act has started getting the same. The next phase will be about the Government departments like the P&T, Defence and Railways. Already, the Bhoothalingam Committee is studying in depth the problem of income, wages and prices. We have already declared, the Prime Minister has already declared and I wish to make it clear that some misunderstanding that was being created about the Prime Minister that he told the railway workers that there would be no bonus, is not correct. He never told like that; it was a wrong news that appeared. The Prime Minister and myself have made it clear in this House that what the Prime Minister told the railwaymen or their representatives was that those who were covered by the previous Bonus Act, were getting the bonus now and as far as others including the railwaymen are concerned, only when the Bhoothalingam report comes, we would settle that.

There is one more point. We have got the corporate enterprises group. In addition to the Railway Board at the official level, at the popular level, we have got this corporate enterprise group.

The representatives of the Railway Board, the Railway Minister, the representatives of the two recognised Federations and the representatives of the Officers' Federation sit together and discuss a number of policy matters. They act in an advisory capacity and we are seeing to it that this important *modus operandi* for participation and advisory capacity should be extended down to the zonal level. I am happy to announce today in this House that this forum which was taken to the zonal level, we have decided to take it to the divisional level so that more and more consultations at the lowest level are possible.

These are the things that we have done in this period of 6-7 months. Those who allege that we are anti-working class people should realise that what you could not do in 20-25 years, we have done in the course of this small period. That is the pro-working class people attitude of the new Ministry. We will continue to follow the policy of no-confrontation with the trade unions and cooperation with the trade unions. This is how we are going on and because of their cooperation we are able to augment our gross earnings. That attitude will continue to be there.

SHRI VAYALAR RAVI : Regarding apprentices, some diploma and engineering degree holders have represented to you from the Madras zone and I have also made representations to you, but nothing seems to have been done so far. Will you kindly look into that ?

PROF. MADHU DANDAVATE :
I will examine that.

As far as the structure of the Railway Board is concerned, I had agreed last time that along with the Report of the Railway Convention Committee, even the restructuring problem should be taken up and it was perfectly within the rights of the Members to refer to the restructuring of the Railway Board. Probably, if you just look at the paper, it may appear that the restructuring of the Railway Board is just a superficial restructuring, but I would request you to go into the details. I am very happy to say that the Administrative Reforms Commission recommendations were lying in the shelf for a number of years. It was not under our Government that the Administrative Reforms Commission was set up ; it was under the aegis of the Congress Government that the Administrative Reforms Commission was set up. I appreciate and admire the fine work done by them. All that Madhu Dandavate has done is that the recommendations of the Administrative Reforms Commission which were kept pending in the shelf for years together are being imple-

mented. We have promptly acted with our dynamism and we have seen to it that these are implemented. What I have announced is not new in the sense that during my budget speech in June, I had explained what would be the parameters of the restructuring. I have already indicated to you that broadly we are going to accept the recommendations of the Administrative Reforms Commission. That does not mean that this is the last word on restructuring. Restructuring may go on but it is not merely the change in the nomenclature. To those members of this House like Mr Qureshi or Mr Kalyanasundaram or others who said that the restructuring is only that the number of members of the Board has been reduced, additional membership has been abolished and three advisers have been appointed and that it is only a change in name or surname, I want to tell that that is not the only change that has been brought about. The major change in the restructuring has that been I have decided that some of my powers as Minister, both administrative as well as financial, will go to the Railway Board and then considerable powers of the Railway Board have been transferred to the General Managers of the Zonal Railways and number of powers have been transferred from the zonal level to the Divisional level and we are going to spell out all those details and what will be the net result. Even when I was in the Opposition, I never demanded the abolition of the Railway Board. My friends will realise that I have always said that it must be re-organized and restructured. I never took up the irresponsible stand that the very instrument of administration should be destroyed because I know that the structure of the Railway Board is such that it is not merely the IAS officers who come and sit on the Railway Board. Not that way. Those who are technicians those who have worked for years in the railways, Mechanical Engineers, Civil Engineers, Electrical Engineers, men concerned with transport and signalling--it is these men who by gradual promotion become General Managers. And whenever any new vacancy arises, the senior-most General Manager of the operational line becomes actually a member of the Railway Board and the senior-most Member of the Railway Board becomes its Chairman. So, Sir, basically, the Railway Board is a functional organisation. It is not merely that academicians are brought into this but those who are concerned with the hard realities of the railways, its techniques and technologies, its operations and all the operations on the Railways and those who are concerned with the functional capacity come to the Railway board and we have only tried to restructure it. By this devolution of power and more and more delegation of power from the top to the bottom, I can assure

