

[Mr. Speaker]

drawal of certain sums from and out of the Consolidated Fund of India for the services of a part of the financial year 1979-80."

The motion was adopted.

SHRI SATISH AGARWAL: I introduce the Bill.

14.26 hrs.

DEMANDS* FOR GRANTS (RAILWAYS), 1979-80, *SUPPLEMENTARY DEMANDS FOR GRANTS (RAILWAYS), 1979-80 AND RESOLUTION RE. FIFTH REPORTS OF RAILWAY CONVENTION COMMITTEE

MR. SPEAKER: The House will now take up discussion and voting on the Demands for grants in respect of the Budget (Railways) for 1979-80 and the Supplementary Demands for Grants in respect of the budget (rail-

ways) for 1978-79 for which four hours have been allotted.

Hon. Members whose cut motions to the Demands for Grants in respect of the Budget (Railways) for 1979-80 have been circulated, may if they desire to move their cut motions send slips to the Table within 15 minutes indicating the serial numbers of the cut motions they would like to move.

Motion moved:

"That the respective sums not exceeding the amounts shown in the third column of the Order Paper be granted to the President out of the Consolidated Fund of India to defray the charges that will come in course of payment during the year ending the 31st day of March, 1980, in respect of the heads of demands entered in the second column thereof against Demands Nos. 1 to 16."

Demands for Grants (Railways) for 1979-80 submitted to the Vote of Lok Sabha

No. of Demand	Name of Demand	Amount of Demand for Grants submitted to the Vote of the House
1	2	3
		Rs.
1	Railway Board	2,63,67,000
2	Miscellaneous Expenditure (General)	15,33,83,000
3	General Superintendence and Services	116,48,63,000
4	Repairs & Maintenance of Permanent Way & Works	196,88,08,000
5	Repairs & Maintenance of Motive Power	185,66,62,000
6	Repairs & Maintenance of Carriages & Wagons	234,69,11,000
7	Repairs & Maintenance of Plant & Equipment	106,54,23,000
8	Operating Expenses- Rolling Stock & Equipment	230,14,23,000
9	Operating Expenses- Traffic	237,38,21,000
10	Operating Expenses-Fuel	393,45,97,000

† Introduced with the recommendation of the President.

* Moved with the recommendation of the President.

1	2	3
11	Staff Welfare & Amenities	77,20,39,000
12	Miscellaneous Working Expenses	114,39,65,000
13	Provident Fund, Pension & Other Retirement Benefits	86,28,54,000
14	Appropriation to Funds	364,10,10,000
15	Dividend to General Revenues, Repayment of loan taken from General Revenues & Amortization of Over-Capitalization	370,28,11,000
16	Assets Acquisition, Construction and Replacement	1525,89,10,000

MR. SPEAKER: Motion moved:

"That the respective Supplementary sums not exceeding the amounts shown in the third column of the Order Paper be granted to the President out of the Consolidated Fund of India to defray the charges

that will come in course of payment during the year ending the 31st day of March, 1979, in respect of the following demands entered in the second column thereof—

Demands Nos. 4, 6, 9, 14, 16, 17 and 20."

Supplementary Demands for Grants (Railways) 1978-79 submitted to the Vote of Lok Sabha

No. of Demand	Name of Demand	Amount of Demand for Grants Submitted to the vote of Lok Sabha
1	2	3
		Rs.
4	Working Expenses—Administration	3,17,71,000
6	Working Expenses—Operating staff	5,36,09,000
9	Working Expenses—Miscellaneous Expenses	65,82,000
14	Construction of New Lines—Capital and Depreciation Reserve Fund	1,50,00,000
16	Pensionary Charges—Pension Fund	9,79,89,000
17	Repayment of loans from General Revenues and interest thereon—Development Fund	4,57,000
20	Payment towards Amortisation of over-capitalisation repayment of loans from General Revenues and interest thereon—Revenue Reserve Fund	54,14,000

MR. SPEAKER: The Minister of Railways has requested that the resolution regarding the recommendations of the Railway Convention Committee (item 19) may be taken up for dis-

cussion along with the discussion on the Demands for Grants (Railways) for 1979-80 and Supplementary Demands for Grants (Railways) for 1978-79 (items 15 and 16). If the

[Mr. Speaker]

House agrees all these three items may be taken up for discussion together. I think the House agrees with me.

SOME HON. MEMBERS: Yes.

MR. SPEAKER: Five hours have been allotted to these three items. The Minister may now move the Resolution.

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

"That this House approves the recommendations made in paragraphs 31, 42, 46, 55, 61, 73, 78; 81, 87, 88, 91, 94, 103 and 110 contained in the Fifth Report of the Railway Convention Committee, 1977, appointed to review the rate of dividend payable by the railway undertaking to General Revenues as well as other ancillary matters in connection with the railway finance and general finance, which was presented to Parliament on the 19th February, 1979.

