

On 8th April, 1979 we would be having the 50th anniversary of that momentous incident. It would, therefore, be befitting for our grateful nation and the Government to observe that occasion with solemnity so that the sacred memory of all those martyrs should continue to inspire us and our future generations.

I request that the Government should come forth with a statement in regard to this matter.

(v) REPORTED CENTRAL HINDI COMMITTEE'S DECISION RE: USE OF HINDI BY BANKS AND PUBLIC SECTOR UNDERTAKINGS.

SHRI C. N. VISVANATHAN (Tirupattur): Sir, under rule 377, I draw the attention of the Government to a matter of grave national importance undermining the integrity of the country.

The Central Hindi Committee on March 17, 1979, has decided that banks and public sector undertakings located in Hindi-speaking areas should use Hindi only for correspondence with the local people. This decision has been sponsored and supported by the latest Chief Minister of U.P., who is a member of the Central Hindi Committee. Our venerable Prime Minister, Mr. Morarji Desai presided over this meeting. He has thrown the first shot at the division of the country. Now he cannot take umbrage under the argument that this is his personal view, as he said about his statements on Pondicherry and Sikkim, which has led to loss of human lives and property more than once. This decision to overtly impose Hindi on non-Hindi speaking employees working in the Banks and public sector undertakings has been okayed by the Deputy Prime Minister, Mr. Charan Singh, Mr. Vajpayee and Mr. L. K. Advani and his other Cabinet colleagues. This move sounds the death knell for the Federation of India.

The Prime Minister, despite his oft-repeated profession that Nehru's assurance will always be implemented in letter and spirit, has come out openly in support of Hindi imposition by this ill-advised decision. When we in the Lok Sabha demanded our right to put questions in our mother tongue, a temporary committee on languages was appointed, to consider this question. But this Central Hindi Committee is a permanent Committee to foist and foster Hindi throughout the country. Till this decision is rescinded, I would like to warn that the non-Hindi speaking people would be on the war-path.

13.45 hrs

APPROPRIATION (RAILWAYS)  
BILL, 1979

THE MINISTER OF RAILWAYS  
(PROF. MADHU DANDAVATE): I beg to move:

"That the Bill to authorise payment and appropriation of certain sums from and out of the Consolidated Fund of India for the services of the financial year 1979-80 for the purposes of Railways, be taken into consideration."

MR. DEPUTY-SPEAKER: Motion moved:

"That the Bill to authorise payment and appropriation of certain sums from and out of the Consolidated Fund of India for the services of the financial year 1979-80 for the purposes of Railways, be taken into consideration."

श्री केशवराव शेंडगे (नांदेड) : मदन साहब, एप्रोप्रियेशन (रेलवे) बिल के बारे में जो मैंने नोटिस के जरिये चीजें पेश की हैं, उस पर मैं अपने क्यानात का इजहार करना चाहता हूँ।

अपने देश के कई राज्यों में ऐसे बैंकबर्द एग्रीवाज हैं जहाँ के लोगों की कई किस्म की मांगें हैं। उनमें यह भी है कि वहाँ पर रेलवे लाइन होनी चाहिये। 20, 20 और 50, 50 सालों से लोगों की मांग है

+Moved with the recommendation of the President.

[श्री केशवराव धोंडेगे]

कि हमारे एरिये में नई लाइन की जरूरत है। ऐसे बहुत-से देहाती इलाके हैं जहां पर अभी तक भी लोगों के लिये रेलवे लाइन देखना मुश्किल है।

महाराष्ट्र में ऐसे कई इलाके हैं, खासतौर से मराठवाड़ा में हम लोगों की मांग है कि गंगाखेड़ से बोधन और नान्देड़ से उदगीर तक नई रेलवे लाइन होनी चाहिये। दोनों रेलवे लाइनों की मांग मैं 25 साल तक महाराष्ट्र असेम्बली में कहना रहा हूँ, लेकिन अभी तक इसके बारे में कुछ नहीं हुआ है। आपने मुझे लिख कर भेजा था कि पूरे तौर पर नहीं कर सकूंगा, परन्तु कम-से-कम नान्देड़ से कंधार वायु कलम्बर शुगर फैक्ट्री लाइन ता ज़रूर बचा दे। आपने पहले फेज में सर्वे कराकर यह रेलवे लाइन देने का वायदा किया था। मैं गुजरातिश कहूंगा कि जब तक इसके लिए नेशनल लेवल पर विकास फण्ड या रिजर्व फण्ड कायम नहीं किया जायेगा, तब तक नई स्कीमात को मर्त स्वरूप नहीं दिया जा सकेगा। इस लिए यह जरूरी है कि रिजर्व फण्ड कायम किया जाये और इस फण्ड में से इन नई लाइनों का मुकम्मल किया जाये।

इस विभाग में महाराष्ट्र के लोग बहुत कम हैं। क्या वजह है कि रेलवे विभाग की नोकरियां में महाराष्ट्र के लोग इतने कम हैं? किसी भी कोटेगो के स्टाफ में महाराष्ट्र के लोग नजर नहीं आते हैं। यहां तक कि महाराष्ट्र में भी रेलवे विभाग में महाराष्ट्र के लोग नजर नहीं आते हैं। निदाजा मैं गुजरातिश कहूंगा कि संघी महोदय रेलवे विभाग की मंत्रिमिज में महाराष्ट्र के लोगों को काम देने के बारे में विचार करें।

रेलवे विभाग में इंगलिश भाषा चल रही है। मैं यह तो नहीं कहूंगा कि इंगलिश भाषा को खत्म कर दिया जाये। उसको जरूर चलने दिया जाये, लेकिन इसके साथ साथ राष्ट्रभाषा हिन्दी को भी आदर देना चाहिये—हिन्दी भाषा को भी बढ़ावा देना जरूरी है। हिन्दी भाषा के लिए आग्रह करना कोई गुनाह तो नहीं है। रेलवे विभाग में एडमिनिस्ट्रेशन इंगलिश भाषा में चलना है। मगर देहां के लोग इंगलिश भाषा नहीं समझ सकते हैं। अगर रेलवे विभाग द्वारा उनके साथ कार्मिनाडेम इंगलिश भाषा में को जायेगी, उन को इंगलिश में जवाब दिया जायेगा और सारा लिट्रेचर इंगलिश में होगा, तो वह ग्राम लोगों पर जुल्म है। इस लिए कम से कम महाराष्ट्र में, बल्कि मारे हिन्दुस्तान में, इंगलिश के साथ साथ राष्ट्रभाषा हिन्दी का प्रयोग भी किया जाना चाहिये, जिसको लोग समझ सकें हैं। रेलवे विभाग में हिन्दी भाषा को बढ़ावा देने को जरूरत है। सारा लिट्रेचर, लिखा-पढ़ी, नोटिफिकेशन और लोगों को जवाब हिन्दी में होने चाहिये।

रेलवे विभाग में जो अफ्टाचार है, संघी महोदय उसको खत्म करने की जरूरत कोशिश करें। टिकट चैकर भी करणन करते हैं और रिजर्वेशन में भी करणन होती है। आप ताज्जुब करेंगे कि हर वक्त कहा जाता है कि रिजर्वेशन का कोटा खत्म हो चुका है,

लेकिन जब पैसा देते हैं, तो रिजर्वेशन मिज जाता है। कभी कभी तो सफर खत्म हो जाने के बाद भी रिजर्वेशन का कोटा फुल नहीं आता है और जगहें खाली रहती हैं। ऐसा मालूम होता है कि रेलवे विभाग में 'रिश्वत अली' और 'सिफारिश अली' इन दोनों का राज अभी भी जारी है। उनके लिए ही रिजर्वेशन होता है। मैं गुजरातिश कहूंगा कि "रिश्वत अली" और "सिफारिश अली" को हमेशा के लिए खत्म किया जाये। लोग पैसा देते हैं, लेकिन वह पैसा चोर, 'रिश्वत अली' और "सिफारिश अली" को जेब में जाता है। वह पैसा डिपार्टमेंट के पाम नहीं जाता है। मैं जानना हूँ कि मंत्री महाशय ईमानदार, नेक, देशभक्त और धार्मी हैं, और उन में नाकत है। मुझे इस बात का फ़ैज़ है। अगर उनके नाम पर, या उनको हुकूमत के नाम पर, कोई अन्दर के दलाल लोगों को लूटते हैं, तो उन्हें फौरन ध्वाल करना चाहिये।

