

12 40/1-2 hrs.

**SUPPLEMENTARY DEMANDS FOR GRANTS (MIZORAM), 1977-78**

**THE MINISTER OF FINANCE (SHRI H. M. PATEL):** I beg to present a statement showing Supplementary Demands for Grants in respect of the Union Territory of Mizoram for the year 1977-78.

12.41 hrs.

**RAILWAY BUDGET, 1978-79—GENERAL DISCUSSION—Contd.**

**MR. DEPUTY-SPEAKER:** Now, we take up further consideration of the Budget (Railways).

**SHRI KANWAR LAL GUPTA (Delhi Sadar):** May I know when is the Minister going to reply?

**MR. DEPUTY-SPEAKER:** At 2-30 P.M. the Minister will reply. Till 2-30 P.M. we shall continue further discussion on the Budget (Railways). Shri Shrikrishna Singh was on his legs. Let him continue.

**श्री श्रीकृष्ण सिंह (पुणे) :** उपाध्यक्ष महोदय, कल मैंने बताया था कि कर्मचारियों के वेतन में, धावास की सुविधाओं में और कर्मचारी कल्याण पर करीब 90 करोड़ रुपया अतिरिक्त खर्च करने का प्रावधान है। दूसरे दर्जे के यात्रियों के लिए भी सुविधा बढ़ाने के कई काम हैं। फिर भी 65 करोड़ की बचत की जो सम्भावना है बिना किराये की बढ़ोतरी किये हुए, यह एक बड़ा काम है। रेलों के संचालन में इन्होंने कर्मचारियों तथा प्रशासन की साझेदारी ली है। और उसके प्रति जो दृष्टिकोण मंत्री जी ने प्रकट किया है उसके लिए हम इसका समर्थन करते हैं। ऊंची तनख्वाहें पाने वाले अफसरों की सुविधाओं में जो कटौती की गई है, एयर कंडीशनड के मामले में या पहले दो में घुमने की सुविधाओं में जो धीरे-धीरे कमी की जा रही है इसके

लिए भी हम इस दृष्टिकोण का समर्थन करते हैं। सबसे अधिक लाभ नीचे स्तर के कर्मचारियों को मिलेगा। सेलैब्रेशन ग्रेड चतुर्थ श्रेणी के कर्मचारियों को देने की भी बात है। इन सब बातों में मालूम होता है कि मंत्री जी का ध्यान गांधियन समाजवाद की तरफ है। बलाम दो के अफसरों की पदोन्नति का प्रतिशत बढ़ा दिया गया है। इसी प्रकार लोको रनिंग स्टाफ की कंडीशन आफ सर्विस में सुधार हुआ है। जो फौरी करने वाले बैरा लॉग है उनकी सेवाओं को नियमित करने की तरफ मंत्री जी सोच रहे हैं। फायरमैन के वेतन में वृद्धि की गई है। यह गांधियन समाजवाद की तरफ कदम है।

मगर मैं कहना चाहता हूँ कि पिछड़े क्षेत्रों में रेल बिछाने की जो बंति है उसकी तरफ आपने उपेक्षा की है। किउल में साहब-गज बढ़रवा तक दौहरी रेलवे लाइन बिछाने की बात की थी। हावडा से बढ़रवा तक लाइन बनी है, लेकिन बढ़रवा में किउल तक की लाइन की उपेक्षा कर दी गई। हमारा निवेदन है कि दौहरी लाइन बिछाने का काम शीघ्र किया जाए। निर्मली-भरपतिया लाइने के रेस्टोरेशन की तरफ कोई ध्यान नहीं दिया गया। इसी तरह से प्रतापगज-बीरपुर लाइन है। यह दोनों लाइने बनी है लेकिन कोसी की बाढ़ से ध्वस्त हो गई है इसलिए उनका रेस्टोर करने की बात है। यह दोनों लाइने किसान क्षेत्र की लाइने हैं। उत्तर बिहार के लोग जो फसल उपजाने वाले लोग हैं उनको सुविधा पहुंचाने की दृष्टि से इन दोनों लाइनों को रेस्टोर किया जाए जिसे कोसी से बाढ़ पीड़ित लोगों का कल्याण हो। मंत्री जी को उनकी उपेक्षा नहीं करनी चाहिए।

सकरी से हुसनपुर, लाइन की प्रगति शून्य है। रांची रोड से कोडरमा और भागलपुर से मंदार हिल रेलवे लाइन के बारे में मंत्री जी ने पिछले साल आश्वासन दिया था। लेकिन इस बार उनको छोड़ दिया है। रांची रोड से कोडरमा और कोडरमा से गिरिडीह

रेलवे लाइन का तीन बार सर्वेक्षण को चुका है। अतः इन लाइनों को पूरा करने की और आप कदम उठावें। भागलपुर से मंदार हिल 35 किलोमीटर का हिस्सा है जिसके बारे में पिछले साल मंत्री जी ने कहा था। लेकिन इन बार इसको छोड़ दिया है।

इसी तरह से फतुहा-इस्लामपुर माटिन लाइट रेलवे की बड़ी सुरंगिती हो गई है। जो पिछले साल बाढ़ आई थी उससे वह लाइन उजड़ गई है और अभी तक उजड़ी पड़ी है। इसी तरह से आरा-सासाराम भी माटिन लाइट रेलवे की दूसरी लाइन है: मुना है कि आप इसको लेने जा रहे हैं। यह बड़ी अच्छी बात है। सासाराम शेरशाह सूरी की नगरी का नाम है इसलिए हमारा सुभाव है कि इस रेलवे लाइन का नाम आप शेरशाह पथ रखें। इसी तरह से फतुहा-इस्लामपुर लाइन भी माटिन लाइट रेलवे की लाइन है इसका भी आप अधिग्रहण कीजिए।

जमालपुर का रेलवे कारखाना 1862 में स्थापित किया गया था। रेलवे के सब टाइम के इजनों को रिपेयर और ओवरहाल करने के लिए यह कारखाना स्थापित हुआ था। लेकिन आज इसका क्या हाल है? क्यों हुआ यह हाल? कोई पार्लियामेंट की टीम वा अफसरों की टीम देखें कि कारखाना कैसा है, मशीनरी क्या है वहां का प्लान्ट क्या है, ले आउट क्या है और मजदूरों की कार्य कुशलता क्या है, उसकी क्षमता और दक्षता का इस्तेमाल क्यों नहीं हो पा रहा है इस सब की जांच की जानी चाहिए। किसी वक्त इस कारखाने में 18 000 आदमी काम करते थे। आज वहां केवल 9 000 आदमी ही रह गये हैं।

अब मुझे कुछ थोड़ा आधुनिकीकरण, विद्युतीकरण/डीजलीकरण के बारे में कहना है। 60,000 किलोमीटर की हमारी रेलवे लाइनें हैं जिसमें से 4-5 हजार किलोमीटर लाइन का विद्युतीकरण हो गया है और इसी

तरह से डिजलीकरण हुआ है। इसके कारण अनेकों लोको शीड अनावश्यक हो गए हैं और श्रमिकों पर बुरा प्रभाव पड़ा है। मैं मैरिट में नहीं जाना चाहता? जब मार्थे पर भूत चढ़ जाता है, गरीब देश की बिजलीकरण का या आधुनिकीकरण का तो हम रोक नहीं सकते। लेकिन अगर यह भूत आपके सिर पर चढ़ जाये तो कैजुअल मजदूरों को बलि का बकरा क्यों बनाया जाय? अगर आप आधुनिकीकरण करते हैं करिए इनमें उनका दोष क्या है?

जमालपुर का 116 बरस पुराना कारखाना है जो कि दक्षिण-पूर्व एशिया का सबसे बड़ा और सबसे पुराना कारखाना है। इतने कुशल और दक्ष मजदूर वहां हों और जो इतने कम खर्च पर चल रहा हों, उनको आपने बलिवेदी पर चढ़ा दिया आधुनिकीकरण की? क्यों नहीं सोचा? यह तो पुरानी सरकार का तरीका था अगर नई जनता सरकार भी उसी रास्ते पर चले तो कैसे काम होगा?

जब देश का बटवारा हुआ जो लोग डिस्पेन्स परतन्स आपने उनको जगह-जगह काम दिया गया, प्राथमिकता दी गई, अन्यत्र नौकरियों में स्थान दिया गया। लेकिन जमालपुर कारखाने के लोगों का क्या हुआ? तीन बड़े कारखाने हैं, एक पैराम्बर का दूसरा चितरंजन का और तीसरा एक और। लेकिन जमालपुर दक्षिण एशिया का सबसे बड़ा कारखाना है, इसकी क्षमता और कुशलता का उपयोग जारी रहे। इस दिशा में क्या हुआ? अगर उस में काम करने में कोई दर हो तो इतना तो आप कर सकते हैं कि यहां के कारखाने को आप लोड तो दिला सकते हैं। फिनिशिंग शाप लोड मैनुफैक्चरिंग आप बायलर शाप को इसमें लोड दिला सकते हैं। रोलिंग मिल में दिला सकते हैं: इसका मोटराड्रेंशन कर सकते हैं। रोलिंग मिल में आपने आज से कुछ बरस पहले 300 हासंपावर का मोटर दिया अगर वहां 500 हासंपावर का मोटर दिया होता