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

The recommendations contained in the first report of the Railway Convention Committee, as approved by Parliament, determined the rate of dividend payable by the Railway undertaking to the general revenues and other ancillary matters in respect of the financial years 1977-78 and 1978-79. The year 1978-79 was originally the last year of the Fifth Plan. By a decision of the Government, the year 1978-79 has now become the first year of the Sixth Five Year Plan. In the normal course, memoranda covering various aspects of railway finances including their inter-relations with general finances in respect of the Sixth plan period as a whole were due to be submitted to the railway convention committee. As the dimen-

sions of the Sixth plan, the financial projections of the railways for this period, the traffic targets to be achieved and other relevant aspects had not been finally determined in time, memoranda on all the subjects could not be submitted to the Railway convention committee. In the meantime the expert group on the capital structure of the Indian Railways, constituted in pursuance of the recommendations of the Railway Convention Committee of 1971, presented their report containing recommendations of a far-reaching nature in regard to the dividend payable by the railway undertaking and other aspects. The recommendations of this expert group were examined in consultation with the Ministry of Finance and an interim memorandum was submitted to the railway convention committee, containing proposals on the dividend payable by the Railway undertaking during 1978-79 and 1979-80 and other aspects.

I am grateful to the Chairman and members of the Railway Convention Committee for having considered the proposals contained in the interim memorandum on an urgent basis and recommending acceptance of the proposals submitted by the Ministry of Railways through their fifth report, presented to Parliament on 19th February, 1979.

I have covered broadly the proposals submitted by my Ministry to the Railway Convention Committee in para 16 and in other places of my budget speech. The Railway Convention Committee in their report have rightly emphasised the need to maintain the financial viability of the Railway undertaking, and as may be seen from the budget proposals, the railways have taken all possible measures to improve their performance despite serious handicaps, and it shall be our endeavour to maintain the profitability of the railway undertaking in future also.

As mentioned in para 17 of my Budget Speech, the Revised Estimates

for the year 1978-79 and the Budget Estimates for the year 1979-80, have been framed on the existing basis in the matter of the dividend payable by Railways and other aspects of the inter-relationship with General Finance. The changes that will be required to be made as a result of the recommendations made by the Railway Convention Committee, when approved by Parliament, would be reflected in the Revised Estimates for the year 1979-80 to be presented in due course and in respect of the year 1978-79, the required adjustments would be carried out in the final accounts. I may like to remind the House of some of the important recommendations of the Railway Convention Committee. These are mentioned at page 10 of my Budget Speech, namely:—

(i) The Railways will no longer be called upon to obtain loans from the General Revenues for meeting shortfalls in dividend payments. If, in any year, there is a shortfall in the payment of dividend, this would be treated as a deferred liability to be paid eventually as and when adequate surplus is generated and the position reviewed after a period of 10 years.

(ii) The accumulated interest portion of the loan liability under Revenue Reserve Fund, amounting to Rs. 93.95 crores will be written off. The balance amount of Rs. 122.19 crores will be treated as a deferred dividend liability.

(iii) Dividend reliefs on certain items such as the capital cost of new lines taken up on other than financial considerations, capital cost of ferry services, capital cost of welfare buildings and payment of a reduced rate of dividend at 3.5 per cent on the capital cost of residential buildings.

(iv) The total amount of dividend reliefs will be contributed as a specific subsidy from the General Revenues.

(v) The existing arrangement of obtaining loans from the General Revenues for meeting the expenditure under Development Fund will continue but such loans will be charged interest at the rate applicable to State Governments, instead of at the borrowing rate.

With these words, I commend the resolution for the consideration of this House.

MR. SPEAKER: Resolution moved:

"That this House approves the recommendations made in paragraphs 31, 42, 46, 55, 61, 78, 78, 81, 87, 88, 91, 94, 103 and 110 contained in the Fifth Report of the Railway Convention Committee, 1977, appointed to review the rate of dividend payable by the railway undertaking to General Revenues as well as other ancillary matters in connection with the railway finance and general finance, which was presented to Parliament on the 19th February, 1979.

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

श्री राधवजी (विदिहा) : अध्यक्ष महोदय, रेल मंत्री महोदय ने जो रेलवे की अनुभूतक अनुदानों की माँगें इस सदन के समक्ष प्रस्तुत की हैं, उनका मैं समर्थन करना हूँ। 1979-80 के रेल बजट की सर्वत्र सराहना की गई है। विशेषकर दो बातों के लिए मैं रेल मंत्री को धन्यवाद देना चाहता हूँ। बाल बर्ष के उपलक्ष में पांच वर्ष तक के गन्वों का टिकट माफ किया गया है जोकि एक सराहनीय कदम है। इसके साथ साथ 6 पर्वतीय प्रदेशों में नयी रेल लाइनों का प्रावधान किया गया है जोकि बहुत ही प्रशंसनीय है। वह सारे पिछड़े हुए क्षेत्र हैं जिनकी ओर कभी सरकार का ध्यान नहीं गया था। इस बीच में कुछ और भी अच्छे काम किए गए हैं। 21 बिज्जों वाली ट्रेन्स चलाई गई हैं, यह भी एक प्रशंसनीय कार्य है। बजट में कुछ सुविधाओं