लोगों के साथ रेलवे विभाग के अफसरों का वर्तन अच्छा नहीं है। लोगों के साथ व्यवहार करते हुए जो सोचन्य और विनय होनी चाहिये, वह उन्हें अभी तक मालूम नहीं है। वे समझते हैं कि वे बादशाह हैं, राजा हैं। कामन मैन के साथ अच्छा वर्तन करने को उन्हें तालीम नहीं मिली है। उनको यह तालीम देने की जरूरत है।

महाराष्ट्र के मराठवाड़ा तथा नांदेड़ क्षेत्रों में रेलवे स्टेशनों के नाम बहुत गलत ढंग से प्रयुक्त किये जाते हैं। मिमाल के लिए नांदेड़ को वादेर, मानवन को मानथ, पूर्णा को पुरना, परमणि को पर्मनी, सातोना को मटुना, उस्मानपुर को उसमानपुर और मिरखेल को मिरखाल लिखा जाता है। इतना ही नहीं, मैंने जो 19 कटमोशन दिए हैं, उन में मेरा नाम धोंडेगे की जगह डोंडेगे लिखा हुआ है। मेरा नाम भी गलत लिखा हुआ है।

**उपाध्यक्ष महोदय :** आप के नाम पर भी कटमोशन है।

**श्री केशवराव धोंडेगे :** जो हूं, सदर साहब, मेरे नाम पर भी कटमोशन है। मैं आप का शक्रिया अदा करता हूँ। मेरा नाम गलत लिखा हुआ है। मैंने अपना नाम तो नहीं बदला है। मेरा नाम तो तब बदलेगा जब मैं दलक बन जाऊँ, ऐसा तो मैंने किया नहीं है। तो मेरा नाम बदलने की क्या जरूरत है? मैं इस देश का हूँ और जनता की गोद में एडाप्ट हो चुका हूँ। लिहाजा मेरा नाम बदलने का कोई मतलब नहीं है। उम को ठीक करना चाहिये।

दूसरी मांग मैं कहूंगा कि नांदेड़ से उदगीर लाइन आप फौरन नहीं कर सकते तो नांदेड़ से कंधार वाया कलम्बर शुगर फैक्ट्री तक की रेलवे लाइन आप लीजिए और और उस का सर्वे कराइए जिस के लिए कि आप ने वादा भी किया है और हमने उसका स्वागत किया है। मैं गुजरातिश कहूंगा कि यह जो बैकवर्ड एरिया है इस की मांग को पूरा कर के

यहाँ के लोगों को सहूलियत दीजिए । इतना कह कर मैं अपनी बात समाप्त करता हूँ । जय त्रान्ति ।

**SHRI A. C. GEORGE** (Mukandapuram): At this almost last stage of the discussion relating to the railways, I would like to raise only one point which, it so happens, was not mentioned or discussed, though its potentiality is immense.

During the last 32 years of independent India, irrespective of surplus or deficit budgets being presented, and in fact in the century of railways' existence, it is an undeniable fact that the Indian railways' existence, it is an undeniable fact that the Indian railways have acquired, amassed, an expertise which is unique in the world. It is well known throughout the world that India has more or less the biggest network of railways, and the manpower and technical expertise at our disposal are immense and have got great potentialities.

I may mention the two organisations which have been formed during the last four or five years, RITES and IRCON for consultancy and for construction of railways abroad. If we properly utilise the potentialities of these two organisations and the great image of the Indian railways abroad as well as the huge manpower at our disposal, I am quite sure that in the future projects of other developing countries, and perhaps even of the developed countries, and the equipment for their railway projects, even for running their railways, these two organisations can be of help, not only to them but to us also as we would not have to increase our freight rates or the concessional rates charged for our commuters.

It is well known that there are very active enquiries and, in fact, some of the projects are in advanced stages of implementation in Iraq, Iran, Nigeria, Thailand and Philippines. RITES have made a profit of nearly Rs 30 lakhs. It only shows that rights from the beginning these two organisations can earn money. So, I suggest that these two organisations

have to be strengthened, and their immense potentialities have to be recognised.

There is also great possibility for the export of railway software and equipment: Signalling equipment and even carriages, I understand, are exported. So, an export-oriented railway equipment manufacturing unit will have to be set up near the ports, particularly facing the West and the Arab oil-rich countries, and Cochin hinterland will be the ideal location for the setting up of such a production unit, especially for signalling equipment.

Yesterday the hon. Railway Minister was mentioning about import from Poland and Japan of wheel-sets. Almost all the wagon units are now located in Calcutta and the north-eastern area. It is time that these units are located somewhere in the south also, especially when the hon. Minister was conceding yesterday that because of certain problems in Bengal, wheel-sets, have to be imported. Naturally, in Cochin hinterland, the unit, for the production of wagons and the wheel-sets have to be started immediately and I am sure that the Minister will pay proper attention to this. One more point and with that I am concluding my speech. In today's newspaper, I saw a unique advertisement. It is unique in the history of the Government of India, the Ministry of Energy has put an advertisement against the Ministry of Railways. It is very obvious and the insinuation is very clear and transparent. This advertisement has appeared in the *Times of India*. You see a picture showing that there is enough coal at the pit head. Any child can understand what they are saying. "Enough stock of coal—12 million tonnes at the pit heads". When there is a rampant talk that due to shortage of coal, the Railways are cancelling some of their steam-run trains, the Ministry of Energy has issued such an advertisement. It is a direct hit and insinuation if not a clear cut allegation. It

[Shri A. C. George]

is a unique thing in the history of the Government of India, one Ministry is complaining about another Ministry. The picture is quite clear. With a huge stock of coal at the pit heads, the railway wagon is running empty. If it is not a direct hit against the Railways, what else is it? If it is a proper hit on the head of the Railway Minister in the present situation, I think, it could be very injurious, I am not making any insinuation against the Minister. I am only saying that this advertisement is a direct hit against the Railways. One Ministry is spending a huge sum to say that there is enough coal at the pit heads, when trains are being cancelled for want of coal. What I am indirectly suggesting is that though he has been a good Minister, as I had pointed out earlier, this Budget is *Vadakku Nokki* i.e., North oriented. I call it a compass complex because compass is an instrument which always shows the North. Like that, this Railway Budget is also looking to the North. All the survey and investigation is done in the South, but the implementation is only in the North. Nowadays, when so many trains are being cancelled on the plea of lack of steam coal, this advertisement has to be taken note of.

Finally, while I congratulate him for having allocated funds for Alleppey-Ernakulam line, I must request him to investigate from now onwards the immense potentialities of the export-oriented production units as well as projects and considering that, obviously, the location will have to be somewhere near the Cochin port. All these units are coming up in the North. At least this should be located near the Cochin port.

SHRI VAYALAR RAVI (Chirayinkil): Mr. Deputy Speaker, Sir, the first point that I am making is that I do not want to say that the Railway Minister made a jugglery of accounts while presenting the Budget, but at the same time the Minister has to explain to the House about the points made by Shri George, particularly his

point about coal. That is an indication of how the efficiency of your Ministry has come down. The freight traffic as well as the earnings have come down.

I am only quoting some figures to show how I have come to this conclusion. If you look at the number of wagons.

PROF. MADHU DANDAVATE: It is a convention that only points not covered earlier should be covered in this debate. Yesterday in my elaborate reply, I had mentioned this and also explained the entire position.

SHRI VAYALAR RAVI: Then, I will not come to that point. The second point is that a low priority has been given to the transportation of the traditional items like coir and tiles and the Railways are giving a step-motherly treatment to the products of the medium and small scale industries. People are facing a lot of difficulties in the transportation of coir and tiles. Tiles are being exported from Kerala, from Trichur district and other areas. As far as coir is concerned, it is not manufactured by big industrialists. It is produced by medium and small scale industries, which are rural oriented industries. Thousands of people are involved and these units are being financed by the banks. When you hold up their goods for months together, who pays interest? Your turnout of wagons has come down very much, I think, to forty per cent. It may be due to lack of proper amenities or some inefficiency or indifference shown to the Kerala products—I do not know which is true. This attitude should go and you should see that such items, which are manufactured by medium and small scale industries, which are financed by banks and which are job-oriented, should be given priority. You should try to help them as much as possible, which is lacking today. I think you do not have any objection to this point.