## [श्रीकृष्ण सिंह]

तो उसकी शक्ता ज्यादा होती। पता नहीं किस प्रकार से यह काम किया कि 300 हाईस्पावर का मोटर बहा पर लगा दिया। उसी तरह से रोलिंग मिल प्रोजेक्ट जो ट्रैक्ट फिटिंग के लिए है, वहा बोल्ट एण्ड नट प्राप बन्द है। उसका ठेका दूसरी जगहो पर प्राइवेट आदमियों को दिया जा रहा है। आपने रेलवे बोर्ड का सगठन किया, भ्रच्छा किया लेकिन रेलवे बोर्ड का जो पुराना तरीका था उसी तरीके पर आप अब चल रहे हैं। रेलवे बोर्ड के भ्रफसरों को कहना चाहिए कि बदले हुए सदस्य में हमारी नीति के अनुसार चले, ऐसा नहीं होगा कि हम मजदूरों को बेकार कर देंगे। वहा 18 हजार से घटकर मध्या 9 हजार रह गई है। वहा बाल्ट एण्ड नट प्राप बन्द है, रोलिंग मिल बन्द है, ग्रास फेक्टरी बन्द है, प्रैसिंग प्राप बन्द है। हजारों मजदूर बेकार है। आपको क्वार्टर भी नहीं देना पड़ता है। बर्कमैन ट्रेन से लोग हजारों से जमालपुर सुलतानगञ्ज से जमालपुर और मुंगेर से जमालपुर आते जाते हैं। सब जगह जहा दो मजदूर हैं, एक क्वार्टर देते हैं जहा 5 हैं वहा 4 देते हैं रेशियों 1 2 का है और 5.4 का है लेकिन जमालपुर में रेशियों क्या हैं 10 1 का। आप क्वार्टर भी नहीं बदल रहे हैं। भ्रष्टाचारों के जमाने के जो क्वार्टर थे वे जैसे के जैसे हैं।

यह पिछडा इलाका है जहा पर खंती होती है। हम रेल मंत्रों से अपील करेंगे कि रेलवे बोर्ड का जो पुराना उपेक्षा करने का तरीका है कि कुशलता और दक्षता को इस्तेमाल नहीं करेंगे, वह अब इस तरफ ध्यान देंगे।

उत्तर बिहार और दक्षिण बिहार में जगह-जगह दौहरी रेल लाइन बिछाने की जरूरत है। किसान मडियों तक अपनी फसल का माल ले जाते हैं और वहां बेचते हैं जैसे निर्मली बाजार है। कोसी का एरिया है, वह अपनी फसल रेलवे लाइन से ही ले

जाते हैं। सफरी-इसनपुर लाइन कोबरवा से रांची रोड इन लाइनों को दौहरी बिछाने का सबाल है उसमें चकना नहीं चाहिए। बिहार के लोगों को इस बात की बड़ी तकलीफ है कि जो भी पिछली बार रेल मंत्री ने आश्वासन दिये थे। इस बार उन्होंने उसे छोड़ दिया है। हम आशा करते हैं कि उत्तर बिहार और दक्षिण बिहार इन दोनों जगहों में जो दौहरी लाइन बिछाने का काम है नई लाइन जोड़ने का काम मंत्री महोदय इस काम में देर नहीं करेंगे।

इसी तरह में हम चाहेंगे कि छोटे-छोटे स्टेशनों पर शाचालय, पीने का पानी बैगरा का इतजाम उसी तरह से होना चाहिए। जिस तरह से बड़े स्टेशनों पर है। लम्बे सफर करने वालों का आरक्षण बैगरा की सुविधा दी गई है लेकिन जा लोकल ट्रेन में 100,200 किलो मीटर की यात्रा करते हैं उनको बैठने की जगह भी नहीं होती है, उनकी हालत नरक जैसी होती है। लोग खड़े हा कर पायदान और छत पर यात्रा करते हैं। इसलिए जो लोकल ट्रेन्ज सौ दो या किलोमीटर तक चलने वाली है जा जिले के मुख्यालय या स्टेट की राजधानी से जोड़ने वाली है उन की सख्या को बढ़ाया जाए। लोगों के बैठने का इतजाम किया जाए, कांच और बोगीज को बढ़ाया जाये।

DR. R. ROTHUAMA (Mizoram) : I congratulate the hon. Railway Minister for making some changes in passenger trains and for introducing changes regarding classless trains, janata khana, etc. On the other hand I am sorry to note that many proposals for new railway line construction, particularly in the backward and hilly areas had been dropped in the budget. I should request him to appreciate the need for new railway line construction in backward and hilly areas, particularly in the northeast region. The problem in the northeast region is one of economic problem. This problem is caused mainly due to absence of communication. Particularly in Mizoram the land is

fertile and we can produce large quantities of agricultural products such as ginger, potato, etc. But the problem here is one of communication; people cannot bring their products to the market. That is why I was sorry to note that the proposed railway line from Lalaghat near Silchar to Sairang had been dropped. Last year Shri Jyotirmoy . Bosu asked a question regarding the proposed new line from Lalaghat to Sairang along the bank of Dhilleshwari river. His question was:

"Will the hon. Railway Minister be pleased to state whether the technical-cum-commercial survey to bring the railway line to the nearest point at Aizawal in Mizoram has been completed and if so whether the job is going to be taken on hand very soon and if so by what date?"

The hon. Minister's reply was: Preliminary engineering-cum-traffic survey for extension of railway line from Lalaghat-Lalabazar to Sairang a station near Aizawal is in progress and is expected to be completed by the end of 1977. Further consideration to this project will be given after the survey is completed and reports thereof are examined from all angles"

13.06 hrs.

I notice that in his budget speech this proposed line is not included; he says that proposals are awaited from the north-eastern council regarding the construction of new lines. It is clear that the engineering-cum-traffic survey has been in progress in 1977. I want to know why this project had not been included in the budget. I should like to request the hon. Railway Minister to kindly look into this proposal so that he can include this railway line in the next budget because this is the main problem in the whole north-eastern area and also the hill areas of U.P., H.P. and Bihar. In all these areas, the problem of the backward people is the absence of communication. When there is absence

of communication, the people cannot bring their agricultural products to the markets. If they cannot bring their products to the markets, then there is no way out to improve their conditions. This has been so for the last thirty years. Now the Janata Party has come to power, and they speak in a number of public meetings that they are going to give priority to improve the condition of the backward people. But we do not find that. From his Budget speech, we find that the new lines which are going to be taken up in the current year are only in the plain areas. Most of the backward areas, rural areas in India are left out. So, I feel strongly that unless this problem is tackled immediately, the condition of the people will be really bad; politically also their condition will be really bad. In fact the main reason for the anger of the people in the North Eastern area is their poor economic condition. If the people or a section of the people are isolated economically from other parts of the country, then they have to express their feelings, their anger, their discontentment in one way or another. The same thing will happen to the people in the plain areas also. If the people in a section of the plain areas are isolated economically, they will express their feelings in a violent way like the Mizo people. That is why I feel very strongly that if this Janata Party is really wedded to the policy of Mahatma Gandhi, they should show it in their deeds and not in just speaking. We do not want this thing to come again, after the experience of the last thirty years.

We want that the Janata Party should really give due consideration to all the problems of the backward people and particularly, the Tribal people so that this unrest—political and economic—may be removed.

13.03 hrs.

The Lok Sabha adjourned for Lunch til Fourteen o fthe Clock.

*The Lok Sabha re-assembled after Lunch at Five Minutes past Fourteen of the Clock.*

[SHRI M. SATYANARAYAN RAO in the Chair.]

RAILWAY BUDGET, 1978-79—  
General Discussion—Contd.

SHRI AHMED HUSSAIN (Dhubri):  
Mr. Chairman, Sir, a railway budget without any increase in fares is welcomed by the rail users and travelling public. But the Minister deserves no reward for his idle policy on the development of backward areas, proper representation of minorities in railway services and opening of new lines, particularly in the North Eastern region. The Minister has yet to make up his mind for providing rail communication facilities in the backward areas, whose population is perhaps more than the present rail users. I venture to narrate the various problems concerning the railways in the North-Eastern region one by one.

Sir, the Janata Government have been preaching of making every possible efforts to provide adequate facilities and development of the backward and rural people. But the rural population of the south bank of the river Brahmaputra, particularly of Meghalaya, Goalpara and South Kamrup have never seen a train, and even in these advanced days of science a train is one of the wonders to them.

With a view to bring the raw materials from the south bank of Brahmaputra i.e., from Garo Hills, the broad gauge line has been extended to Jogigoppa from Bongaigaon, and a proposal was also there to construct a railway bridge over the river Brahmaputra near Jogigoppa-Pancharatna. A survey had already been made by the Gauhati University, but to our utter dismay the Minister in his budget speech has not mentioned anything of this project. Along with this project, there was also a proposal to construct railway lines from Pancharatna to Gauhati and Pancharatna to

Mohendraganj vis Mamkachar. These lines are also not mentioned in his speech.

The Railway Minister has said, as usual, a few words about the development of the North-East region in his speech but he had no commitment to offer. The Bongaigaon-Gauhati broad-gauge line, targetted to be completed by 1980, have to be deferred for several years more due to the non-release of funds and the step-motherly treatment to the North-East Region by the railways. As regards the laying of new railway lines, construction of bridges at Jogigoppa and Silghat, and conversion into broad gauge, it is painful to find that nothing new has been proposed for the North-East region, except the sarcastic remarks to develop railway communications in that region.

I request the Railway Minister to consider the following demands of the people of the North-East region: (a) the construction of a broad-gauge line from Bongaigaon to Gauhati should be speeded up and funds allotted for the purpose should be released in time to ensure the completion of this work, as targeted, by 1980; (b) the outstanding demand to convert the existing metre-gauge line into broad-gauge line (1) Gauhati to Tinsukia and (2) Dhubri to Fokiragram should be considered during the current year; (c) the broad gauge line existing upto Jogigoppa should be extended to the south bank from Pancharatna to Gauhati, touching Meghalaya border and Pancharatna (Goalpara) to Mohendraganj via Mamkachar and accordingly construct a bridge over the river Brahmaputra at Jogigoppa-Pancharatna.