[श्री राघव जी]

का उल्लेख करते हुए कहा गया है कि पीने के पानी की व्यवस्था डिब्बों में की जायेगी, यह प्रयासनीय कदम है।

हमारे रेल मंत्री स्वयं एक अच्छे खिलाड़ी हैं। सभी क्रिकेट में उन्होंने एक पुरस्कार भी प्राप्त किया है। मैं चाहूँगा कि वे प्रशासन का भी इतना ही चूस्त बनायें जितने कि वे स्वयं हैं। इस प्रकार से और भी उपलब्धियाँ प्राप्त की जा सकती हैं। सभी रेलवे में किसी प्रकार का कोई सुधार नहीं हो रहा है बल्कि यदि मैं यह कहूँ कि पहले से भी अधिक अव्यवस्था होती जा रही है तो अतिशयोक्ति नहीं होगी। रेल मंत्री स्वयं एक प्रांफेसर हैं, उन्होंने झांकड़ी के द्वारा सिद्ध करने का प्रयास किया है कि 1977-78 में 126 करोड़ का मूनाफा हुआ, 1978-79 में मूनाफा लगभग शून्य हो गया जिसके लिए बाढ़ तथा अन्य कारण बताए गए हैं। मैं ममझता हूँ कि वह कारण तो हैं लेकिन वह ऐसे नहीं हैं कि मूनाफे को शून्य कर दें। उसका मुख्य कारण यही है कि रेल प्रशासन तथा रेलों की व्यवस्था ठीक नहीं है। इसी के कारण मुनाफे में कमी आई है। मैं इस बात को सिद्ध करना चाहता हूँ कि आज देश में विभिन्न स्थानों पर रेलवे बैंगन की जो कमी महसूस की जा रही है, वह हमारी अव्यवस्था के कारण है। आज 6-6 महीने से स्टेशनों पर बैंगन के लिये इन्वेन्टस लगे हुए हैं, लेकिन बैंगन उपलब्ध नहीं हो रही है। व्यापारियों को बाध्य हो कर कृत्रिम उपज की आभाषा द्वारा बम्बई, कलकत्ता और दूसरी मंडियों को भेजना पड़ रहा है। टुकड़ियों ने भी अपने भाड़ों को बड़ा दिया है, उन का भाड़ा 20-25 रुपये किन्टल तक बढ़ गया है। मैं इस बात को मान सकता हूँ कि बैंगनों की शोड़ी-बहुत कमी हमारे देश में होगी, लेकिन जितनी बैंगन इस समय देश में उपलब्ध है उन का ठीक प्रकार से उपयोग भी नहीं हो रहा है। अनेक स्थानों पर बैंगन भरी खड़ी रहती है, जो खाली करने की आवश्यकता नहीं है, जो बैंगन खाली हो जाती है उन को फिर से भरवाने की व्यवस्था नहीं है और यदि उन को भर भी दिया जाता है, तो उन का ठीक प्रकार से मूकमेण्ट नहीं हो रहा है। आप के पेष में जो झांकड़े बिये गये हैं—मैं उन्हीं के आधार पर इस बात को सिद्ध करने की कोशिश कर रहा हूँ—1955-56 में लगे हुए डिब्बों का उपयोग 73.2 प्रतिशत था, जब कि 1977-78 में 67.7 प्रतिशत हो गया—इस का स्पष्ट मतलब है कि 1955-56 में हमारी एक्सिसेन्सी ज्यादा थी, लेकिन आज वह घट गई है। इस लिये मेरा निवेदन है कि बैंगन का उपयोग यदि ठीक से किया जाय, तो इस से न केवल हमारी भ्रामयनी बढ़ सकती है, बल्कि समय पर माल भेजने की गति बढ़ सकती है तथा उपभोक्ताओं को लाभ हो सकता है। आप इस और विशेष ध्यान दें ताकि जो डिब्बे इस समय

हमारे पास उपलब्ध हैं—उन का पूरा पूरा उपयोग हो सके।

हमारे बजट प्रस्तावों का यदि ठीक ढंग से क्रियान्वयन हो, तो इस से रेलवे प्रशासन भी अधिक अच्छा हो सकता है, साथ ही रेलवे तथा उपभोक्ता दोनों को लाभ पहुंच सकता है। आप की अनुदान की मांगों में जो नया वर्गीकरण किया गया है 16 भागों में जो विभाजित किया गया है, यह वास्तव में एक अच्छा प्रयास है, इस को समझने में काफी सुविधा होगी। रेल-पथों का निर्माण, माल डिब्बों की मरम्मत, इन्जनों की मरम्मत—इन सब का खोरा दिया गया है। इन व्योरो से यदि खर्च का अनुमान लगाया जाय तो कर्मचारियों के वेतन, वेतन वृद्धि, पेंशन आदि पर सब में अधिक खर्च किया गया है। जब बजट की अधिकांश धनराशि कर्मचारियों के वेतन वृद्धि और पेंशन आदि पर खर्च हो रही है तो उन से अधिक अच्छी कार्यक्षमता की अपेक्षा की जाती है।

14.35 hrs.