[Prof. Madhu Dandavate]
you that in the coming months and years, a number of problems will be tackled at the lower level whether they are in Trivandrum or whether they are in Cochin or whether they are in Lucknow or whether they arise in Bombay and they henceforward they need not come to the Railway Board. A considerable number of problems need not come to the Railway Board and a considerable number of problems will be solved at the zonal level and also at the divisional level. This itself will give a greater impetus to the efficiency of the railways and that is how the problems are going to be solved.

There are many issues which were raised by hon. Members and I do not want to go into the details. But I would like to refer to one important aspect and that is the question of housing. In this entire scheme of finances, we can assure you that we are not going to curtail the housing activities at all. Here I want to give one reference. There was a controversy going on as to whether we should be able to pay *ex-gratia* payment to the railwaymen or we should have additional grant to give them some amenities. We discussed this proposition at the governmental level and when we found that when some *ex-gratia* payment is to be made to the workers, rather than making it in the form of an *ex-gratia* cash payment, it is better that we spent it on their amenities. Suppose Rs. 16 or 13 or Rs. 14 crores are to be spent, we would have been able to give a packet of Rs. 100 to each worker. We decided to spend Rs. 15 crores and in lieu of the fine contribution the railway employees have made towards the financial performance of the railways how we decided on the distribution of the Rs. 15 crores is that we had the corporate Enterprises Group meeting at the various zonal levels and there even unrecognised unions were consulted and in consultation with the trade unions we decided as to on which part of the amenity we should spend this amount. The decision is that it should be spent for repairing the quarters, for giving better facilities, for constructing community halls in the residential areas where the workers are staying, for giving Central Schools to the railway workers. On all these matters we are spending the money and that is how we have been able to make one further contribution towards housing facilities, repairs of the houses of workers, etc. I can assure the House, as has been rightly suggested by the last speaker, that we should not curtail the housing facilities for railway workers. Formerly house construction work was banned. We have not banned it at all. On the contrary, we are going to expend it. Today we are very happy that amongst all the public sector undertakings the railways have been able to provide housing to 40 per cent of its workers still we are not

satisfied and we will continue to improve it.

Then, Sir, food is such a commodity that one is never satisfied with it. Even in our homes, if we are satisfied with the morning meal, we always tell our wives that the evening meal was not so good as the morning meal. She would say, 'I will compensate it in other ways.' Anyway that is the present position. Even in our homes we are not satisfied with the food arrangements. I am myself not fully satisfied, but you will find that on various routes we are gradually trying to improve the situation.

For example, in all these super-fast trains which we have introduced, the food is very good. At some places where there are best kitchens with modern equipments we will try to improve them and where there are petty cars we will try to improve them. These are some of the measures by which we will make improvement in the type of food that is provided. I will take cognisance of all the constructive suggestions which we have been made and I will try to improve all these things.

I will conclude with a very sensitive issue and that is, construction of new lines. Sir, you will be surprised to know that if we have to complete even the pending construction works in our hand we would require nearabout Rs. 331 crores whereas we have been given anything between Rs. 23 to Rs. 27 crores. We are asking the Planning Commission to change the whole norms. Unless we are able to get more allocation from the Planning Commission, it is not possible to start new line construction.

A suggestion was made that we could utilise the surplus. We have been able to show a surplus of Rs. 32.5 crores today. We are already having a gross income which is Rs. 83.2 crores more than the previous year. If the same trend continues, the surplus is bound to be more, but what happens is this. Whenever we generate any surplus, that is utilised in wiping out a part of the past indebtedness. So, we cannot utilise this, as some members suggested. So, some different norms should be evolved and these still will have to be discussed at the appropriate level. We will try to discuss this and we will find out whether some other machinery will have to be evolved.