It is worth mentioning here that the condition of some railway station in Assam is so pitiable that it cannot be described here. We have been surprised to learn that the Railway Minister's submission in the House that selected stations are provided with better facilities of lighting, toilets, refreshment rooms etc. He has

assured the House that the regular passenger amenities programme will continue. But, so far as we are concerned, it is a matter of regret that in spite of several representations to the Railway Minister, nothing has been done. Regarding the demand to upgrade the Sapatgram railway station and set up a new station at Monglajhora, though the Minister has given me an assurance in a letter, nothing has been done so far.

Regarding the recruitment of minorities in the railways, I just want to quote an observation made by the late Shri Moinul Haque Choudhury on the floor of the House. He quoted from the autobiography of Pandit Nehru, where he has said:

"No minority, however determined it may be, can progress without the goodwill of the majority and no determined minority can be exterminated by the majority however determined it may be."

My intention in quoting this is not to annoy anybody or any section but to ventilate the grievances of the minorities in this country who are deprived of their due share in regard to appointment in Government services.

I recall with gratefulness that the Father of the Nation, Mahatma Gandhi, gave his life for the cause of the Muslims. Four of our Prime Ministers—Pandit Nehru, Shastriji, Shrimati Indira Gandhi and hon. Shri Morarji Desai—have worked sincerely for ensuring national integration. I know that in this House the majority of the Members are genuinely concerned to see the various grievances of the minorities. The Government has also formed a Minorities Commission to meet the demands of the minorities adequately. In fact, everybody is talking and showing his hearty sympathy to the minorities, but in practice it yields nothing.

I would like to draw the attention of the hon. Railway Minister to the fact that minorities, particularly the Muslims, have not been properly represented and have been deprived of their due share in railway jobs. Discrimination continues to prevail in the entire railway with regard to the recruitment of members of the minority communities. The hon. Minister has not fulfilled his promises given during the previous debates that all the grievances of the minorities would be removed in so far as the railways are concerned, and it is painful to note that the problem remains as it was. The backlog caused due to the non-appointment of scheduled caste and scheduled tribe candidates was ordered to be filled up by fresh appointments during the emergency. But to our disappointment, nothing has been done to remove the backlog due to non-appointment of minorities during the last 30 years of independence.

We often advocate integration and equal opportunities for all, but if the nation is to be strong, if it is to be integrated, every one has to have a sense of participation. If one limb is weak, the whole body is weak. I hope the hon. Railway Minister will realise it and give due attention to the proper recruitment of minorities in the railway services from chaprasis to class I officers so that the population pattern may be reflected in all categories of services.

The hon. Minister was kind enough to introduce a mail train between New Delhi and Tinsukia in response to the demand of the people of the North-Eastern region. But with utter dismay we find that he wants to satisfy the people of this area just as a mother would satisfy her child with cheap toys. I suggest that a team may be sent to examine the conditions of the Tinsukia Mail. All the rejected bogies are fitted into this train. Sometimes the passengers have to quarrel with the railway staff for water supply, lights and fans. If

(Shri Akhlag Hussain)

is also worth mentioning here that sometimes the train runs without light and passengers spend their time in panic.

The catering service in this train is also not up to the mark. Passengers take their meals only to satisfy their appetite, as they have no alternative. The authorities may please be requested to improve this with immediate effect.

The Tinsukia Mail unnecessarily takes more time than it needed. The time can be minimised by abolishing unnecessary stops, thereby making it more convenient for the passengers.

Lastly, I request the hon. Minister to add more bogies to the Tinsukia Mail or to introduce a new fast train to avoid overcrowding.

With these few words, I thank the chair for giving me this opportunity to express my views here. I also thank the hon. Minister anticipating his good services to the most backward part of the country, namely the eastern region.

DR VASANT KUMAR PANDIT (Rajgarh) I rise to congratulate the Railway Minister for presenting a very good Budget. Sir, I have known the Railway Minister for a long time I have been for many years, his colleague. I have studied the Budget very carefully and I call it a "Text-Book" budget, a "Professor's Budget". All those things which should have been there in a text-book are there. The hon. Minister is a very hard working, studious and a very painstaking person. He made a tremendous effort to present a surplus Budget. The Budget being a text-book Budget, lacks courage, dash, dynamism and boldness. These text-books are prepared by the bureaucrats. They are expert in saying how a thing cannot be done. But if the Minister feels that something needs to be done, then he should see that it should be

done and he should not go merely by the advice of the bureaucrats. That is exactly where I call it a Text-Book Budget.

Our General Budget is based on agro-oriented development, village-oriented development. But I do not find any provision for providing new lines in the backward areas to cover the infra-structure so necessary to uplift the economy of rural areas. How are the new schemes in the Budget going to be matched with the agro-industrial policy when there will be no surveys of railways in inaccessible areas, backward areas and underdeveloped regions. I am glad that the hon. Minister also comes from a backward area. He has done lot of work as far as the Konkan railway is concerned I am also a Bombay man. But fortunately, I now come from Madhya Pradesh and from an underdeveloped area, Rajgarh, which is a specially backward area. There the problems have to be seen to be understood.

We want electrification; we want change in gauges; we want Janata food; we want amenities for the passengers. All those things are there. But does the Minister wish to take credit by saying 66 "However, no reduction was made in the allocation for new lines" Is it meant to be a compliment or an obligation on us? We wanted rather a definite statement that the backward areas would be covered. Whether the lines are economic or uneconomic, that should not be the main consideration. Certain uneconomic lines have to be taken as long term investments. They may appear uneconomical today but can be profitably developed over a period of years. The Budget lacks that.

I understand that there is no mention of new lines because of paucity of funds. That is what the Minister will reply. If you do not have funds, float new Bonds or Backward Area Development Debentures. Ask the Finance Minister. You have to raise

money specially for the construction of backward area lines. In my area, even Rajgarh, the district place, is not connected with the capital city of Madhya Pradesh. There is no plan for inter-district area connections. Therefore, I very much appeal to the hon. Minister: do not depend upon those surveys which are presented before you. Those are the old surveys done at a time when those areas were uneconomic. Therefore, I would appeal to the hon. Minister to appoint a Special Backward Area Survey Team which would do only this work. I want this new survey team to go to various places and not to only depend on those surveys which are lying in dust in the cup-boards of the bureaucrats. I repeat what the hon. Minister himself has said. He has in his speech stressed the importance and the development of backward areas. But he has not done anything more than lip service by just giving a few railway lines here and there.

As far as my own areas is concerned, I would like to make a few suggestions. I would like to give some figures for 1976-77 of total area in sq. kms., railway route in kms. and railway route length per thousand sq. kms. of area; for example Himachal Pradesh—4.65; Madhya Pradesh—12.95; ammu and Kashmir—0.55 and soon; while there are certain areas, like, West Bengal—43.44 and Punjab—42.74 on the basis of which the real development and the prosperity, of Punjab has come. There are many backward areas which are uncovered. The Madhya Pradesh Government has submitted a proposal for opening 17 new railway link lines and conversion of some existing railway lines into broad gauge. Out of these 17 new railway lines, at least one line should be immediately taken up, that is, the conversion of Gwalior-Shivpuri narrow gauge into broad gauge section and extension upto Guna and to connect it with Maksi and Devas.

There are also a few other railway lines which are to be planned, not in the normal way, but as a special case.

One is a new railway line from Ganj Basoda to Bhaora via Sironj and Lateo which will connect these two district places which are very important for forest and agricultural development. Similarly, there should be an extension of Bhopal-Vidisha shuttle train upto Bina. There should be a passenger shed on railway platform No. 2 at Ganj Bansoda. For the last 50 years, there are only two Express trains on the Central Railway from Bombay to Delhi. There should be one more new Express train on Central Railway from Bombay to Delhi. I hope, the hon. Minister will take into account all these suggestions when he plans his next budget.

We do not want to criticise against the tube railway and the ambitious scheme of having double-decker coaches and building up of bridges. If you do not find money, I think it can be done by the joint sector. The money can be found in the market by inviting the joint sector to take up these things. The tube railway can be financed by somebody and the Railways can then take it over in 15 or 20 years. On some such basis, the big schemes can be taken up. In this way, the finances can be found and the finances can be reserved for the backward areas, particularly as in Madhya Pradesh.