[Dr. SUSHILA NAYAR in the Chair]

आज हमारी रेलों समय पर नहीं चल पा रही हैं, अधिकांश गाड़ियाँ लेट पहुंचती हैं। जैसे ताँ झांकड़ों में बतलाया गया है कि डेस्टीन नेशन पर वे ठीक समय पर पहुंचती हैं, लेकिन कर्च में ये गाड़ियाँ बिलम्ब से चला करती हैं। इस का प्रमुख कारण यह है कि ट्रेन्ज में जंजीरों को खींचने की प्रथा बढ़ती जा रही है। इस को रोकने के लिये आज तक कोई प्रभावी कदम नहीं उठाया गया है, जिस को बजह से यह रोग बढ़ता जा रहा है। वास्तव में आज ट्रेन्ज में जंजीरों का कोई विशेष प्रयोग नहीं रह गया है, जो जेनुइन काजेज है उन के लिये उन को कम खींचा जाता है, गलत कामों के लिये, जान-बूझ कर परेशान करने के लिये जंजीरों को ज्यादा खींचा जाता है। गलत जंजीर खींचने के विरुद्ध कानून में प्रावधान होने के बावजूद भी ऐसे लोगों को दंडित नहीं किया जाता है। मेरा निवेदन है कि इस प्रवृत्ति को कठोरता से रोका जाय और यदि आप रोक नहीं सकते तो इस को किसी ऐसी व्यवस्था से बदल दें, जिन से उन का दुरुपयोग न किया जा सके।

गाड़ियाँ आउटर-सिगनलज पर काफी देर खड़ी रहती हैं और उन को जेटेकामों पर ठीक से तथा समय पर लाने की व्यवस्था नहीं होती है। इतना ही नहीं तामिलनाडु जैसी सुपरफास्ट ट्रेन्ज जब फरीदाबाद से दिल्ली के लिये रवाना होती हैं तो बहुत धीरे चलती हैं, साथ ही हर स्टेशन पर रुकती हैं। मुझे बहुत ताज्जुब होता है कि आप इन के लिये ठीक से व्यवस्था क्यों नहीं कर पाते हैं। बम्बई की एंटी-0 स्टेशन पर भी यही हाल है, ट्रेन्ज को जगह-जगह रोकता जाता है, जिन से वे लेट

ही जाती है। मेरा धनरोध है कि इस प्रयवस्था को धूर किया जाना चाहिये।

अगली बात मैं यह कहना चाहता हूँ कि बिना टिकट के जो यात्रा करते हैं, मैं ऐसा समझता हूँ कि पिछले एक, डेढ़ या दो वर्ष से यह रोग बढ़ता जा रहा है। इस को खत्म करना चाहिए। कुछ पर्यटनस्थानों पर, कुछ ऐसे पट्टे हैं जहाँ पर यह रोग बहुत तेजी से बढ़ा हुआ है और उन को नियंत्रण में लाने के लिए कोई विशेष चिन्ता नहीं की जा रही है। मैं थोड़े दे कर यह सिद्ध करना चाहता हूँ। 1977-78 में 39.88 लाख मामलों में 4.24 करोड़ रुपये बिना टिकट यात्रा करने वालों से वसूल हुए जबकि 1976-77 में 41.68 मामले पकड़े गये थे और उन से 4.50 करोड़ रुपये वसूल हुए थे। हम का मतलब यह है कि 1976-77 में बिना टिकट यात्रा को रोकने के लिए बड़े प्रभावी ढंग से काम हुआ था लेकिन 1977-78 में वैसा काम नहीं हुआ है। वास्तव में कुछ ऐसे रूढ़, जहाँ पर यह बिना टिकट यात्रा बहुत होती है और मेरा कहना यह है कि वहाँ पर फ्लाइंग स्कायड्स, उड़न घन्ने भेजे जाएँ, जो बिना टिकट यात्रा करने वालों को पकड़ें। इस तरह का कोई पग धाप को उठाना चाहिए।

तोड़-फोड़ का जिक्र किया गया है। रेलवे की जो मार्गजिक उम्पत्ति है, जो जनोपयोगी सम्पत्ति है, उस में काफी तोड़-फोड़ होती है और इस को रोकने के लिए अघर कानून में कोई संशोधन करने की जरूरत है, तो वह भी करना चाहिए।

अष्टाचार में किसी प्रकार की कमी नहीं हो रही है। रिजर्वेशन के मामले में जो अष्टाचार होता था, उस पर कुछ समय तक रोक जरूर लगी थी लेकिन वह फिर बड़ रहा है। इस अष्टाचार को रोकने की कोई व्यवस्था ठीक से होनी चाहिए।