14.00 hrs.

The next point is about the delay in opening the Trivandrum Division. I am very much concerned with it. Definitely, I will not go on fast, I can assure you.

PROF. MADHU DANDAVATE: The matter was taken up with the Chief Minister.

SHRI VAYALAR RAVI: It is not for the Chief Minister nor is it decided by a referendum. The Railway Ministry never takes decisions on the basis of referendum. You should not decide such matter by calling a meeting of everybody concerned, taking a vote and thereby dividing the state into two. You should do what you feel is right. We will support you if you can convince the people of Kerala. Do not think that wisdom lies on their head always. I am not claiming that. They can also commit mistakes. I do not think that the step taken by the Government of Kerala in this regard is a right step. You have to satisfy both the sides. I will suggest that Trivandrum Division must come into being upto Cheruthuruthi or Trichur. The rest you can give to Olavalote. Palakad and Malabar people will agree with that. The hon. Minister, as a very clever Professor, is trying to take shelter behind the Government of Kerala and the controversy created by the Railway employees. You please take a decision and divide it into two. You are my friend and so please do it. I hope you will help us in this.

PROF. MADHU DANDAVATE: I am Mr. Unnikrishnan's friend also.

SHRI VAYALAR RAVI: That is why I said, you make it into two. Instead of making a transport depot, Trivandrum division must come into being and you should make an amicable settlement as early as possible.

I am skipping off another point I have noted down, lest you may say that it has already been covered.

Some apprentices have been trained in Madras, but as yet, they have not been absorbed. I have myself seen this. I have represented about this to you. I hope that you would consider this point.

Trivandrum—Madras Mail is a very important train run by the Railways. It is a very good train. Varkala is a place which is a very important pilgrimage centre in Kerala. Thousands of people come there. Thousands of Gulf people and Bombay people belonging to my Constituency come there. Do you know how much money is earned by people of my constituency? Rs. 100 crores. Why can't the train stop there at least for a few minutes? They have to go by a taxi all the way to Trivandrum or Quilon to catch the train. I suggest that Trivandrum—Madras Mail may stop at least for a minute or two in Varkala. Articles have appeared about Varkala in American papers because of its importance, high taxi cost and such other things. Please see that this train stops there. Do not give any excuse for not doing this.

My next point is about the facilities in Trivandrum and Ernakulam Railway Stations. It is true that they have developed in a big way. More trains including KK Express are passing through these stations. But the facilities have not gone up along with the increase in traffic. There is only one line for enquiries and it is naturally always engaged. Nobody can be blamed for this. I have no complaints. You must see to it that some facilities are provided for the passengers to get the information. I have myself seen how hard the people are working there. There is no doubt about it. The difficulty is due to lack of adequate staff. So, appoint more people and see that more facilities are provided.

The last point that I am making is about delay. It is a very important point. This financial year is ending.

[Shri Vayalar Ravi]

The Government of Kerala, after a lot of persuasion, agreed to a railway crossing in my constituency and they agreed to remit the money. There is a communication about a month ago to the Madurai division and there is no response. The 31st March is coming and the fund is lapsing. Again, we have told the Kerala Government. Why can't you improve the efficiency of the railways? I wish there was more efficiency on this point.

I am not touching upon the other general points, as you said, which have been raised and replied to. As I have shown you the consideration, please show some consideration in regard to the points raised by me. Thank you.

14.06 hrs.

[SHRI DHIRENDRANATH BASU in the Chair]

DR SARADISH ROY (Bolpur): Mr. Chairman, Sir, only yesterday when the Railway Demand for Grants were discussed and passed, along with that a Resolution on some of the recommendations of the Railway Convention Committee was also adopted. I would like to refer to one of those recommendations. It says—

"The Committee would like to examine in depth the question of the adequacy of grants paid to the States in lieu of the tax on passenger fares in the light of the observations of the Seventh Finance Commission and the final Memorandum to be received from the Ministry of Railways on the

subject. Till then the existing arrangements may continue."

Now, what is the Seventh Finance Commission's recommendation regard to that? It says:

"The Finance Commission may not be the competent body to advise whether it would be appropriate to re-impose the railway passenger fare tax as has been urged

by at least one State Government. Nevertheless, we do appreciate the force of the argument put forward by almost all State Governments that a fixed grant is not an adequate replacement of a tax on railway fares, since it does not take into account the considerable buoyancy in the earnings of the Indian Railways caused by the rapid increase in passenger traffic."

That is the observation made by the Finance Commission. It says about one State Government. That is the State Government of West Bengal. This is what the West Bengal Government says in their Memorandum to the Seventh Finance Commission:—

"Grant in lieu of Railway Passenger Tax—

In effect, since 1966-67, there has been a freezing of the revenue which would have accrued to the States in lieu of the railway passenger tax at a certain level which has no relation to the growth in railway passenger earnings, amounting to a virtual partial suspension of one of the important provisions of the constitution in favour of the "railways and to the substantial detriment of interests of the States. The repealed tax was levied as a percentage of the passenger fares. If the tax had remained, there would have been a proportionate buoyancy in favour of the States which has been denied under the lumpsum grant formula."

Further, it says:

"The Sixth Finance Commission had aptly felt that the repeal of the passenger tax and its replacement by a fixed grant was not quite in accordance with the spirit, if not the letter, of the provisions of Article 269 of the Constitution. The Sixth Commission recommended that the Government of India should redetermine the

amount of grant payable in lieu of the tax on passenger fares in terms of what the States would have got if the railway passenger fares tax had continued in its original form. If the tax is not reimposed, the grants should ensure full compensation to the States not at the national level of a figure in the past but on the basis of the revenue that would have accrued if the tax had continued at least at the rates originally prevalent, if not more."

Then it is said:

"The quantum of the lump grant now is about Rs 16 crores whereas even for 1973-74 the Sixth Commission had estimated that the quantum should be about Rs. 37 crores on the assumption that roughly 107 per cent of the non-suburban passenger fares would represent the tax element. Today the grant should be of the order of at least Rs. 60 crores at the 107 per cent level."

This is the State Government's observation.

Finally, the State Government says:

"The State Government submits to the Commission..."

To the Seventh Finance Commission:

"The State Government submits to the Commission that the grant in lieu of railway passenger tax should not be a fixed grant, but that it should be determined as a proportion of the total railway passenger earnings every year excluding suburban passenger earnings."

On this the Finance Commission observed:

"We feel that the States are entitled to their due share arising from the growth in non-suburban passenger traffic by a factor of 1.85 since 1961-62 as it is a major ele-

ment responsible for the overall increase in passenger earnings from this traffic by a factor as high as 3.8 since 1961-62. The factor of 1.85 would represent a grant of about Rs. 30 crores a year"

The Finance Commission has observed further:

"there is also force in the point urged upon us by one of the State Government."

That is, West Bengal. Though it was raised by one State Government, i.e., West Bengal, this will help all the State Governments, every State Government will be benefited by this measure:

"there is also force in the point urged upon us by one of the State Governments that they also have to bear substantial financial burdens on account of the operations of the Railways, for instance, for the dispersal of traffic carried by the Railways at the destinations."

The Finance Commission has further observed:

"Since this Committee carefully examines the overall financial position of the Railways, the dividend payments that should be made to General Revenues, as also the contributions of the Railways to the Depreciation, Development, Pension and other Funds, we can reasonably expect..."

PROF. MADHU DANDAVATE: I do not want to obstruct the hon. Member. But it may be recalled that the Resolution proposing the acceptance of the recommendations of the Railway Convention Committee has already been passed—yesterday. Also the condition is that those points which have been covered earlier are not to be

[Prof. Madhu Dandavate]  
repeated. Already the Railway convention Committee's report was discussed by almost all the Members who participated. It is too late now to speak on this..

DR. SARADISH ROY: But this point was not raised. This is not only for one State Government. All the State Governments will be benefited by this. My point is this. As I was quoting from the Finance Commission, here they have said:

"...we can reasonably expect that the Committee would judiciously consider, in the light of the facts stated above, the question of increasing the grant payable to the States."