Before I conclude, I want to bring one important point to the notice of the hon. Minister. There is serious discrimination shown between the officers appointed by interview and those appointed by written examination. Thousands of such officers are stagnating and they are frustrated. Their seniority is in jeopardy. They have also been selected on the same basis as of the selection done by the public service commission, but on oral examination. This discrimination should go. To make the budget a completely new Janata-oriented budget next year, I hope, the Railway Minister will come forward with some bold and dynamic programme to cover the



[Dr Vasant Kumar Pandit]

inaccessible areas and cover the backward areas with a new network of lines

श्री श्रीलुभाई निमित (माण्डवी) : सभा-पति महोदय मैं इस सदन में पहली बार बोलने खड़ा हुआ हूँ। इस रेलवे बजट का आमनीर में स्वागत हुआ है। इसलिए मैं भी उसका स्वागत करता हूँ।

मेरा निर्वाचन-क्षेत्र 10डवा है, वहाँ की रेलवे का समस्याओं का ध्यान रखकर मैं कुछ बाने कहना चाहता हूँ और कुछ सुझाव देना चाहता हूँ। हमारा क्षेत्र पिछड़ा हुआ आदिवासी क्षेत्र है। वहाँ रेलवे का सुविधाएँ बहुत कम हैं। सिर्फ मूरत-भुमावल रेलवे लाइन है। वरडाली मनेनगढ, व्याग, ताल्लुका मयक आये हुए हैं। मडो और बारडानो सानगढ स्टेशन के नजदीक कई वर्षों में फुट आवर ब्रिज बनाने के लिए माग की गई है। सोनगढ लकडी का डिपा है, यम मल पावर स्टेशन है वहाँ हर राज वस्तु लाने ले जाने के लिए वगीर 50 वैगन आने जते रहते हैं। इसलिए वहाँ पर लागा कोबडी भोड रहती है। वहाँ फुट आवर ब्रिज न हान से आदिवासियों के एकमीडेट हाने रहते हैं। वीस्टन रेलवे के सुपरिन्टेडेंट ने आवर ब्रिज के लिए सर्वेक्षण किया है और उनकी मिफारिशें भी रेल मंत्रालय का भेजी है लेकिन अभी तक कुछ नहीं हुआ है।

इस बजट में भी मन देखा है कि वहाँ पर फुट आवर ब्रिज बनाने के लिए कोई सुविधा नहीं है। मैं रेल मंत्री व मिनती करता हूँ कि सानगढ बारडोली, मडो और थारा में फुट आवर ब्रिज बनाने के लिए भोघ ही धनराशि का प्रबन्ध करे और इसका निर्माण काय कराये।

गुजरात से आदिवासियों की बहुत बड़ी संख्या है। अम्बा जी में धर्मपुर तक गुजरात की पूर्वी दिशा में पहाडी क्षेत्र की पट्टी आई है जिसमें आदिवासी लोग रहते हैं। यह क्षेत्र

बहुत पिछड़ा हुआ है, वहाँ रेल और कम्युनिकेशन की कोई सुविधा नहीं है। इस क्षेत्र का पिछड़ापन दिन-ब-दिन बढ़ता जा रहा है। इसी क्षेत्र के धर्मपुर, बगई, बासवा थारा माडवी, राजपिपला भोडामा सामलाजी तक नई रेलवे लइन बनाने के लिए मैं सुझाव देता हूँ।

रेल मंत्री जी ने बार-बार इस सदन में और सदन के बाहर आदिवासी और पिछड़े क्षेत्रों के विकास के लिए रेल सुविधा देने का आश्वासन दिया है। मैं आशा रखता हूँ कि समग्र गुजरात के आदिवासियों के लिए और पिछड़े क्षेत्रों के विकास के लिए यह रेलवे लाइन बहुत उपयोगी होगी इसके लक्ष्य में तुरन्त सुविधाएँ प्रदान कर और इस रेल लाइन का दन व लिए जा कार्यवाही करनी हो वह करे

मूरत गुजरात का प्रमुख और महत्वपूर्ण शहर है। वहाँ कई गाडियाँ रहती हैं। वहाँ मूरत सरकार और राज्य सरकार के कई महत्वपूर्ण आफिस भी हैं और बड़े औद्योगिक संस्थान भी हैं। लेकिन फिर भी वहाँ राजधानी एकमप्रेम नहीं रहती है। मूरत से बहुत लागा का दिल्ली बम्बई अहमदाबाद तुरन्त आना जाना हाता है। वहाँ के लागा की नाश माग है कि राजधानी एकमप्रेम बनने के लिए तुरन्त निर्णय लिया जाय। मैं आशा करता हूँ कि मंत्री महोदय इस माग ध्यान देंगे। और राजधानी एकमप्रेम रहाने का तुरन्त नयय ले और लागा की नाश माग पूरा करने की प्रार्थना करना हूँ।

SHRI KRISHNA CHANDRA HALDER (Durgapur) M. Chairman, Sir, on page 8 of his speech, the Railway Minister has stated

'With the increase in population and increase in industrial and agricultural output, Railways have to keep pace with the developments through provision of transport facilities in areas where these have been lacking and increased facilities where these are inadequate to

meet the demands of the travelling public, as well as the industrial and agricultural sectors."

In West Bengal, Durgapur, Raniganj and Asansol are very important industrial areas—with steel, coal, power and engineering industries. This belt is called the RUHR of India

I have made many representations—Members from all other Parties also have made representations—that the Burdwan—Asansol section should be declared as a suburban section. It is very important because lakhs and lakhs of people are not getting adequate facilities to go from Asansol to Calcutta via Burdwan. Lakhs of people have been agitating for this. I would request the hon. Minister to declare this section as a suburban section of the Eastern Railway.

Bandal-Katwa has been declared as a suburban section, but there are not enough trains. There is only a single line. I would request the hon. Minister to have a double line constructed and also have electrification done.

From Bankura to Raina there is a narrow gauge line called Bankura-Damodar railway. It is running through a very backward area. I would request him for improvement of this section.

I am told that from Raniganj via Bankura to Haldia, the survey has been completed. This is the shortest route from Raniganj to Haldia. If this line is constructed, coal can be transported to Haldia through this route at the cheapest rate and at the earliest possible time. This is a backward area—Bankura and Purulia districts. If this railway line is constructed, then new industries can come up in this backward area; it will help industrialisation of this backward area.

The Katwa-Burdwan and Katwa-Ahmedpur narrow gauge lines are neglected. These should be looked into.

There is one level crossing near Durgapur Station. That road connects the G.T. Road to Bankura, Purulia, Jamshedpur and Ranchi. This is a very important level crossing. I would request the Railway Ministry to construct a fly-over there.

It takes ten to twelve hours to go from Purulia via Bankura to Howrah. I am told that already a trial run was made with a fast train. I request that one fast train be introduced from Purulia via Bankura to Howrah. The timings should be fixed in such a way that it reaches Howrah by 10.00 a.m.

When the hon. Minister was in the Opposition he spoke eloquently about bonus for railway-men; he said that it was a deferred wage and all that. Now, being the Minister, he has forgotten that. The railwaymen are agitating for this. I request him to do something in this regard.

Previously the hon. Minister demanded that the Railway Board should be abolished, it was a white elephant....

THE MINISTER OF RAILWAYS (PROF. MADHU DANDAVATE): I never demanded 'abolition'; I wanted restructuring.

SHRI KRISHNA CHANDRA HALDER: Restructuring will not do. I would request for abolition of the Railway Board.

Calcutta is the largest city of our country. Remodelling of the Howrah Station should be done immediately because a number of trains go from there to Delhi, Bombay and other places. I raised this point last year, but it has not yet been done.

With these words, I conclude.

MR. CHAIRMAN: Everybody is worried about new lines. But you seem to be worried about fast trains!

[Mr. Chairman]

Now the Railway Minister. Before you start, you will appreciate the anxiety of many Members who wanted to participate but could not. They come from a backward region and I also come from a backward region. As Shri Halder has correctly put it, when you were in the Opposition, you were very sympathetic....

PROF. MADHU DANDAVATE: Sir, I also come from a backward area.

MR. CHAIRMAN: I know you will take care of your area at least; but don't forget our areas.

MR. MADHU DANDAVATE: Mr. Chairman, at the very outset let me express my gratitude to the Members on both sides of this House for having given broad general support not only to the Budget proposals but also to the performance of the Railways, in which the Railway workers have a great share.

Sir about 150 suggestions have been made and some of the important policy issues also have been framed in the course of the debate. I will try to concentrate on the policy issues and I will continue the practice of last year, of writing to all the Members who have made specific suggestions regarding local problems, and I will try to give utmost satisfaction to the Members as far as possible, as in the past.

During the last two or three days, a number of Members participated in the debate. Shri Qureshi, with his background of administrative experience, tried to put forward certain problems regarding finances efficiency in operation and so many other problems. Then, some trade-unionists like Shrimati Parvathi Krishnan, Shri Samar Mukherjee, Shri Stephen and others brought to bear a very good impression on the entire subject with their trade-union background and, as they have seen the entire undertaking from within, from the

point of view of the working class, they have also projected certain policy issues. I was very happy to find that from the rural areas our friends like Shri Yamuna Prasad Shastri, Shri Hukurr Dev Narain Yadav, Shri Tej Pratap Singh and many others who are deeply rooted in the soil of this country in the rural areas, have projected the aspirations of the rural population regarding the Railways and their functioning. I was also happy to find that my friends Shri B. C. Kamble and Shri Gawai have projected effectively some of the important problems of the Scheduled Castes and Scheduled Tribes and they showed their anxiety that this problem should be taken up with greater vigour.

Sir, one of the criticisms that was made by some friends including Shri Banatwalla was that, though the proposals are welcome, the Budget proposals lack a thrust, they lack new thinking and they lack a new radical approach.

Let me make it very clear at the outset that the Budget proposals have been framed within certain parameters of the existing financial system. We have a certain system of finances and I must admit that this Budget has been framed, at this stage, within the parameters of the existing system of finances. But I have not stopped at that. I am at one with some of the Members who suggested a radical change in the entire financial system so that we would be able to construct new lines in some of the backward regions of the country. For that, certain problems have to be reviewed. It is not very customary to suggest these changes in the Budget speech. Probably a conventional approach would have barred me from making concrete suggestions regarding changing the entire system of finances.