अगली बात मैं यह कहना चाहता हूँ कि रेलवे में जो कम्प्लेंट बुक होती है, पहले उस में कम्प्लेंट लिखने पर जवाब जरूर आता था लेकिन अब अनेक बार यह देखने को मिला है कि कम्प्लेंट बुक में कम्प्लेंट अघर लिख दी जाती है, तो उस का जवाब नहीं आता है। मैं ने सासी रेलवे स्टेशन पर एक कम्प्लेंट लिखी थी, जिस का जवाब 6 महीने से नहीं आया। ऐसे अनेक उदाहरण दिये जा सकते हैं जिन में कम्प्लेंट का जवाब नहीं आया। जब ऐसी स्थिति है, तो फिर कम्प्लेंट करने का कोई मतलब नहीं रह जाता है। मैंने ने जनरल मेनेजर को पत्र लिखे हैं जिन का जवाब आठ, आठ महीने तक नहीं आया और अघर जवाब आता है तो आठ महीने के बाद आता है। इस प्रकार की जो प्रयवस्था है, उस को खत्म करना चाहिए।

प्रोबीडेंट फंड के मामले में कई वर्ष से लिखाता आ रहा हूँ, कई वर्ष से उस के बारे में कह भी रहे हैं लेकिन आज तक वह नहीं हो पाया है। यह जो प्रयवस्था है, इस को रोकने की ठीक से व्यवस्था होनी चाहिए।

अपने बजट भाषण में माननीय मंत्री जी ने जो सुझावी प्रयासन की बात कही है, वह देखने को नहीं मिलती है। इस के लिए उचित व्यवस्था होनी चाहिए।

जन-सुविधाओं की तरफ और ध्यान देना चाहिए। कई दफा यह देखा गया है कि प्लेटफार्म पर जो पानी के नलकें लगे हुए हैं, वे गर्मियों के दिनों में चलते नहीं हैं इस तरह से यात्रियों को पानी की बड़ी दिक्कत होती है। उनकी ठीक से व्यवस्था होनी चाहिए। यह भी देखने में आता है कि पंखे गर्मियों के दिनों में तो चलते नहीं हैं लेकिन सर्दियों में चालू हो जाते हैं और बन्द करने पर भी बन्द नहीं होते हैं। खास तौर से पीसम्बर दिनों में इस को देखने वाला कोई नहीं है। डिब्बों का रख-रखाव भी इतना खराब है कि सैनिट में पानी टपकता रहता है। दरवाजे भी खराब हो गए हैं। धाप में जो जन-सुविधाओं के लिए अनुदान मागा है, उस को इन सुविधाओं में सुधार के लिए लगाया चाहिए। मैं यह चाहता हूँ कि उस की व्यवस्था ठीक से हो। इस बात को ध्यान में रखते हुए, मैं बार, पाँच सुझाव देना चाहता हूँ, और उस के बाद अपना भाषण समाप्त करना।

आपातकाल में बंदी सत्याग्रही नवयुवकों को रेलवे स्टेशनों पर बुक स्टालों के लिए प्रार्थनकता दी जाए। यह जो ए० व्हीलर भी मोनोपारी है उस धीरे धीरे समाप्त किया जाना चाहिए। जो भी सफ बुक स्टाल दिये जायें वे उन नवयुवकों और खास तौर पर जो बेरोजगार नवयुवक हैं, दिये जाएँ। उन की प्राथमिकता के आधार पर उन का एलाटमेंट होना चाहिए।

अगली बात मैं यह कहना चाहता हूँ और सुझाव देना चाहता हूँ कि वर्षा ऋतु में तीर्थयात्री स्पेशल चलाई जाएँ क्योंकि हमारे यहाँ हिन्दुस्तान में वर्षाकालीन ऋतु में अनेक लोग तीर्थस्थानों की यात्रा करते हैं और ग्रामीण क्षेत्रों के यात्रियों को इस के लिए सुविधा दी जाए ?

मैं यह भी सुझाव देना चाहता हूँ कि तमिलनाडु एक्सप्रेस, जिस में 21 डिब्बे हैं, जैसी ट्रेनें दिल्ली से कलकत्ता और दिल्ली से बम्बई और अन्य मार्गों पर भी चलाई जायें। क्योंकि बजट के लिए ऐसी एक्सप्रेस यात्रियों की जरूरत है।

अध्य रेलवे पर दिल्ली और बम्बई के बीच में एक एक्सप्रेस ट्रेन अवश्य चलानी चाहिये क्योंकि पिछले 40 सालों से उस मार्ग पर दो ही ट्रेन चल रही हैं जो दिल्ली से बम्बई की

[श्री राघवजी]

भोज रही हैं। इसमें एक प्रौर एक्सप्रेस ट्रेन चलाने की आवश्यकता है।

प्रदेशों में जहाँ जहाँ राजधानियाँ हैं वहाँ लोगों को प्राप्त करने में जाने की कठिनाई रहती है, इसलिये राजधानियों के प्राप्त करने के इलाकों के लिये बटल ट्रेनों चलाई जायें जिससे दूसरी गाड़ियों में भीड़ थोड़ी कम हो जायेगी।