And what have you done? You have not even placed the Memorandum before the Railway Convention Committee.

The Railway Convention Committee, in their Report, have said:

"The Committee would like to examine in depth the question. ....in the light of the observations of the Seventh Finance Commission and the final Memorandum to be received from the Ministry of Railways on the subject. Till then the existing arrangements may continue."

If a decision on this is taken, all the State Governments would be benefited by it. That is why I have raised this point, and I want to press that the Memorandum from the Railways should be placed at an early date before the Railway Convention Committee, so that a decision may be taken and all the State Governments may be benefitted by this.

My second point is this. There are three most important production units of the Railways, namely, the CLW at Chittaranjan, the DLW at Varanasi and the ICF at Madras in which no

Union has been recognised during the last 30 years. But the Unions affiliated to the All India Railwaymen's Federation and the NFIR are given recognition through a backdoor. They called a meeting of the Central negotiation machinery P.N.M. at the Railway Board level and gave recognition through back-door. There are several Unions. My plea is there. We have always been demanding that the majority union should be recognised immediately. If necessary, a secret ballot may be taken and the majority union should be given the recognition.

Secondly, they are given an incentive bonus. That is there from 1-1-73 but not at the rates of pay scale determined by the 3rd Pay Commission and the hon. Railway Minister has conceded only one part of it, that is, giving an incentive bonus at the 3rd Pay Commission Scale of Pay From 1-3-78. But at what rate? He is giving only the minimum. The previous Government used to take the average mean rate whereas the present Railway Minister has calculated it in the other way, that is, he has taken the minimum and, thereby, he has cheated the workers. For instance, if the scale is from Rs. 300—600, he has taken the minimum of Rs. 300 and not the average mean which is Rs. 450. Previously, it was the mean average that was calculated. But the present Railway Minister has reduced it to the minimum. So they are getting less and less incentive bonus and the effective date should be 1-1-73 and not 1-4-78. So, on account of all these injustices, there is a great discontent among the workers of these three productive units. One of the units, I know, in West Bengal have taken a strike ballot vote and they are going to have a one day protest strike on 28-3-79. There, what is the management doing? They are in connivance with certain sections of the staff who were against the 1974 strike and who have now changed their hues and have become Janata men, are creating a serious law and order situation in



Chittaranjan. I want the Minister to take a special note of it and advise the administration there not to encourage these blacklogs there. If with their help they want to break the strike forcibly and that administration will be responsible for that, I warn there will be a riotous situation and I request the Minister to take urgent steps to see that no such development takes place in that area and a settlement is reached and the majority union is recognised.

There is one more thing I want to mention. There are several narrow gauge railways in West Bengal. They are called AK, BK and BDR Railways. They were taken over by the Railways in 1965 or so BK Railway is nationalised but not the AK Railway. It is being managed by Indian Railways but not nationalised. Similarly, the Bankura-Damodar Railway (BDR Railway) is also managed by the Railways but not nationalised. It is more than 13 years now and I request the Government should nationalise them. Due to non-nationalisation most probably, they are not spending anything on their maintenance and the track of AK Railway is very much unserviceable. I am sure my hon friend who is sitting there will bear me out. In 1943 when Calcutta was disconnected from outside when the mainline was disconnected by Damodar floods for several months, the lines BKR and AKR used to be the main communication for Calcutta with the capital. We used to call them AK—*Ati Kashtu* and BK—*Baro Rashtu in Bengali*. These lines should be developed and converted into broad gauge lines. On the AK Railway one bridge was damaged in 1959 floods. Since then the trains have to negotiate it with great caution and no proper repairs are undertaken. And in this year's flood the same bridge completely washed away. I want these railways should be repaired immediately and nationalised and these lines should be broadened. That is my demand.

Only the other day I was at Burdwan station.

Sir, I saw several hundreds—three hundred to 400 hundred railway personnel—remaining there. I asked them what for they were staying there. They told me that for the last fifteen days they were there without any work. They have come from different parts of the Eastern Railway in connection with remodelling of the Burdwan Railway Station. They remained there for 15 days or so without any work. After the 15th day they were asked to go back. That was because I am told, sanction for the work had not yet come from the Railway Board. Hence they had no work and hence they should go back. This is amazing that for these hundreds of people T.A. and D.A. were given without any work being done by them—this is a wasteful expenditure. I am sure the hon. Minister will look into the matter. Why these three hundred and odd railway personnel were stationed in the platform of Burdwan Railway Station without doing any work?

Then, Sir, I want to mention one point that is regarding the late running of trains. A section of the officers—a huge majority of them—were the supporters of the emergency regime. Actually they had their own interests. They are propagating that Emergency measures should be taken to see that no trains run late and they run on time. Late running of trains is due to certain tactics adopted by certain interested elements who were the supporters of the emergency regime. I request the hon. Minister to see that the trains not only run on time on the main lines but also on the branch lines. Something must be done against those elements who were the supporters of the emergency regime who are responsible for the late running of trains.

I have two more points one is with regard to Calcutta Metropolitan Rail.

PROF. MAHU DANDAVATE: You can speak about that during the debate.

DR. SARADISH ROY: All right. One more point. That is I had written a letter to the hon. Minister congratulating him when he introduced the Gitanjali Express. And in that letter I urged to introduce a speedy train in the District of Birbhum the place of work of Pctt Rabi. dria Nath Tagore the author of Gitanjali. You only changed the name of the train into Vishwa Bharati Fast Passenger train. This is nothing but a hox. Previous name of the train was Rampurhat Passenger train. And you changed that into Vishwa Bharati Fast Passenger. Even the Vice-Chancellor of the University was misled along with some people went there to inaugurate that. This is an old passenger train and you have given a new name only. This is nothing new. There are some districts HQ in our State. There is no railway—namely West Dinajpur. There is one district Birbhum District, where there is a railway line. But, there is no direct link from Suri to Calcutta. I want to lay stress that a direct train should run from Suri the Distt. HQ, to Howrah.

MR. CHAIRMAN: Mr. R. V. Swaminathan.

श्री उपसैन (देवगिया) : बेयर्मन माहब, हम लोगो को भी बोलना है, हमरिंग आप समय निर्धारित कर दें। हमदे भी हम पर बोलने के लिए आपको अपना नाम लिख कर दिया है।

MR. CHAIRMAN: Your name is here Mr. Ugrasen. I am calling one by one as per the list prepared and given to me. I think some of you have submitted your points for discussions. They may not be allowed to participate in this debate. (Interruptions) All of you will please take your seats. Mr. Ugrasen your name is there in the list.

SHRI AMAR ROY PRADHAN (Cooch Behar): You may please extend the time.

MR. CHAIRMAN: I have called Mr. Swaminathan.

SHRI R. V. SWAMINATHAN (Madurai): Mr. Chairman, I wish to raise an important point concerning failure of the Railway Ministry and the hon'ble Minister for Railways for not providing a token grant in this year's budget itself for the conversion of metre-gauge railway line into broad-gauge railway line from Tuticorn to Tiruchi via Madurai. This has been represented to the hon'ble Minister of Railways through a memorandum and also at a conference organised by the Madurai Ramnath Chamber of Commerce in Madurai which was participated by several hon'ble Members of this House and different parties. There they stressed the importance for the conversion of this railway line into broad gauge.

Sir, there is a feeling that South has been neglected and also in Southern India there are no well-established heavy industries. The late Shri Kamraj Nadar, the then Chief Minister of Madras, suggested to the Central Government that when HMT was expanding and locating various branches in the country it should set-up an industry at Madurai. But his suggestion was turned down on the sole plea that as HMT has business centres all over India and Madurai being in a corner and that too connected by a metre-gauge railway line the concern will find difficulty in transporting their goods. That was the only reason given for turning down the suggestion and not locating heavy industry in Madurai. Now, heavy industries are coming up in Tuticorn due to the development of the Harbour Project. More industries will also come if this line from Tuticorn to Tiruchi is converted. There is already broad-gauge link from Tiruchi to Erode and when the conversion takes place all-India goods traffic can be extended. Already a survey has been conducted. We are not going to have a new line. It will be the same line. Only thing is that it calls

for preparation of estimates and adjoining to the present line you can have the broad-gauge line. So, even the survey is not necessary.