Regarding the Ernakulam Alleppy line, I have told friends in Kerala that as far as the Ministry is concerned, we are fully satisfied. This is an important line to be undertaken. The Kerala Government has assured us that they will give some sleepers free. They said that

whatever government land is there, that will be given free of charge. So, that will slightly bring down the construction expenditure. So, we will have it examined.

I now come to the problem of electrification.

The problem of electrification is an important one from the point of view of railway statistics. There is the rolling stock of train whose weight is 1,000 tonnes. If we move it to one kilometre we call it 1,000 gross kilometre. For moving this 1,000 gross kilometre, what is the fuel consumption? In the case of steam operation it is Rs. 10; in the case of diesel operation it is Rs. 5. In the case of electric, it is only Rs. 4. Comparatively it is very much less. In the long run it is very advantageous. But now comes the paradoxical question: Why are we not able to do this electrification on a large scale? The answer is this: If we have to electrify one k.m. of railways, the initial capital investment required is between Rs. 10 to Rs. 13 lakhs. I had a meeting of the scientists. They all belong to my own fraternity and I can talk and discuss matters at their own level. I asked them to put some research work by which we can bring down the initial capital investment in the case of electrification from 10 to 13 lakhs to 7 to 8 lakhs. per k.m. If we are able to do that—I am confident we will be able to do that—we will certainly be able to move ahead.

Then a question was asked: What about Kerala where there is surplus of electrical energy? As you know, there are certain general norms. These are as follows: Number one priority will be electrification of high density routes on the trunk routes. Number two priority will be such routes which are contiguous to that. Number three priority will be even for non-trunk routes provided there is traffic density available there, on those routes. These are the priorities, which have been fixed, and I am sure, Kerala will be able to have its due share out of them.

These are general parameters which we have fixed up. I do not want to take much of your time.

I am thankful to all the hon. Members of the House who have participated in the debate. Without any bitterness, they have tried to make concrete suggestions and you can rest assured that I am capable of responding to the suggestions that have been expressed by the hon. Members and I will implement their constructive suggestions that have been made.

श्री राम सेवक हजारी (रोपड़ा) : माननीय मंत्री जी ने पिछड़े हुए इलाकों की प्राथमिकता देने के बारे में कुछ नहीं कहा है।

प्रो० मधु बंडोक्ते : उसका जवाब मैं मंगलवार दे चुका हूँ। हमारे मंत्रासय की निश्चित राय है कि पिछड़े हुए इलाकों में नई रेलवे लाइनें शुरू करने के मामले में प्राथमिकता दी जाए। लेकिन प्लानिंग कमिशन ने धाज तक जो नाम्बं निर्धारित किए हैं उन के अनुसार हर बक्त यही देखा जाता है कि रिटर्न अगर उस परसेंट से अधिक हो तो वहाँ प्राथमिकता दी जाए। हमने नोट तैयार करके रखा है जिस में कहा है कि बोम्बे की तबदीली इस नाम में और कसौटी में की जाए और पिछड़े इलाकों में नई रेलवे लाइन होने के बाद यातायात के जरिये काफी धाम्यनी बहाँ हो सकती है और इस तरह की रिपोर्ट अगर हम आपके सामने पेश करें तो वहाँ के लिए प्राथमिकता दी जाए। इस प्रकार की सिफारिश हमने प्लानिंग कमिशन को की है।

MR. DEPUTY-SPEAKER : The question is :

"That this House approves the recommendations made in paras 5, 6, 7, 11, 14, 17 and 18 contained in the First Report of the Committee appointed to review the rate of dividend payable by the Railway undertaking to General Revenues as well as other ancillary matters in connection with the Railway Finance and General Finance which was presented to Parliament on the 17th November, 1977.

That this House further directs that the action taken by Government on the other recommendations made in this Report, should be reported to the Committee".

The motion was adopted.