इसी प्रकार से कुछ ट्रेनों में डीजल इंजन की आवश्यकता है। साबरमती एक्सप्रेस, लखनऊ-ब्रम्हई एक्सप्रेस, जम्मू-तवी—मद्रास जनता एक्सप्रेस बरीरह में डीजल इंजन लगने चाहिये। इन गाड़ियों में लोग डिब्बों के ऊपर बैठकर यात्रा करते हैं, मेरा सुझाव है कि इनमें डीजल इंजन लगाये जायें और डिब्बे भी बढ़ाये जायें।

विदिशा रेलवे स्टेशन के लिये छत्तीस गढ़ी एक्सप्रेस प्रौर दक्षिण एक्सप्रेस में रिजर्वेशन का कोटा बढ़ाया जाना चाहिये, इसके साथ ही साथ जहाँ जहाँ टूरिस्ट सेंटर हैं, जो बीच में पड़ते हैं वहाँ भी रिजर्वेशन के कोटे को बढ़ाया जाये प्रौर जन-बसुविधाओं की प्रौर विशेष रूप से ध्यान दिया जाये।

इन्हीं बातों की प्रौर विशेष रूप से ध्यान ध्यान मिलाना चाहता हूँ प्रौर आपको बहुत धन्यवाद देता हूँ कि आपने बोलने के लिये समय दिया।

MR. CHAIRMAN: Hon. Members may now move their cut motions.

SHRI BHAGAT RAM (Phillaur): I beg to move:

"That the demand under the Head Railway Board be reduced by Rs. 100."

[Need to construct railway line from Ludhiana to Chandigarh. (62)].

"That the demand under the Head General Superintendence and Services be reduced to Re. 1."

[Continuous cancellation of large number of trains in Firozpur and other Divisions. (63)].

"That the demand under the Head General Superintendence and Services be reduced by Rs. 100."

[Need for introduction of super fast trains from Delhi to Chandigarh-Kalka. (64)].

SHRI A. R. BADRI NARAYAN (Shimoga): I beg to move:

"That the demand under the Head Railway Board be reduced by Rs. 100."

[Inadequate employment opportunities in Railways for persons belonging to Karnataka State. (102)].

"That the demand under the Head Railway Board be reduced by Rs. 100."

[Need for a recruitment office being set up in Bangalore for recruitment in all the railways of persons belonging to Karnataka State. (103)].

"That the demand under the Head Railway Board be reduced by Rs. 100."

[Need for ensuring that appointments carrying a pay of Rs. 500 and below for various railway undertakings are given by and large to the local people in Karnataka State. (104)].

"That the demand under the Head Railway Board be reduced by Rs. 100."

[Need to construct all the railway lines which have been pending for long in the Karnataka State. (105)].

"That the demand under the Head Railway Board be reduced by Rs. 100."

[Need to connect all the places in the Karnataka State with the rail lines. (106)].

"That the demand under the Head Railway Board be reduced by Rs. 100."

[Need to provide more railway trains to link all the places with

the rest of the Country so that more people visit the various places in the State of Karnataka. (107)].

"That the demand under the Head Railway Board be reduced by Rs. 100."

[Need to have rapid completion of Guntakal-Bangalore conversion into broad gauge line. (108)].

"That the demand under the Head Railway Board be reduced by Rs. 100."

[Need to have conversion of Bangalore-Mysore metre gauge line into broad gauge. (109)].

"That the demand under the Head Railway Board be reduced by Rs. 100."

[Need for early conversion of Bangalore-Miraj line into a broad gauge. (110)].

"That the demand under the Head Railway Board be reduced by Rs. 100."

[Need for early conversion of Hubli-Hospet line into a broad gauge. (111)].

"That the demand under the Head Railway Board be reduced by Rs. 100."

[Need for construction of Hubli-Karwar railway line. (112)]

"That the demand under the Head Railway Board be reduced by Rs. 100."

[Need for making a thorough study of the existing rail configuration in and around Bangalore. (113)].

SHRI SHIBBAN LAL SAKSENA
(Maharajganj): I beg to move:—

"That the demand under the Head Railway Board be reduced to Re. 1."

[Failure to award contracts for vending foods to Railway passengers at various Railway Stations to Co-operative Societies of actual vendors by terminating existing contracts with private contractors to eliminate middlemen. (139)].

"That the demand under the Head Railway Board be reduced to Re. 1."

[Failure to award vending contract to vendors' Co-operative Society at Hapur junctions even when contractors' contracts have expired. (140)].

"That the demand under the Head Railway Board be reduced to Re. 1."

[Failure to provide vending work to vendors who are members of Hapur Junction vendors' Cooperative Society. (141)].

"That the demand under the Head Railway Board be reduced to Re. 1."

[Need to look into the exorbitant amount demanded by Railways from Co-operative Society of vendors at Khurja Junction which is working most efficiently for the last 30 years. (142)].