Sir, I do not know why South is neglected. There is a feeling that this is a north-oriented budget. I know the Minister very well. He has lot of sympathy for South India. In Fifth Lok Sabha I used to sit with him nearby when we had the chance of knowing each other. Therefore, I request him to apply his sympathetic mind and agree for conversion of this line. This is very important. Please do something. Even now you can provide a token grant of Rs. 100. If the railways cannot make a token grant of even Rs. 100, I am prepared to contribute a sum of Rs. 100 from my salary. You must do something. It is very important. Therefore, I once again appeal to him that he should come forward with a token grant. He should help the people of the southern part of our country who are agitating for this. With those words I conclude my speech. Thank you.

SHRI TARUN GOGOI (Jorhat): I have all the praises for the eloquence of the hon. Minister of Railways and I have got great respect and regard for him. When I heard the speech I got the impression that a lot of improvements have taken place, and that the people's grievances are immediately looked into. But I would like to give certain instances how the grievances of MPs are being looked into. There is a case involving myself, you, Mr. Chairman, and other two MPs. We booked our reservation in Parliament House Booking Office 4 or 5 days ahead. I got a ticket for my daughter also. At the eleventh hour we were told that there was no reservation at all. It has never happened in my parliamentary career of 8 years. I sent a letter to the Minister on the 9th of August regarding this and I got a reply only on the 12th of March. This reservation was booked in Parliament House. This is a matter between this Parliament House booking office

and Baroda House which is within two kilometres. It takes about 7 months to reply to this letter. Is this the efficiency of the Railways? Is this the way of looking into the grievances of MPs?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SHEO NARAIN): What is the reply? (Interruptions).

MR. CHAIRMAN. Please address the Chair. (Interruptions).

SHRI TARUN GOGOI: What I wish to bring to your notice is this.

SHRI K. RAMAMURTHY (Dharmapuri): The Minister cannot say that it is a false statement. It is nothing but insinuation passed against a member.

SHRI TARUN GOGOI: I will give you the reply. In the reply what he has said is this:

'The requests were made for reservation very late in the Northern Railway Headquarters.'

I wish to bring to your notice that this is not correct. I have booked 4 or 5 days earlier. Why should not I get it? I had to take the Chairman to the Northern Railway Headquarters. And we had to wait there for 4 hours to 5 hours. This is the way how you are looking into the grievances of MPs! Then I want to draw your attention to another matter. I say this about the State of Assam. The Railway Minister, since he assumed office, has taken up many projects for the conversion of lines and for construction of new lines; he has taken up work of conversion of line from metre gauge into broad gauge. More than 30 trains have been introduced, as I see from the report here. But I am sorry to say that there is not a single new train introduced in the north-eastern region of our country. In the case of Assam, Sir, no new project has been taken up for the conversion of line from metre gauge to broad gauge, and also for construction of new railway lines, except that he

[Shri Tarun Gogoi]

has speeded up the Tinsukia mail. You are only continuing with the projects of the previous Government.

**PROF. MADHU DANDAVATE:** I have also taken over the Railways which were there since 1853 from the Britishers.

**SHRI TARUN GOGOI:** I have nothing to say if you are not going to take up any new project but only continue the projects of the previous Government. But if that is the principle that should be applied to all the States also.

In the end I wish to point out about the necessity of extension of the broad gauge line from Gauhati to Dibrugarh. My contention is that you have not taken up any new projects or any new lines here. I can cite examples in regard to projects which have already been taken up in other States. Then what about the future? I have been demanding for the construction of new lines and conversion of metre gauge lines into broad gauge lines. Many surveys have been conducted for the construction of new lines in Rajasthan, Madhya Pradesh, Uttar Pradesh and in many other States. Why a survey has not been conducted for the construction of new lines in Assam? We have been demanding that the broad-gauge line should be extended from Gauhati to Dibrugarh. At least you should now arrange to conduct a survey immediately in our State. As soon as this project is completed, you can also extend the project up to Dibrugarh. Here I may point out that the railway lines were constructed by Britishers in Assam in order to serve their own interest. These railway lines do not pass through many of the populous towns. It passes through tea gardens and forest areas. It should pass through the populous towns so that people living in those areas may be able to get the transportation facilities. We have many towns like Nowgong, Jokhalabandha, Bokahat, Golaghat, Dergoan, Jorhat, Sibsagar and Moran linking Dibrugarh. We have

been demanding to conduct a survey in these areas for the construction of new lines. I do not know why the Government has not agreed to conduct a survey in those areas at least.

Now, regarding the provision of facilities to the railway passengers, you have provided the same for all other zones. In a certain zone, you have provided Rs. 80 lakhs for this purpose and in a certain other zone you have provided Rs. 68.0 lakhs for this purpose and in the third zone you have provided Rs. 98.0 lakhs for this purpose. Whereas for North-Eastern Zone, you have provided only Rs. 7.90 lakhs for the passenger amenities. The condition due to non-provision of sufficient facilities like drinking water, waiting hall at the railway stations, lighting facilities, etc. is very deplorable. You should see that these facilities are improved in Assam. I have already pointed out that a great discrimination has been made against my State and I hope the Minister will look into it and see that our grievances are looked into and proper steps taken to remove them.

If the alternative lines are constructed, it will reduce the distance from Gauhati to Dibrugarh from 561 miles to 440 miles. About a distance of 121 miles will be reduced, and from Gauhati to Sibsagar, you can reduce the distance from 429 miles to 360 miles and to Jorhat from 376 miles to 307 miles. The travelling time will also be reduced to about 7 hours if the alternative lines are constructed. I hope the hon. Minister will kindly look into these points. Thank you.

श्री उपसेवा (देवगिरा) : माननीय चेयरमैन साहब, मैं माननीय रेल मंत्री जी को बधाई देना चाहता हूँ और विश्वास दिलाता चाहता हूँ कि बजट में उन्होंने 1979-80 के लिए जो धनराशि रखी है, उसे खर्च करने का अधिकार हम उन्हें देने जा रहे हैं। इसके लिए वे बधाई के पात्र हैं। हम बजट का काफी हिस्सा उन्होंने कर्मचारियों की कल्याण निधि के लिए रखा है और उन को कल्याण के लिए उन्होंने बहुत सी बातें कहीं हैं।

मे इस अवसर पर उन से एक निवेदन करना चाहता हूँ—जिस क्षेत्र से मैं चुन कर आता हूँ—देवरिया, जो पूर्वांचल का बहुत पिछड़ा और गरीब क्षेत्र है। अभी यहाँ पर प्रत्येक से पिछड़े क्षेत्र का जिक्र किया गया, मेरा क्षेत्र भी उसी तरह का पिछड़ा क्षेत्र है—मेरे क्षेत्र में एक जगह है—कुशीनारा, जहाँ महात्मा बुद्ध ने, बगवान तपस्वत ने, महा-निर्वाण लिया था और अपना अन्तिम उपवेश मेरे ही क्षेत्र कुशीनारा में, जिते कुशीनगर भी कहते हैं, दिया था। मैंने पिछले साल इस बात की कोशिश की कि कुशीनगर में जब सारी बुनियाद से बौद्ध-यात्री आते हैं—मैं ध्याप के चिपे सेवन को बतलाऊँ—इसी स्थान पर चिपे की यात्री भ्रान्तसांग और फाहियान आये, इसी स्थान पर प्रियदर्शी सम्राट अशोक ध्यापे और उन्होंने भगवान बुद्ध की मूर्ति की पूजा की। अभी हाल में लका के राष्ट्रपति श्री जयवर्द्धने साहब वहाँ पर ध्यापे से और पार्सलैण्ड के छमं गुरु भी अभी वहाँ ध्यापे से, दस, पाच दिन हुए। जब भी वे आते हैं, मैं उनके स्वागतार्थ जाता हूँ। वहाँ पर पहुँचने से लिए उन को बड़ा कष्ट होता है। इसलिए मैं माननीय मंत्री जी से धर्म करता हूँ, मित्रता करता हूँ कि देवरिया से कुशीनगर होवे हुए पड़रौला तक एक रेलवे लाइन दी जाए। यह बड़ी उपयोगी होगी क्योंकि हिमालय की सीमा पास है और ध्याप जानते ही हैं कि नेपाल से हमारे क्या सम्बन्ध हैं, और चीन से क्या सम्बन्ध हैं। थोड़ा लिखना, बहुत समझना। क्या कहने की जरूरत नहीं है। इस का सर्वेक्षण नहीं हुआ है। अभी एक माननीय सदस्य यह मांग कर रहे थे कि वे रेल लाइन नहीं चाहते, केवल सर्वे आते हैं लेकिन मैं उस का उत्तरा चाहता हूँ। ध्याप सर्वे मत करावाइए लेकिन रेल की लाइन बना दीजिए, सर्वे की बात मैं नहीं करता।