Very briefly, I have made suggestions and I would like to summarise them and try to spell out some of the details. I have suggested that the entire capital structure of the Rail

ways has to be reviewed radically. Then, again, I have discussed the problem of 'social obligations'— if some people feel that the term 'social burdens' is rather jarring to them. Then I also discussed the problem of indebtedness and made a certain concrete suggestion regarding 'the Development Fund. Today, what is the position? Even though I have been able to estimate a surplus of the order of Rs. 89 crores at the end of this financial year, what will be the use of this surplus as far as developmental activities of the Railways are concerned. If we accept the old framework of the financial system, then what happens at present is that whatever is the surplus that is generated by the Railways with the cooperation of the passengers and also of the Railway employees, the entire surplus is utilised to wipe out a substantial portion of the old debts—that is, the debts of the Railways towards the General Revenues. At present the surplus is completely exhausted in wiping out a part of the past debts that have accumulated because, in the past, Government was not able to meet, for a number of years, the dividend obligations of the Railways to the General Revenues from the internal resources of the Railways. As a result of that, in the past on a number of occasions, the railways were not able to meet the dividend obligations to the general revenue from the internal resources of the railways, and therefore, that became a debt of the railways from the general revenues. That went on moving upwards and here are very interesting figures. In 1973-74, the debt was Rs. 208 crores, in 1974-75 it went up to 379 crores. In 1975-76, it further went up to Rs. 460 crores. When the Janata Government came to power, the debt came down in 1977-78 to 368.66 crores and in 1978-79 we will reduce it further and we estimate that it would be Rs. 345.37 crores.

I would like to point out that the social obligations are of the order of Rs. 170 crores. We are spending Rs.

60 crores from our revenues because we are carrying a number of essential commodities below cost. We are losing Rs. 80 crores on some coaching and suburban services and we are losing another Rs. 21 crores on uneconomic lines. Thus, the total social obligations are of the order of Rs. 170 crores and they are all met from the internal revenues of the railways.

I have made certain concrete proposals. The Finance Ministry, the Planning Commission, a number of trade unions and the Members from both the Houses will have to discuss them and I hope, the Members will come to my help. I have concretely suggested that rather than allowing the entire surplus to be utilised merely to neutralise or pay back a portion of the debts, we should be allowed to build up a development fund out of the surplus. And this fund should be made available for the construction of lines in the backward areas. Only then, we will be able to satisfy the aspirations of the rural population of the country. This is a concrete proposal that I have made in my budget speech. We are taking up with the Planning Commission and the Finance Ministry and I am sure, some way can be found out as far as these problems are concerned.

I will now come to a very important aspect to which my hon. friend Shri Stephen, had referred. He started with a criticism in the sense that though the concessions given and whatever surpluses generated are welcome features, yet he pointed out and sounded a note of warning for the future developments to take place. He said that if you look at the gross traffic earnings of the railways for the last several years, gradually the increase is decreasing. No doubt, there is some improvement over the previous years, but by statistics he tried to point out—and these statistics are correct—that the increase in gross traffic earnings in 1975-76 as compared to the previous year was Rs. 358.81

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crores. Then as compared to the previous year, the increase in gross traffic receipts in 1976-77 was Rs 269 crores in 1977-78 Rs 95.5 crores and in 1978-79 Rs 88.25 crores. He indicated that gradually the increase has been going down. But he is caught in his own trap. He only tried to reveal one aspect of the statistics. While he has quoted the statistics and shown that every year the downward trend in gross earnings is increasing and that this year and the next year, the situation is likely to be as dangerous as in the past. I would like to point out to him that in the past it appeared as if the increase was more but let us not forget the fact that when he gave all the past figures and compared them to the gross earnings in the previous years he forgot to tell the House that on every occasion they had indulged in increase in freight rates and fares and as a result of that only they were able to show a slight increase. However, the facts and figures available show that in 1973-74 the extra revenue due to increase in freight and fare was Rs 43.20 crores and in 1974-75 it was Rs 136.38 crores. Again we had a supplementary budget in which the increase was Rs 133.47 crores. Then in 1975-76 it was Rs 39 crores. 1976-77—Rs 87.35 crores and of course in the last 1977-78 budget it is nil and 1978-79—increase is nil. Therefore when he tries to indicate certain figures to build up a case that under the previous government and under the previous railway administration there were substantial increases in the gross earnings he forgot to mention the very important aspect that every time they indulged in increases in fares and freights and as a result of that only they could indicate certain progress in the gross earnings.

When I am on this point let me discuss the problem of new lines. I fully stand committed to the problem and the perspective that not only from the point of view of the Railways but also even from the point of

view of the general development of the economy in backward areas, railways have to constitute an important infra-structure. In this country we cannot judge this merely by the returns that are available. There are two types of possibilities. On certain lines the returns might not be adequate. But probably in certain lines there is a traffic potential and if the development of railways takes place there might be a possibility of certain industries coming up. That also has to be taken into account. But to-day what happens? If you look at the entire chapter on new lines you will find only Rs 28.68 crores have been allocated by the Planning Commission for construction of new lines. My entire strategy has been within the constraints that are there to achieve the maximum result. Many members are under the impression and particularly new members are under the impression that whatever lines the railway administration wants all of them can straightaway be included in the budget. Let me tell them that there are various layers of decisions. We have to send them to the Planning Commission. We have to go in for the surveys, we calculate the cost estimates and we tell them what exact outlay is required and looking to the total financial allocation that is available they try to fit them into the picture and it is only then that certain lines are approved for construction. Therefore the suggestion that we have made over here if accepted—I am sure looking into the speeches of various hon. members, trade unions and non-trade unionists and almost all members have accepted it—and if these surpluses are made available for the development fund then a lot of new construction activities can be taken up and whatever allocations are made by the Planning Commission we can utilise them for these lines which are economically viable and for those lines which are in the developed areas as far as the portion of surpluses that accrues to the Development Fund it can be utilised in order to build up the infra-structure in the backward areas.

Within these constraints the entire problem has to be solved. Therefore, what we have done is that we have taken also the States in which certain backward areas are there and I have tried my best to see that the conversion schemes and similarly, surveys of new lines, the location survey, the engineering survey and construction of the lines—all of them are so distributed that almost every region in which there are backward areas is covered. In this country, who can forget States like Bihar and MP in which there are maximum number of backward regions? Who can forget the North-East zone in which there the backward regions and regions in which there is a big chunk of tribal population? Therefore, what we have tried to do is that as far as the conversion schemes are concerned and as far as approved works are concerned, we tried to distribute them evenly. For instance, there are certain approved works for which allocations are not available—say for Barabanki-Samastipur conversion work, more allocations are made available. For instance, in a region like Bihar, Barauni-Katihar—this is the only conversion work that has been taken up in this Budget. This is also in the backward area. And as far as the new surveys are concerned; you find Khalilabad-Balarampur and Konch Jalaun lines in Uttar Pradesh and Lalitpur to Singrauli via Khajuraho, Satna and Dows in Madhya Pradesh and Uttar Pradesh have also been ordered. In addition, preliminary engineering-cum-traffic survey for Barwadih-Karonji line in Bihar and Madhya Pradesh has also been included. Similarly in the south, there are certain areas where projects are being speeded up. Therefore, whether it is a question of Andhra or a question of Kerala or a question of Tamil Nadu....

AN HON. MEMBER: What about Agartala.

PROF. MADHU DANDAVATE: I am coming to that, I want to make a specific promise here.

All these areas are taken up. Let us come to North-East Zone which is a very sensitive area. I have discussed the matter with the Chief Minister of Tripura. I have also discussed the matter with the MPs from Tripura and I assure them that in this sensitive zone we have already recommended certain lines. One welcome feature here is that the North-Eastern Council has already recommended certain short route railway lines, from this, the Dharamnagar-Kumarghat line in Tripura has already been included. We have been officially informed by the Planning Commission in respect of all the lines that have been submitted and recommended by the North Eastern Council which includes this particular line in Tripura. They will be discussed and besides whatever has been allotted here, because it is a sensitive area in the North East Zone, special consideration will be shown. Fortunately, for this particular line in Tripura, not only the Railway Administration has recommended but the North East Zone has also recommended. I, therefore assure the Chief Minister of Tripura that we will continue to plead and press for that particular line so that the requirements of this important sensitive area can be met properly.

Friends, when I say that particular sensitive zone, I mean all the lines already recommended by the North Eastern Council. Planning Commission will decide the priority. I made a mention of the particular line because Shri Samar Mukherjee made a pointed reference and the Chief Minister wanted me to make a further clarification on this very point. Therefore, I have referred to that.

As far as the question of surplus is concerned, the trade unionists and others have raised a very important issue and I join them in projecting that issue once more here. Rightly it was pointed out that we have shown a surplus of the order of Rs. 65 crores. After I presented my budget on 21-2-78 the General Budget was submitted to this House by Shri H. M. Patel on 28-2-78. There are certain conse-

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quences but they will not be as alarming as some Members would like to point out. I would like to quantify what exactly will be the burden. We have shown actually a surplus of Rs. 65.43 crores. I would like to take the House into confidence. As a result of the General Budget, what will be the additional expenditure in terms of fuel expenditure and other expenditure that we will be incurring. We have already made rough calculations. Due to an excise levy on coal we will be required to spend an additional sum of Rs. 6.30 crores. due to increase in excise on diesel oil we will be required to pay Rs. 1.94 crores more. Because of excise levy on electricity we will be required to pay Rs. 6.34 crores more and for special excise duty we will be required to pay Rs. 5 crores. The entire amount works out to Rs. 19.58 crores. This will be the additional burden. But I can assure this House, though the burden is of the order of Rs. 19.58 crores (I might be slightly erring on this side or that side but it will be of the order of Rs. 20 crores), we shall make every possible effort to see that wasteful expenditure is avoided. Without imposing any ban on the employment we will be trying to find out certain methods by which further economies will be introduced and as a result of that we will try to cut down the additional burden to the tune of Rs. 19 crores or as much as possible. That will be the course that we will be adopting.

SHRIMATI PARVATHI KRISHNAN (Coimbatore): Did you calculate dearness allowance:

PROF MADHU DANDAVATE: We have understood you so well that I kept those figures ready also.

Shrimati Parvati Krishnan and a number of others in this House had raised the question regarding surpluses that are slightly going down. Shri Stephen specifically made a point that whereas we are estimating a surplus of the order of Rs. 89.3 crores

for 1977-78, our estimate of the surplus for 1978-79 is Rs. 65.43 crores. A number of members indicated how is it that we have not given proper explanation as to how it has happened.