"That the demand under the Head Railway Board be reduced to Re. 1"

[Failure to lay down a policy that all future vending contracts will be given to genuine Co-operative Societies of actual vendors. (143)].

"That the demand under the Head Railway Board be reduced to Re. 1."

[Failure to construct a 80 KM railway line from Gorakhpur to Maharaj Ganj, Nichalul and Thunti Bari on Nepal border. (144)].

"That the demand under the Head Railway Board be reduced to Re. 1."

[Need to check wastage of money on construction of a railway line to connect Khalilabad with Balrampur in Basti District. (145)].

"That the demand under the Head Railway Board be reduced to Re. 1."

[Failure to provide wheeled chairs to invalids, even at big railway stations to carry sick passengers. (146)].

"That the demand under the Head Railway Board be reduced to Re. 1."

[Failure to maintain properly wheeled chairs for invalid even where they are provided (147)].

"That the demand under the Head Railway Board be reduced by Rs. 100."

[Failure to construct railway line of 80 K.M. long from Gorakhpur to Maharejaganj, Nichlaul and Thuntibari on Nepal border which will open a most backward area and which will be strategic importance militarily by connecting Gorakhpur with the border of Nepal. (233)].

"That the demand under the Head Railway Board be reduced by Rs. 100."

[Failure to construct railway line from Sahjanwa to Bansgaon, Urua Bazar, Gola Barhalganj. (234)].

"That the demand under the Head Railway Budget be reduced by Rs. 100."

[Failure to complete the conversion of the metre gauge railway line into broad-gauge railway line from Barabanki to Gorakhpur and Sonapur within the promised period of seven 'years' which have long expired. (235)].

"That the demand under the Head Railway Board be reduced by Rs. 100."

[Failure to equip the railway station at Lohur Purwa with even the minimum facilities of providing a proper office for selling tickets and benches on the platform for the convenience of the passengers. (236)].

"That the demand under the Head Railway Board be reduced by Rs. 100."

[Failure to provide wheeled chairs for invalid passengers even at important railway stations and failure to maintain wheeled chairs in proper form at various stations. (237)].

SHRI KRISHNA CHANDRA HALRER (Durgapur): I beg to move:

"That the demand under the Head General Superintendence and Services be reduced by Rs. 100."

[Failure to make Burdwan-Asansol as suburban section. (156)].

"That the demand under the Head General Superintendence and Services be reduced by Rs. 100."

[Need for reclassification of posts of payment and mates of Engineering Plate Laying Departments at highly skilled Grade I and II. (157)]

"That the demand under the Head Assets-Aquisition, Construction and Replacement be reduced by Rs. 100."

[Failure to construct a new railway line from Raniganj to Bakura via Majia. (176)].

"That the demand under the Head Assets-Acquisition, Construction and Replacement be reduced by Rs. 100."

[Failure to supply standard food to the railway passengers. (178)].

SHRI DINEN BHATTACHARYA:
(Seram Por): I beg to move:

"That the demand under the Head General Superintendence and Services be reduced to Re. 1."

[Failure to repeal Rule 14(ii) of the Discipline and Appeal Rules, 1968 for Railway servants (180)].

"That the demand under the Head General Superintendence and Services be reduced to Re. 1."

[Failure to repeal Rule 14(ii) and 149 RI of penal transfer, reversion and charge-sheets. (181)]

"That the demand under the Head General Superintendence and Services be reduced to Re. 1."

[Failure to give recognition to genuine trade union organisation having more than 15 per cent membership of the departments. (182)].

"That the demand under the Head General Superintendence and Services be reduced to Re. 1."

[Channels of communications to the unrecognised organisations to resolve trade disputes through negotiations. (183)].

"That the demand under the Head General Superintendence and Services be reduced to Re. 1."

[Implementation of the assurances given to Loco Running Staff on 13th August, 1973. (184)].

"That the demand under the Head General Superintendence and Services be reduced to Re. 1."

[Continued over-working of Loco Running Staff in the face of stiff resistance from the staff. (185)].

"That the demand under the Head General Superintendence and Services be reduced to Re. 1."

[Increase of work load on the railway employees (186)].

"That the demand under the Head General Superintendence and Services be reduced to Re. 1."

[Increase in duty hours of Gangmen and traction workers (187)].

"That the demand under the Head General Superintendence and Services be reduced to Re. 1."

[Use of rolling stock even after their coded. (188)].

"That the demand under the Head General Superintendence and Services be reduced to Re. 1."

[Continued use of casual labour without a channel for, absorption and confirmation. (189)].

"That the demand under the Head Repairs & Maintenance of Motive Power to reduced to Re. 1."

[Violation of safety rules while dealing with construction and repairs of 25 KV traction (196)].

"That the demand under the Head Assets—Acquisition, Construction & Replacement be reduced to Re. 1."

[Need for construction of new lines in backward States like Tripura and North East Region. (203)].

"That the demand under the Head Railway Board be reduced to Re. 1."

[Top heavy Administration all over the Railways. (258)].