एक दूसरी बात मैं यह कहना चाहता हूँ कि मैं दूसरे जिले का रहने वाला हूँ, देवरिया में तो मैं 30 साल से रह रहा हूँ। बांसगांव एक महत्सील है, वहाँ मैं पैदा हुआ था। एम० पी० साहबान जरा मरी बात को गौर से सुनें। वहाँ पर रेलवे लाइन नहीं है। जब हम स्कूल में पढ़ते थे तो हमारे यहाँ परीक्षा में एक सवाल आता था कि वह कौन सी तहसील है, जिस की आबादी 7 लाख है और जहाँ पर कोई रेलवे लाइन नहीं बनाई गई है। अर्थको ने इनलिए वहाँ पर रेलवे लाइन नहीं बनाई, क्योंकि वह बागियो वहाँ की जगह थी। वे वहाँ रेलवे लाइन क्यों बनाते? जहाँ वे समझते थे कि वहाँ पर बागी हैं, वे कोई सुविधा नहीं देते थे। पूर्वांचल और सत्तापति महीष्य, ध्यापके इलाके में ऐसा ही हुआ है। बगलादेव में भी उन्होंने प्यार रेलवे लाइन इसलिए नहीं बनाई थी, क्योंकि वहाँ के लोगो ने बगलादेव की थी। सन् 1987 से लेकर आबायो मिलने तक वहाँ के लोग बगलादेव पर रहे थे। इसलिए ध्याप भी पीछे रह गये और हम भी पीछे रह गये।

ध्यापकी बात में यह कहना चाहता हूँ कि दोहरी-लाइ-बांसगांव-सहजनवा रेलवे लाइन का सर्वे पूरा है। माननीय गुरु कनसापति सिपाठी जी ने जमाने में उस का सर्वेक्षण नहीं था कि इनको ध्याप से

मिला दिया जाए। अभी उत्तर-पूर्वी इलाके के ही तथ्य गोपीर् साहब कह रहे थे कि आसाम में कोई रेलवे लाइन नहीं है। मैं बताना चाहता हूँ कि हमारे रेल मंत्री श्री० मधु बबबते की निगाह बहुत दूर तक गई है और ध्याप यह देखें कि उत्तर-पूर्वी राज्यों में जिनती रेलवे के का काम इस बजट में हुआ है या पिछले बजट में हुआ था, उतना पहले कभी नहीं हुआ था, पिछले 30 सालों में नहीं हुआ था। इन का यह कहना गलत है कि वहाँ कोई रेलवे लाइन नहीं है। मैं वहाँ गया हूँ और मैंने खुद देखा है कि बोगाइगांव से गोहाटी तक की मीटरगेज लाइन को ब्रोड गेज किया जा रहा है। इसी सम्बन्ध में मैं यह भी कहना चाहता हूँ कि पटना से बाराणसी तक ब्रोड गेज बनाने के बारे में मैंने एक प्रश्न किया था और मेरे प्रश्न के उत्तर मैं यह बताया गया था कि उनको ब्रोड गेज किया जा रहा है। उन को ध्याप को सुरत ब्रोड गेज करना चाहिये।

एक बात और यह कहना चाहता हूँ कि मुझे सूचना मिली है कि बोनस के बारे में जो कैबिनेट सब-कमेटी में विचार हो रहा था, उस को उन उप-समिति ने पास कर दिया है और अब वह फाइल वित्त मंत्री की की टेबल पर पड़ी हुई है। मैं ध्याप को बता द कि मैं रेलवे फेडरेशन से भी सम्बन्धित हूँ और मब मीन मुझे भी कहते हैं कि बोनस दो। मराठी में वे लोग कहते हैं कि बोनस भ्रमा देला पाइजेत। अभी तब उन को बोनस नहीं दिया गया। इसलिए मैं रेल मंत्री जी से यह दरखास्त करूंगा कि वे वित्त मंत्री जी से बोनस की फाइल पर दस्तखत करावे दे क्याकि यह मामला ज्यादा देर तक टाला नहीं जा सकता।

मैं रेलवे कमाण्ड के बारे में नहीं कहूँगा क्योंकि समय बहुत कम है लेकिन इतना जरूर कहना चाहता हूँ कि रेलवे में जो काम होते हैं और उन के लिए जो कमेटीयां बनती हैं, उन में ध्याप उनसे सम्बन्ध रखने वाले आदमियों का भी मेम्बर रखिए जैसे उपभोक्ता समिति है। जा उपभोक्ता समिति के मेम्बर बन जाते हैं, वे अपने ध्याप ही सारा माल खा जाते हैं और दूसरों को नहीं मिलता। यह सेट-सेटानी वाली जो परम्परा है, इन को ध्याप खत्म कर दें। बाबा राधबदास मेरे गुरु थे। वे पूर्वी बिहारों के गांधी थे। वे महाराष्ट्र के हैं लेकिन हमारे यहाँ बरबब में रहते थे। उन्होंने देखा कि रेलवे स्टेसन पर हाथ डोने के लिए मिट्टी नहीं है, तो रेलवे स्टेसन पर जा कर उन्होंने बरबब में मिट्टी रखवाई। बाबा जी ने इतना करवा दिया, तो मैं यह कहना कि यात्रियों से सम्बन्धित जो समितियां बनती हैं, उन की सुविधाओं के लिए जो समितियां बनती हैं, उन में ध्याप यात्रियों के नुमाइन्दों को भी रखिये। मेरी यह मांग भी है कि पहला बजट ध्याप खत्म कर दीजिए और एक ही बजट रहे। रेलवे में जो ध्याप नहीं कमेटी बनाए, उस में यात्रियों को भी मेम्बर रखिये। जो दूसरे बजट के नुमांफिर हैं, उन की क्या तकलीफ है, वे उन को छप्पी तरह से जानते हैं। ध्याप उन समितियों में उनको रख कर ज्ञातिकागे परिवर्तन कीजिए, मेरी यह मांग है।

[श्री उपस्थित]

अगली बात मैं यह कहना चाहता हूँ कि मंत्री जी ने मेहूरखानी कर के लाइसेन्स पोर्टों को क्वासा 4 में ले लिया और इस तरह से यह एक बहुत बड़ा काम किया है। कलकत्ता, हावड़ा आदि बड़े स्थानों पर जो लाइसेन्स बेंचर्स हैं, उन को भी आप प्रोमोशन बीजिए और अतुयें श्रेणी में आप उन को रखें।

अन्त में एक बात कह कर मैं आत्म करता हूँ। हमारा अनुभव और बिचार है कि रेलवे में इस रेलवे बोर्ड की कोई उपयोगिता नहीं है। मेरी मांग है कि इस रेलवे बोर्ड को तोड़ दिया जाए। मैंने पारसाल भी कहा था अब फिर कहता हूँ :—

सर्वनामो समुत्पन्न  
अर्थम् त्यजति पण्डित : ॥

सर्वनाम की स्थिति में बुद्धिमान लोग ध्राघा छोड़ कर ध्राघे से ही काम बनाते हैं। इसलिए मेरी मांग है कि इसको तोड़ दिया जाए। ध्राघकल रेलवे बोर्ड पर बहुत पैसा खर्च हो रहा है और इसकी कोई उपयोगिता नहीं है। 1979-80 में इस पर 2 करोड़ 68 लाख, 67 हजार रुपया खर्च होना है। इस के लिए आप एक स्पेशल टेक्नीकल कमेटी बनायें जो यह ध्राघेस करे कि 1950 से इसकी क्या उपलब्धियां रही हैं, क्या इसकी बकिंग रही है। उस कमेटी की रिपोर्ट से आपको पता चल जाएगा कि इसकी क्या उपयोगिता है क्या इसकी प्रचीन-मेट्स है।