In a very brief enunciation I have already stated as to why this surplus is likely to come down. You will find that as far as the traffic is concerned, it is on the increase. When the traffic increases we are bound to increase our expenditure. So, working expenses were increased.

But, that apart, there are certain commitments made to the staff and they have to be fulfilled. For instance we had already announced in this House that a new additional Dearness Allowance instalment would be paid from 1st of September. This Budget already makes provision from 1st of September upto the 31st of March. That amount is also to be taken into account. In addition, further instalments of additional emoluments will be there. Additional D.A. will be there. As a result of that we find that the entire surplus is expected to come down from Rs. 89 crores this year to Rs. 65 crores next year. You have what is yet to be paid, but that apart, even in respect of what has been paid, that particular amount is only upto March. For the entire year we will have to make payment of the D.A. So, in view of the increased traffic and also because of the additional burden of the D.A. this is necessary. But for that the surplus would have been much higher. That is the reason why the surplus has come down to Rs. 65.43 crores.

Then there is one very important aspect that Mrs. Parvathi Krishnan has raised. That is very relevant. She has been repeatedly saying that the Minister has been keeping his eyes..

SHRIMATI PARVATHI KRISHNAN: I did not say you have kept your eyes. You have not kept your eyes. You claimed that you kept your eyes..

PROF. MADHU DANDAVATE: I am going to tell you about that.

SHRIMATI PARVATHI KRISHNAN: Why there is no reflection in your speech?

PROF. MADHU DANDAVATE: If there is certain lacunae in the original speech, I am trying to provide the necessary information while replying. Just listen to me. I want to point out that she has already raised the issue. She has raised it on a number of occasions in the Consultative Committee also. Her constant concern has been that we have three modes of transport, the Railways, Shipping and Motor Transport, and there has not been adequate coordination. That has been her concern. When I said in this House that a 19-Member Committee is discussing various aspects of it. I said, this aspect will also be taken note of. On that occasion, Mrs. Parvathi Krishnan pointed out saying, you must make a specific suggestion and get it accepted by them. Well, I want to point out that we have made formal communication to the Planning Commission and I am very happy to inform the House that, now the Planning Commission will not be satisfied by merely treating that as one of the items to be considered by the 19-Member Team, but they have accepted our proposal and the Planning Commission is going to set up a separate team exclusively to discuss and formulate an integrated policy between Railways, Shipping and also Motor Transport.

Then, there is the very important aspect of Safety, Sir. As far as the safety aspect is concerned, I am happy to find that sometime back when we discussed the problem of accidents, without adopting any sort of partisan attitude, Members from both sides of the House made certain categorical and constructive suggestions.

We accepted a number of those suggestions and we tried to implement them. As a result, we find that as far as the accident position is con-

cerned, in certain spheres, the number of accidents has considerably decreased.

15.40 hrs.

Firstly, let me point out to you that from April to February, the suspected cases of sabotage were 120. I had already informed the House in reply to one of the questions that out of that, eight had resulted in accidents. We had accepted certain suggestions made in the House and 11,000 R.P.F. men and 14,000 gangmen were put for patrolling in various railways. I am very happy to indicate that, as a result of this patrolling effectively done by our gangmen and also by the RPF men, after 23rd December, not a single accident had taken place due to act of sabotage—not that the efforts were not made—and we have been able to detect 20 cases through the cooperation of the patrolling men who were able to find out 20 cases where there was tampering with the rails, tampering with the fish plates. Because the employees were able to do it in time these 20 accidents were avoided and, as a result of that, the number of accidents had come down.

While Mr. Qureshi was referring to the accidents, he again quoted certain statistics. Statistics is a double edged weapon. If you try to use it only in one particular direction, somebody may try to use the other side also. And that is exactly what has happened in the case of accidents. You will find that while talking about the position of the accidents over the last several years, you will find that excepting only for one particular year, the position of accidents is not bad. In 1977-78, in the 11 months, there had been 805 accidents, which include even a fire in a coach—just a slipping of one wheel of a coach—and no death involved at all, no injury at all. But, what we call accidents in railway parlance, there have been 805 accidents in 1977-78. How do they compare with the earlier accidents? In 1974-75, the num-



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ber of accidents was 847; in 1975-76 the number of accidents was 900 and only in 1976-77 it was 1720. Now, there are 805.

SHRI G. S. MISHRA (Chhindwara)  
How many persons died in the previous accidents?

PROF. MADHU DANDAVATE:  
Please excuse me. In this very House I had given in my reply to a question as to how many accidents had taken place during the last ten years and how many people had died. Therefore, I do not want to repeat the entire chart. I have already given it to the House.

AN HON. MEMBER: Are you satisfied with this?

PROF. MADHU DANDAVATE:  
You have not understood what I have been saying. I say that I am not satisfied even with this because I want the number to go down and come to a stage in which there will be perfect safety, there will no room for accidents at all. I am looking for that particular ideal stage and preparations are being made. But I must specially mention that the performance in the last few months in this particular direction is very heartening. There are 1300 trunk routes Stations in this country and in 820 stations we have already completed the process of circuiting of the track. By 31st March, we will be completing the circuiting of the tracks at 50 more and in 25 stations we will complete the process of circuiting from Fouling Mark to the advanced starter. The rest of the tracks will be circuiting by the year 1981. That is the programme.

There is another aspect to which I would like to make a reference. One of the aspects that is responsible for the accidents is not the failure of the staff not because of the sabotage but because of the material of the rails. For the last several years, say, the last

15 to 20 years, there has been a backlog in the replacement of the rails which we call 'primary renewals of the rail on the trunk routes'. We have 61,000 K.M. of track; of the 16,000 K.M. of this track on the trunk routes, 5,500 km. require immediate primary renewal. That means they have to be changed and if these track are not changed what will be the result? Just as the bone undergoes a multiple fracture, you will find the rails also will undergo a multiple fracture. Sometime back there were 11 multiple fractures. It happened when the Assam Mail was running on one of the routes. There was of course not a total derailment or capsizement but immediately the train came to a halt. But this is a dangerous proposition. We require in the first five years for the primary renewals of the track Rs. 560 crores and for the coming year, we require Rs. 100 crores. But, unfortunately, we have been given only Rs. 70 crores by the Planning Commission. I understand that there will be certain financial constraints and, as a result of that, where we require Rs. 100 crores, if they give Rs. 70 crores, it will be our constant endeavour to effect certain economies somewhere else. We will give priority to track renewal work so that we do not suffer because of bad tracks. Therefore, the rail track primary renewals will be completed. That is one aspect.

There is another interesting thing. I hope the House will congratulate our scientists of RDSO and the Indian Institute of Technology: I would like the Members to go to the Rail Bhawan and see how an axle counter has been produced indigenously in this country without any component being imported from outside. That is the contribution made by the Indian Institute of Technology and RDSO. We will have a number of such axle counters. Their advantage lies in ensuring safety. If on a particular track there is some train which is stationary or moving and some other train is likely to enter

that region with the help of axle counters we can find out that some train is already standing in that particular region. They are useful in more than one way. There is short supply of wooden sleepers. If we are able to supplement track circuiting by axle counters more safety can be ensured.

Sir, we are told that we must have automatic warning system. I am happy to indicate that we have been able to develop an automatic warning system in which when the driver is moving a particular locomotive sometimes he sees that there is a red signal but sometimes when he is exhausted or absent minded he sees the red signal but does not take cognizance of that. In that situation the automatic warning system with the track magnets gives a whistle in the locomotive. If that whistle is heard by the driver he knows that there is a red signal. Even if he is absent minded further and does not take note of the whistle as well there is a system that automatic brakes get applied. At the moment these systems are being operated in two routes—Howrah-Burdwan and Gaya-Mughalsarai. These two routes have been chosen for an experimental trial because we wanted to take high-density route. These two routes are very high density routes. If we succeed here, the success will be there on other routes also.

Now, Mr. Chairman, Sir, I will say a few words about electrification. Some hon'ble Members have made suggestions for electrification on a national level. Mrs. Parvathi Krishnan and others have suggested that more electrification should be introduced in Tamil Nadu. Friends from Kerala want electrification to be introduced there and so also was the demand for electrification in the north. Let me make it clear that in terms of economies amongst all the three tractions that we are able to utilise no doubt electric traction is the cheapest. For instance, for 1,000

gross tonne-km., the amount that has to be spent on the consumption of coal, that is, steam traction is near about Rs. 9. In the case of diesel traction it is Rs. 5 whereas in the case of electric traction we spend only Rs. 4. It is a cheaper thing but the snag is elsewhere. Though electric traction is very very cheap, as far as capital investment for electrifying a route of one kilometre is concerned, it is between Rs. 10 lakhs to Rs. 13 lakhs. At RDSO, Lucknow, work is in progress to reduce this initial capital investment. If that is done, electrification can be increased to a great extent.

Today the position is that as far as Goods, Trains are concerned 22 per cent of the trains are run on steam traction; 54 per cent on diesel traction and 24 per cent on electric traction. As far as Passenger/Mail and Express trains, are concerned, the figures are 60 per cent on steam traction; 20 per cent on diesel traction and 20 per cent on electric traction. It will be our constant endeavour to see that we are able to raise the percentage of electrification and I am sure that in this process like other States, Tamil Nadu will not be neglected at all. For instance, it was pointed out that dieselisation of Nilgiris Express should be taken up. In that connection, I may tell you that we will fix up the priorities. As for as the figures are concerned, I have said that 54 per cent of the dieselisation is in the case of goods trains and we have to give them priority because dieselisation gives greater hauling capacity for our goods trains and therefore we have to give first priority to goods trains. But gradually we will go to other trains. Therefore, whatever locomotives are available, we will see to it that they are equitably utilised for dieselisation in other parts of the country.

Then there was an issue raised by our friends from West Bengal as also other friends. That is regarding the

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underground railway in Calcutta. Here I want to remove one misunderstanding on the basis of the facts and figures that are available. Firstly, it is taken for granted that the cost of the underground railway is of the order of Rs. 250.0 crores and this year we have been told that we would get only Rs. 11.0 crores. So far we have been able to spend only Rs. 31.0 crores. Many friends from West Bengal have indicated that at this rate if we try to proceed with the implementation of Calcutta underground railway, it will take considerable time. There is one happy aspect of this problem which will have soothing effect on our friends who earnestly desire that this thing should be completed soon. The cost of the entire project is Rs. 250 crores and I have got the break-up of that cost and fortunately I find that out of Rs. 250 crores, which is the total cost of the underground railway in Calcutta only, Rs. 143.0 crores will be required for the Civil Engineering construction work. And for all other works, more expenditure will be required to be incurred which can be taken up at a later stage. Therefore, really speaking, the expenditure on the construction work for the underground railway will be Rs. 143.0 crores only.

AN HON. MEMBER: What about the escalation in price?

PROF. MADHU DANDAVATE: Rs. 31.0 crores have already been spent. For the coming year, an amount of Rs. 11.0 crores has been given and we shall see to it that the allocation also gradually increases. You cannot take it for granted that the allocation is always increasing in arithmetical proportion. We can give more allocation. If there is an escalation in prices, even for the construction work, which is Rs. 143.0 crores at present, is likely to go up: I fully accept and endorse the views of my friends here taking into ac-

count the experience of Calcutta what should be our approach to the underground railway in Delhi, Madras and Bombay. As far as Bombay is concerned, on a number of occasions, Members of the Bombay Municipal Corporation have already said that "we do not want this white elephant in Bombay" because they are afraid that if such underground schemes are undertaken in Bombay, in that case the expenditure on the development of hinterland will not be made and the facilities given to the working class travelling in the local trains will suffer as a result of that. Public opinion has veered to this particular point: that even if there is a surface transport, it does not matter; it can be rationalised; it can be brought about in a more effective way and we need not go into this and the Railway Administration has already taken a decision that as far as Delhi, Bombay and Madras are concerned, we will not spend on underground projects, but on projects which are economically better and which will give better return and that is the approach that we have adopted. And if this money is saved, we will have some additional allocations to be spent on the development of other lines.

Sir, there was a lot of discussion regarding restructuring of the Railway Board. There are two aspects. Unfortunately those who criticise the process of restructuring of the Railway Board concentrate cynically only on the size of the Railway Board. The leaner shape and size of the Railway Board is only a small aspect of the restructuring. I have made it clear. Those Members who were in the last Lok Sabha will bear me out, in every debate on Railways in which I had participated—and generally I participated every year—I was not one of those who wanted that the Railway Board should be abolished. Consistently, I have been saying that I wanted restructuring of the Railway Board. I was not silent on that

point. Even I feel that there are certain advantages of doing this as compared to the I.A.S. pattern. And what is the pattern? Who go to the Railway Board? All those who are in the Engineering Section, Mechanical Section, Operating Section, are working there as technicians for a number of years. (Interruptions).

**SHRI DHIRENDRANATH BASU** (Katwa): The Divisional Superintendents and the General Managers have been vested with more powers. What is the necessity of restructuring the Railway Board?

**PROF. MADHU DANDAVATE:** That is one aspect; I will explain that point. I have here what are the powers that are actually devolved. The structure of the Railway Board is essentially functional. Technicians, engineers are there; they become general managers; the senior among them become members of the Railway Board and the senior among them becomes the Chairman. Even in the past I have had no quarrel with that machinery of the Railway Board I wanted that its powers should be devolved and restructured. The linear size of the Railway Board is only one small aspect. The more important thing is the other thing. We have spelt out all the details as far as administrative and financial powers are concerned. The whole chart is ready. We have taken certain financial powers of the Minister and given them to the Board certain administrative and financial powers have been quantified and they had been transferred from the Railway Board to the zonal managers. Certain powers have been transferred from the zonal level to the divisional level. And the last exercise is already being done. Repeatedly in this House Members from both sides have put forward the view that merely devolving the power upto the zonal level is not enough; the divisional superintendent the structure at the divisional level is important. Past experience shows that a number

of problems at the divisional level, sometimes at the zonal level do not get settled because ultimately the problems had to be carried to the Railway Board where a decision had to be taken and when that percolated back to the divisional level, then only it was implemented. When we try to implement the devolution or delegation of power, in terms of the experience of the Members, if the Members point out to me that further devolution is necessary in respect of financial powers, in that case I shall accept all the constructive proposals and we shall try to make the reorganisation and restructuring of the Railway Board a great success. That is the approach we have taken.

**SHRI C. M. STEPHEN** (Idukki): Are you satisfied with the devolution of powers as contemplated by the Administrative Reforms Commission? Has that taken place completely?

**PROF. MADHU DANDAVATE:** In fact I have gone ahead further. I have gone through the recommendations of the Administrative Reforms Commission. They have only indicated that there should be devolution and delegation of powers; they had not spelt it out and we had tried to do it. I can assure every Member of this House that any further constructive proposal for devolution or delegation of powers would be given full consideration. If you point out that those are the lacunae, we will always accept your proposals and see that the reorganised Railway Board functions more effectively.

**AN HON MEMBER:** Have the representatives of Railwaymen's union been associated in this?

**PROF. MADHU DANDAVATE:** There are different levels at which they are associated. Now, who are the members of the Railway Board? They are not IAS officers brought from outside. They are people coming from various faculties; they are

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railwaymen themselves; they are technicians, engineers and so on. After some time they become general managers. As far as participation is concerned, we have a corporate enterprise group in which representatives of the recognised federations, representatives of the officers federations, members of the Railway Board and the Minister are all there and they discuss important policy matters. It was functioning at the central level and we felt that it must be taken down. We accepted the suggestions of the trade unionists. We have taken it even to the zonal level and divisional level and it is functioning. There is room for further improvement and we are trying to maintain their participation

**बोधरी बलबीर सिंह (होशियारपुर) :**  
इमने नौकरशाही और ज्यादा गडबड तो नही करेगी क्या कि वह और ज्यादा ताकतवर हो जाएगी ?

**प्र० मधु दण्डवते** वह कम हो जाय इसलिए यह रास्ता इन्तेमाल कर रहे है । आप ने जो कहा है वह ठीक है लेकिन यह न हो जाए इसलिए यह रास्ता हम इस्तेमाल कर रहे है ।

**बोधरी बलबीर सिंह :** इस वक्त सारे मुक्त के गडमिनिस्ट्रेशन मे जितनी गडबड है उस की वजह सिर्फ यह है कि नौकरशाही जो है वह छा गई है और जो मिनिस्टर करना चाहते है वह नही होने देते । इसलिए कही यह नौकरशाही और ज्यादा पावरफुल हो कर जो गडबड हो रही है उस को और ज्यादा खराब न करे उस के लिये क्या कर रहे है ?

**प्र० मधु दण्डवते :** आपका मुझाब ठीक है उस पर हम अमल करने की कांशिश कर रहे है :

**PROF. MADHU DANDAVATE:**  
Prof. Mavalankar and others raised a question and this question was raised

by a number of States also, including Gujarat, Bengal, Punjab and Haryana. For some time there was a little dislocation as far as the allocation of wagons is concerned in the case of salt, coal and some other raw materials. Firstly, we have given clear instructions that top priority should be given to the movement of coal, foodgrains, salt and all these requirements because in that case, a lot of dislocation takes place. For some time, there was a little dislocation. But those who had complained to us have already written that now to a very great extent the problem has been solved. The difficulty is this. Some industrialists come to us and tell that the coal is being released but our wagons are not available, they go and meet the Energy Minister and say that the wagons are available, but the coal is not being released. Only when the Energy Minister and the Railway Minister meet together in the Cabinet meeting and exchange notes, they come to know what exactly is happening and therefore, only after the coordination, we come to know what are the facts. We have asked all the persons concerned and all the Governments concerned about this problem. I have received only yesterday a letter from a Punjab Minister that to a very great extent the problem has been solved. Similarly in the case of salt, as far as the small manufacturers are concerned, due to some order that was prevalent in the past, some difficulty was created and that order has been withdrawn and as a result of that the small manufacturers of salt will not suffer at all.

**PROF. P. G. MAVALANKAR (Gandhinagar):** Why don't you let the coordination percolate downwards from the Cabinet so that there is more coordination?

**PROF. MADHU DANDAVATE:**  
Our friends, Mr. B. C. Kamble and a number of others have made certain references to the problems of the Scheduled Castes and Scheduled Tri-

bes and backward classes. I am very much aware of it. I must tell you frankly that as far as this question is concerned, I would very much like the Trade Unionists to help me in this respect. There is a statutory provision for reservation for the Scheduled Castes and Scheduled Tribes and I am very proud to say that as far as the shortfalls are concerned, they are the least in the Railways. But even, then, I am not satisfied. I would like to point out our difficulty to the House. Whenever we go to certain industrial centres in the Railways, and meet certain trade unionists—I do not blame the top leadership of the trade unions—but some local trade unionists come to us and say: "If you give this preferential opportunity to the Scheduled Castes and Scheduled Tribes, then in that case our promotions and seniority are lost" To them my reply is, those who have lost social seniority for thousands of years we will have to make up for that backlog and therefore, this preferential treatment will have to be given. Therefore, on this issue, our Ministry will not budge even an inch. Whatever statutory provisions are there, they have to be complied with.