मैं रेल मंत्री जी को बधाई देना चाहता हूँ कि उन्होंने रेल कर्मचारियों और उपभोक्ताओं के लिए काफी काम किया है। वे कई छोटी साइनों को बड़ी साइनों में परिवर्तित करने जा रहे हैं और जिन जिनों में लाइन नहीं हैं, उनके लिए साइनों की व्यवस्था करने जा रहे हैं। इनके लिए मैं उनको हार्दिक बधाई देता हूँ।

इन शब्दों के साथ मैं इस बिल का समर्थन करता हूँ।

श्री विनायक प्रसाद श्याम (सहरसा) :  
समापित महोदय, माननीय मंत्री महोदय ने जो रेल एप्रोप्रियेशन बिल लाया है, मैं उसका समर्थन करता हूँ। समापित महोदय, मैं कहना चाहता हूँ कि मैंने 39 पृष्ठों का भाषण भी पढ़ावते का शुरू से अन्त तक देखा है।

समापित महोदय, जब रेल मंत्री जी उस तरह बैठते थे यानी बिरोधी दल में बें सब उन्होंने रेलवे बोर्ड पर ध्राघण दिया था। उस समय उन्होंने अपने भाषण में यह कहा था कि जो लोग हवाई जहाज के एक्सीडेंट में मरते हैं उनके एक लाख रुपया मुआवजे के रूप में मिलता है। उन्होंने यह भी कहा था कि हमें इससे ईर्ष्या होती है। हमारी पी कम्पनी बहू इच्छा होती है कि हम भी एयर एक्सीडेंट में काम भा जाएँ जिससे हमारे परिवार

वालों को एक लाख रुपया मिल जाए। ध्राघ हम उम्मीद करते थे, जब वे रेल मंत्री बने हैं, उन्होंने रेलों में परिवर्तन किया है और अन्ध्र इन्तजाम किया है, पिछले दो-बाई सालों में उन्होंने काफी सुधार किया है अपने 39-40 पेज के भाषण में कहीं भी उन्होंने नै जिक नहीं किया है कि जो लोग रेल एक्सीडेंट में मरते हैं उन के वास्ते भी इन्होंने कोई नई नीति प्रकल्पार की है। हवाई एक्सीडेंट में मरने वालों के परिवारों के वास्ते तो एक लाख रुपया दिया जाता है और वहीं ध्राघदी जो रेल एक्सीडेंट में मरता है तो बहुत ही कम दिया जाता है। इस में कोई जस्टिफिकेशन नहीं है। इन को भी एक लाख मिलना चाहिये। गरीब लोग रेल में यात्रा करते हैं अधिकतर। हर इसान की जिवन्दी की कीमत एक समान होनी चाहिये। हमारे रेल मंत्री जी समाजवादी सोशलिस्ट हैं, वह हमारा बहुत बड़ा सीभाग्य है। इन को प्रबन्ध भी इस के बारे में कुछ करना चाहिये और एक नीति बनानी चाहिये कि रेल एक्सीडेंट में ध्राघर कोई मरता है तो उस के परिवार वालों को भी उसी तरह एक लाख रुपया दिया जाएगा जिन प्रकार हवाई एक्सीडेंट से मरने वालों के परिवार को दिया जाता है।

रेलवे एक्सपेशन, रेलों के विस्तार और रेटे रेशन का जो सवाल है आपने कहा है कि उस को प्राथमिकता दी जाएगी। लेकिन मुझे बहुत ही अफसोस के साथ कहना पड़ता है कि बिगत दो साल में जो रेलवे एक्सपेशन का काम आप ने किया है उस में जो डिवास्टेटेड लाइज है उन के वास्ते आप ने कुछ नहीं किया है। 1927 में जो डिवास्टेटेड हो गई है उन के लिए भी आप ने कुछ नहीं किया है। उस इलाके में भारत सरकार ने और बिहार सरकार ने करोड़ों का खर्च किया है। मन्मा इलाका अब अच्छी हालत में हो गया है। लेकिन रेलों के अभाव में डिवास्टेटेड लाइनों को रेस्टोर न दिये जाने के कारण से उन इलाके का विकास रुका हुआ है। मैं कहना चाहता हूँ कि एक नीति आप को निर्धारित करनी चाहिये और उस नीति को आप को स्ट्रक्चरी फालो करना चाहिये। जहां तक एक्सपेशन का सवाल है उस में आप को रेस्टोरेशन को प्राथमिकता देनी चाहिये। जहां से मैं धाता हूँ वह इंडो-नैपाल बॉर्डर का इलाका है। वहां अंग्रेजी हुकूमत ने शुरू में ही रेलवे लाइन बनाई थी और वह 1927 में डिवास्टेटेड हो गई थी। निम्ने की से भक्तिवाही और प्रतापबंज से भीमनगर तक लाइनें थीं। मैंने पिछले साल भी निवेदन किया था और ध्राघह किया था इन के बारे में। पहले जो रेल मंत्री थे उन्होंने उस का सर्वे भी करवाया था और उन पर काम होने वाला था लेकिन सरकार बल नई। उस इलाके के लोगों को बहुत धाया भी कि नई क्रांति जो हुई है उस में हम लोग जो उपेक्षित हैं हम को भी हिस्सा मिलेगा। लेकिन मुझे ऐसा एहसास होता है कि रेल विभाग ने पिछड़े हुए इलाके का विकास करने की जो नीति है उस को कायमी ही बना रखा है, उस पर धमल नहीं होता है। इन इलाकों को जो तर्जोही दी जानी चाहिये वह नहीं दी जाती है। जितना कुछ आपने किया है उस का मैं स्वागत करता हूँ उस को मैं प्रशंसा करता हूँ लेकिन रेलों का जो माध्य सिद्धान्त है उस के अनुसार आप को काम भी करना चाहिये और जहां आप को प्रायोर्टिटी उस माध्य सिद्धान्त के अनुसार देनी चाहिये वहां आप प्रायोर्टिटी दे कर ध्राघे बड़े बड़े मेरी ध्राघ से मार्चना है। वे जो लाइनें मैंने

भाप को बताई है इनकी तरफ भाप का दुरन्त ध्यान जाना चाहिये। यह मेरा भाप से विभाग भाव है।

भाप के यहां एक तो मैन लाइन्स हैं और दूसरे ब्राच लाइन्स। ब्राच लाइनों के बारे में कल भी कुछ माननीय सदस्य बोल रहे थे और भाप भी बोले हैं। मैन लाइन्स के बारे में भाप ने कुछ सुविधायी वी हैं। वे गाड़ियां समय पर चलती हैं और वहां सुविधायी भी अधिक प्रदान की जाती है। लेकिन ब्राच लाइनों की घोर उपेक्षा की जाती है। उन की हायत बदतर है, कहीं ज्यादा खराब है मैन लाइनों के मुकाबले में। न उन पर कोई सुविधायें उपलब्ध कराई जाती हैं और न ही उन पर गाड़ियां समय पर चलती हैं। एडमिनिस्ट्रेटिव पालिसी बननी चाहिये ताकि मैन लाइन्स कैसा ही व्यवहार ब्राच लाइन्स के साथ भी हो।

हमारा इलाका यूट प्रोड्यूसिंग इलाका है, वहां जूट की बहुत ज्यादा खेती होती है और उसी तरह से होती है सभापति महोदय जैसे भाप के बंगाल में होती है। मरे जिले में भी बहुत इस की खेती होती है। जूट के मामले में किसान की लूट हो रही है। जो कीमत सरकार ने जूट की फिक्स की है, वह कीमत किसान की नहीं मिलती है। लेकिन जो भी थोड़ी बहुत कीमत किसानों को मिलती है, भाज रेलवे बंगालों की कमी से इस इलाके के किसानों का बोहन हो रहा है, जूट मार्केट में कहीं भी ध्यान नहीं मिलते हैं। लोग लाते देते हैं, उस की काफी भी मने मन्नी जी को विचार है, पिट्टी भी लिखी, लेकिन इन के आवासन के बाद भी बंगालों की स्थिति में कोई सुधार नहीं हो रहा है, और इन से हमारे यहां के जूट प्रोवर्स की बहुत बड़ी लूट हो रही है।

अन्त में मेरा कहना है कि रेल विभाग में कुछ समितियां चलती हैं, जैसे जोनल कमेटी, यूजर्स कमेटी, उन में कांग्रेसी हुकुमत के समय में जो धार्ड भतीजाबाद और पक्षपात चलता था और उस के आधार पर यह समिति बनायी जाती थी, उस को मजबूत महोदय ने खत्म किया इस को लिये मैं उन की धन्यवाद देता हूं। लेकिन हम कहना चाहते हैं कि जो उन की नीति है इस कमेटी के सम्बन्ध में उस का पालन नहीं हो रहा है। एक एक परिवार के सभी सदस्य एक एक कमेटी में चुसे हुए हैं। हमारे इलाके में कांग्रेस के जमाने में जो कमेटी बनी थी सिफारिश के बल पर एक एक कमेटी में बाप, लडका, पोता और धार्ड सभी हैं। इसलिये मेरा निवेदन है कि सिर्फ भाप नीति बना कर ही संतुष्ट हो जायें इस से काम नहीं चलता। भाप को देखना पड़ेगा कि इलिया पहुंचाने के आधार पर जो भाप के अधिकारियों द्वारा समितियों में लोगों को रखा जाता है, वह बन्ध होना चाहिये। इसलिये भाप को केवल नीति बना कर के ही संतुष्ट नहीं हो जाना चाहिये, बल्कि देखना चाहिये कि नीचे के अधिकारी भाप की नीति का कार्यान्वयन कर रहे हैं कि नहीं। नहीं तो क्यूरेन्सी कोई प्रच्छा काम नहीं होने देगी। इतना ही कह कर मैं भाप की धन्यवाद देता हूं और धावा करता हूं कि रेल मंत्री शीघ्र इन बातों की ओर ध्यान देंगे।

PROF. DILIP CHAKRAVARTY  
(Calcutta South): Only a few days

ago the West Bengal Legislature passed a unanimous resolution urging the railways to electrify the Adra-Kharagpur line. I would like to emphasise that point only.

THE MINISTER OF RAILWAYS  
(PROF. MADHU DANDAVATE):  
Actually we are almost at the last stage of the consideration of the Appropriation Bill. I do not want to disrespect the views of any hon. Member but I may humbly point out that quite a good number of points which were raised at this stage were also raised at the preliminary stage and I have already given a reply to them viz. the question of recognition of unions, the question of new lines, and norms to be observed before taking up new lines. I will now therefore touch upon the new points.

As far as Shri A. C. George is concerned, inadvertently there was some sort of aspersion in his remarks that I am pro-North and anti-South. I know it is not his view at all.

SHRI A. C. GEORGE: I said that the general tendency of the compass looking North has not escaped him also.

PROF. MADHU DANDAVATE: As a student of physics, let me tell him that when the compass points to the North, simultaneously it also indicates which is the direction of the South.

SHRI A. C. GEORGE: I know that Prof. Dandavate is a professor of mathematics. But only the tail is looking at the South, the Face is looking at the North.

PROF. MADHU DANDAVATE:  
Again as a student of physics; I may say that in a magnet there is neither head nor tail; magnet indicates the north pole and the south pole; the south pole is as important as the north pole. As far as Indian unity is concerned, to us on this side as well as to him on that side, north pole is

[Prof. Madhu Dandavate]

as important as the south pole; when we speak of the magnet of India, it will never be allowed to be destroyed; let me make it clear.

15.00 hrs.

SHRI A. C. GEORGE: I am glad that at least one Minister is aware that there are a few areas down South of India.

(Interruptions)

PROF. MADHU DANDAVATE: Let me incidentally point out that as far as execution of various railway projects is concerned, in the coming months all the projects that we are inaugurating or completing, all of them happen to be in the South. For instance, the Railways on or 15th of April will be touching the last point of Indian territory i.e. Kanyakumari. That work has been completed three months in advance. Again construction of Alleppey Ernakulam line is to be inaugurated on 16th of April. Again there will be Hasan-Mangalore line in Karnataka, which is going to be completed in April. We are also going to inaugurate in April 1979. Mysore and Bangalore conversion in project and if my geography is not wrong, all these areas are supposed to be located in the South.

Let us not enter into that controversy . . .

(Interruptions)

SHRIMATI PARVATHI KRISHNAN (Coimbatore): Let him remember that Tamil Nadu is in South.

(Interruptions)

PROF. MADHU DANDAVATE: It is too late to raise any issue. I have already replied that.

As far as other points are concerned, for instance question of RITES and IRCON was raised. The exact point raised by Shri A. C. George came at the conclusion of his statement. He welcomes performance of RITES and IRCON. He wanted our projects to be export oriented and ultimately said

that for all facilities if new project is set up somewhere near Cochin it would be advantageous.

Of course, we will take a note of all the suggestions that have been made over here. I cannot give a false assurance because whenever new projects are to be started, always committees are set up and their views are ascertained for setting up the project. Requirements are properly assessed and then only final decision is taken. I can assure you that due . . .

SHRI A. C. GEORGE: One of the major ports at the westward area is our main potential market. I want the Minister to give an assurance that due consideration will be given to Cochin.

PROF. MADHU DANDAVATE: Giving assurance is the safest thing that one can do. That much assurance can always be there.

(Interruptions)

As far as other points are concerned, they related to the railway lines.

Our hon. member from Assam pointed out to the North East Region. He forgot that for the last 125 years, this particular region was totally neglected and for the first time people of Mizoram, Nagaland, Tripura and all those Eastern States which had remained totally neglected, hitherto will be having line had constructed project in their areas are having construction of lines. Also the line from Burnihat to Gauhati, that is partly in Assam and partly in Meghalaya in addition to the conversion project that we have taken up. So, I do not want to add anything more than what I had already stated earlier during my two replies. I hope and trust that this Bill will be adopted unanimously.

SHRI R. V. SWAMINATHAN: I want to know about Tiruchi?

MR. CHAIRMAN: The question is:

"That the Bill to authorise payment and appropriation of certain



sums from and out of the Consolidated Fund of India for the services of the financial year 1978-79 for the purposes of Railways, be taken into consideration."

*The motion was adopted.*

MR. CHAIRMAN: We shall take up the clauses.

The question is:

"That clauses 2 and 3 and the Schedule stand part of the Bill."

*The motion was adopted.*

Clauses 2 and 3 and the Schedule were added to the Bill.

Clause 1, the Enacting Formula and the Title were added to the Bill.

PROF. MADHU DANDAVATE: I beg to move:

"That the Bill be passed."

MR. CHAIRMAN: The question is:

"That the Bill be passed."

*The motion was adopted.*

15.06 hrs.

APPROPRIATION (RAILWAYS)  
NO. 2 BILL, 1979

THE MINISTER OF RAILWAYS  
(PROF. MADHU DANDAVATE): I beg to move†:

"That the Bill to authorise payment and appropriation of certain further sums from and out of the Consolidated Fund of India for the services of the financial year 1978-79 for the purposes of Railways, be taken into consideration."

MR. CHAIRMAN: The question is:

"That the Bill to authorise payment and appropriation of certain further sums from and out of the Consolidated Fund of India for the services of the financial year 1978-

79 for the purposes of Railways, be taken into consideration."

*The motion was adopted.*

MR. CHAIRMAN: We take up the clauses.

The question is:

"That clauses 2 and 3 and the Schedule stand part of the Bill."

*The motion was adopted.*

Clause 2 and 3 and the Schedule were added to the Bill.

Clause 1, the Enacting Formula and the Title were added to the Bill.

PROF. MADHU DANDAVATE: I beg to move:

"That the Bill be passed."

MR. CHAIRMAN: The question is:

"That the Bill be passed."

*The motion was adopted.*

15.08 hrs.

APPROPRIATION BILL, 1979

THE MINISTER OF STATE IN THE  
MINISTRY OF FINANCE (SHRI  
SATISH AGARWAL): I beg to move†:

"That the Bill to provide for the authorisation of appropriation of moneys out of the Consolidated Fund of India to meet the amounts spent on certain services during the financial year ended on the 31st day of March, 1977, in excess of the amounts granted for those services and for that year, be taken into consideration."

MR. CHAIRMAN: The question is:

"That the Bill to provide for the authorisation of appropriation of moneys out of the Consolidated Fund

†Moved with the recommendation of the President.