Sometimes when the Scheduled Caste candidates come for specific jobs, their performance may not be good. But we do not want them to be deprived of the job. We have opened training centres, where they can equip themselves better and give better performance. As far as the performance is concerned, the percentage of marks that is fixed for the Scheduled Castes and Scheduled Tribes is lower as compared to others. So, we will take care of that particular aspect and try to solve the problem.

AN HON. MEMBER: What about minority community?

PROF. MADHU DANDAVATE: As far as the minority community is

concerned, there is no statutory provision. But you can rest assured that with my spirit of secularism I shall not allow the minorities to suffer only because they belong to the minority community. It is a solemn assurance that I would like to give to the Members of this House.

AN HON. MEMBER: What about economically backward people?

PROF. MADHU DANDAVATE: That is a different aspect. Do not mix it up.

SHRIMATI PARVATHI KRISHNAN: Do not forget women in the process.

PROF. MADHU DANDAVATE: Not at all. I hope, Shrimati Parvathi does not want women to be described as backward classes.

SHRIMATI PARVATHI KRISHNAN: I am not saying this in a light vein, because recently when I had been to Guntakal there are women ELR, who have been refused to be given work and they were told by the DEN: "Since you are getting equal pay for equal work, what advantage is there for me. Therefore, I will not give you work" That is why, I say, do not neglect women because there are a large number of women and this problem is coming up.

MR. CHAIRMAN: Madam, you must be happy that he has now posted all women at the counters also.

PROF. MADHU DANDAVATE: I fully share the sentiments of Shrimati Parvathi Krishnan. Actually for taking a sympathetic attitude towards women, I am in the dock.

SHRIMATI PARVATHI KRISHNAN: 50 per cent of the population will be supporting the Minister on this.

**PROF. MADHU DANDAVATE:** I am not referring to this. For having adopted this attitude, I have started getting letters from the male members of the Railway establishment, which say that I am doing injustice to them. I wish to make this clear: while our experience shows that wherever women are posted at various counters, the malpractices are comparatively less, I don't want to cast any aspersion on the male species; but this is a fact. And only that I indicated in my speech. (*Interruptions*).

**MR. CHAIRMAN:** Time is very limited. The Minister has to conclude his speech.

**PROF. MADHU DANDAVATE:** At 3.30, the Private Members' Business is to start. As far as the problems of the staff are concerned, a number of issues are taken up. Firstly, there is the question of recognition. A number of trade unions have said that this matter must be settled once and for all. In regard to those who have been enjoying the status of recognition for some years, we need not take it for granted that the same recognition will continue. And, therefore, a draft bill has been prepared; i.e., the Industrial Relations Bill. It is being circulated. The viewpoint of the Opposition will be ascertained; and once it is pushed through, it will be possible for us to see that if the sole Bargaining Agency is to be fixed up on the ballot of the workers, it is done. And it will be done in cooperation with all the unions, with the necessary safeguards which some of the unions have suggested.

**SHRIMATI PARVATHI KRISHNAN:** Where is it being circulated?

**PROF. MADHU DANDAVATE:** It will be circulated. The draft is ready, on a number of occasions, sometimes in a cynical vein and sometimes by way of criticism. It has been pointed out that we have not been able to do justice to the workers. I am myself aware of the fact that there are

a number of problems that remain to be settled as yet; but at the same time, I wish to point out that we have been here only for eleven months. But I very proudly claim that the number of issues that we have settled and tackled in 11 months is more than what others have settled in the course of five years. That list I have already given. I am not satisfied. For instance, for 125 years, the lowest of the low in the Indian Railways, viz., Class IV employees, had no selection grade. With one stroke of the pen, we have seen to it that 50,000 Class IV men in the Railways are given selection grade. Certain grades have been given for the Firemen. All the unions unanimously have been demanding in this House, that as far as commissioned Bearers are concerned, they must be converted into regular employees. We have accepted it 100 per cent; and the process has already begun. There are some problems like casual workers; and there are a number of problems. We are attending to them. The difficulty is that it is a very ticklish issue. When the decasualization takes place, the problem will be finally settled. But till that time, we have given instructions to the general managers that whenever casual workers are taken for a particular constructional and seasonal job, when that job is over after 1, 2, 3 or 4 years, when some other construction work is to be started in the vicinity of that place, priority should be given to those casual workers who worked in the first construction work; and then only outsiders should be taken. But, there again, new regional tensions are coming up. In one place, if some casual workers were working for some years, when seasonal work starts we transfer these casual workers there. People from that area have picked up a new agitation; and party members—members belonging to the same party here—say that these people should be put there. And the parties in the local regions say that the local population must get those jobs. Therefore, they say: "Don't bring in those casual workers." We have to settle the matter.

**SHRI M. KALYANASUNDARAM** (Tiruchirapalli): There are casual labourers in regular service like Loco Shed and Permanent Way Gangmen. The nature of work is not seasonal: it is not casual. There are 3 lakhs of such casual labourers. What about their position?

**PROF. MADHU DANDAVATE:** I have answered that question some time back. I will repeat it, because it is a solemn assurance. Wherever we have such casual workers of long standing it has been our categorical instruction: "Try to absorb them in the jobs and make them temporary and let us come to a stage where they will be absorbed." That process has already started at quite a number of places.

The problem of the Jamalpur workshop was raised. I want to give a very happy news. I had sat with the technicians and experts of the Jamalpur workshop, trade unions and some of the MPs of that area. And we have evolved a scheme. I have pointed out by facts and figures how the traction is shifting from steam one to diesel and electric ones. When that happens, outmoded modes of production have to go; and, therefore, the rolling mill has to be closed down, because there is no room for steam locomotives and other equipments. But in order to see that because steam traction is going away and dieselization is taking place due to our rationalization, workers do not suffer, we have approached the World Bank; and we are getting a financial sanction for the modernization of various workshops; and the Jamalpur workshop will be the first on our list, where this modernization will be brought about. Therefore, the problem of unemployment will be solved.

Then there is the ticklish problem, the question of bonus. I want to repeat, it is not that I am saying it only now. I made the first statement even before the Bhoothalingam Committee was formed, that we will try

to delink the other points from the bonus issue. As far as bonus is concerned, we are solving the problem in phases. The first phase was to re-introduce the old pre-Emergency Bonus Act. That has already been done. Those who are not covered by the old Bonus Act, their problem will be taken up after in-depth studies of wages-income-prices. That work has been undertaken by the Bhoothalingam Committee. Some people may find fault with the Bhoothalingam Committee. We are awaiting the findings of the Bhoothalingam Committee.... (Interruptions)

**SHRI SAUGATA ROY** (Barrackpore): We call it Bhooth.... (Interruptions)

**PROF. MADHU DANDAVATE:** When hon. Members were speaking, I listened to them very patiently. I expect the same courtesy.

I would like to make it very clear privilege becomes an eye-sore in the Bhoothalingam Committee, it need not be taken for granted that all the recommendations will be accepted by us. We will examine every recommendation of the Bhoothalingam Committee in depth, and on the basis of their findings, our experience about the working class and the general approach of the Members of Parliament we will be able to formulate our attitude. That will be our approach, as far as the problem of bonus is concerned.

I have not referred to individual cases. I have formulated the broad policies. Regarding the individual points I will write to individual Members.

In 1947 our foreign dependence was 60 per cent. Today we are proud that our technicians have reduced our dependence on foreign countries to 7 per cent.

**MR. CHAIRMAN:** Please conclude your speech. There is the Private Members' Business.



SHRI HARI VISHNU KAMATH (Hoshangabad): He may conclude on Monday.

PROF. MADHU DANDAVATE  
After this there is the discussion on the Demands, when you get an additional opportunity

I will conclude by paying my compliments to the railway workers and among them I include the officers, technicians, engineers, and men of the managerial cadre We have taken certain steps which will take away certain privileges of the officers Some of them may feel hurt Our attitude is not to hurt anyone, our attitude is only to create a situation in which no privilege becomes an eye-sore in the eyes of the lower cadres of the railway employees or the general public That is all what we have done We will continue to take into account their legitimate demands For instance, we have already created a separate Directorate for gazetted officers We have already appointed a Director We are already reviewing the entire question All the legitimate demands, whether they belong to Class IV, III, II or I, will be gone into with the co-operation of all who are interested in the welfare of the railways

15 35 hrs.

COMMITTEE ON PRIVATE MEMBERS' BILLS AND RESOLUTIONS

THIRTEENTH REPORT

SHRI YADAVENDRA DUTT (Jaunpur) I beg to move

"That this House do agree with the Thirteenth Report of the Committee on Private Members' Bills and Resolutions presented to the House on the 8th March, 1978"

MR. CHAIRMAN: The question is:

"That this House do agree with the Thirteenth Report of the Committee on Private Members' Bills and Resolutions presented to the House on the 8th March, 1978."

The motion was adopted.

15.35 $\frac{1}{2}$  hrs

CONSTITUTION (AMENDMENT) BILL

(Amendment of Eighth Schedule)

SHRI C K CHANDRAPPAN (Cannanore) I beg to move for leave to introduce a Bill further to amend the Constitution of India

MR CHAIRMAN The question is

"That leave be granted to introduce a Bill further to amend the Constitution of India"

The motion was adopted

SHRI C K CHANDRAPPAN I introduce the Bill

15 36 hrs

FACTORIES (AMENDMENT) BILL

(Amendment of section 2)

SHRI K RAMAMURTHY (Dharmapuri) I beg to move for leave to introduce a Bill further to amend the Factories Act 1948

MR CHAIRMAN The question is

That leave be granted to introduce a Bill further to amend the Factories Act, 1948"

The motion was adopted

SHRI K RAMAMURTHY I introduce the Bill