"That the demand under the Head Railway Board be reduced to Re. 1."

[Introduction of payment of bonus to all railway employees at the end of every financial year. (259)].

"That the demand under the Head Railway Board be reduced by Rs. 100."

[Need to broaden the subways of Bandel, Chinsurah, Chander-

[Shri Dinen Bhattacharya]
nagore, Badreswar, Sheoraphuly,
Serampore, Konnagore stations in
Howrah-Bandel section of E.
Railway. (266)].

"That' the demand under the
Head Railway Board be reduced by
Rs. 100."

[Need to construct flyovers on
all the railway crossings that pass
over National Highway No. 2
from Liluah to Asansol in Eastern
Railway. (267)]

SHRI SAMAR MUKHERJEE
(Howrah): I beg to move:

"That' the demand under the
Head General Superintendence and
Services be reduced to Re. 1."

[Recognition of unions in the
Railways. (190)].

"That' the demand under the
Head General Superintendence and
Services be reduced to No. 1."

[Non-recognition of the C.I.W.
Labour Union, Dakshin Railway
Employees Union, and All India
Loco Running Staff Association.
(191)]

"That' the demand under the
Head General Superintendence and
Services be reduced by Rs. 100."

[Need to absorb decategorised
(medically unfit) line staff
including running section. (192)].

"That' the demand under the
Head General Superintendence and
Services be reduced by Rs. 100."

[Need for reclassification and
regredation of post and pay scales
of switchmen (193)].

"That' the demand under the
Head Staff Welfare and Amenities
be reduced by Rs. 100."

[Need to grant full wages to
casual workers while injured on
duty. (197)].

"That' the demand under the
Head Staff Welfare and Amenities
be reduced by Rs. 100."

[Need to pay eligible overtime
and night duty allowance as per
R.L.T. award to staff. (198)].

"That' the demand under the
Head Assets—Acquisition Construction
& Replacement be reduced by
Rs. 100."

[Need for construction of fly-
over between Kalipahari and
Asansol stations at Chhathapahar-
(204)].

SHRI P. K. DEO (Kalahandi): I
beg to move:

"That' the demand under the
Head Railway Board be reduced by
Rs. 100."

[Desirability of having a Pub-
lice Service Commission exclu-
sively for South Eastern Railway.
(238)].

"That' the demand under the
Head Railway Board be reduced by
Rs. 100."

[Desirability of providing a
full first class bogie with 24
Berths in the Link-cum-Chhatis-
garh Express for Waltair to
Nizammuddin and vice versa.
(239)].

"That' the demand under the
Head Railway Board be reduced by
Rs. 100."

[Desirability of having a 3-
tire sleepers to second class coach
from Waltair to Dadar by Link-
Chhatisgarh-Nandpur Dadar Ex-
press and vice versa. (240)].

"That' the demand under the
Head Railway Board be reduced by
Rs. 100."

[Desirability of having a high
platform on the town side of
Kesinga Railway Station (S. E.
Railway). (241)].

"That' the demand under the
Head Railway Board be reduced by
Rs. 100."

[Desirability of having a road
over-bridge on State Highway
No. 2 near Kesinga Railway Sta-
tion (S. E. Railway). (242)].

"That' the demand under the
Head Railway Board be reduced by
Rs. 100."

[Desirability of extending the Rourkela-Titilagarh Passenger train to Rayagadda in South Eastern Railway. (243)].

"That the demand under the Head Railway Board be reduced by Rs. 100."

[Desirability of doubling the Raipur-Vizianagram section of South Eastern Railway. (244)].

"That the demand under the Head Assets-Acquisition, Construction & Replacement be reduced by Rs. 100."

[Need for construction Amagura-Jaipatna-Bhawanipatna - Lanjigarh Road railway line in view of the Upper Indravati Multipurpose Project and occurrence of abundant high grade bauxite deposit in the area. (245)].

SHRI BIJOY MODAK (Hooghly): beg to move:

"That the demand under the Head Railway Board be reduced by Rs. 100."

[Failure to change the pattern of top heavy administration all over the Railway. (261)].

"That the demand under the Head Railway Board be reduced by Rs. 100."

[Failure to introduce annual bonus for railway employees. (262)].

"That the demand under the Head Railway Board be reduced by Rs. 100."

[Need to withdraw the proposed increase in the rate of suburban Railway monthly ticket fare (273)].

"That the demand under the Head Railway Board be reduced by Rs. 100."

[Need to introduce the payment of annual bonus to all employees of the Indian Railways. (274)].

SHRI ROBIN SEN (Asansol): I beg to move:

"That the demand under the Head Railway Board be reduced by Rs. 100."

[Failure to provide stabling facilities at Asansol station in Eastern Railway. (263)].

"That the demand under the Head Railway Board be reduced by Rs. 100."

[Failure to stop pilferage and wagon breaking in Asansol, Andal railway yard in Eastern Railway. (264)].

"That the demand under the Head Railway Board be reduced by Rs. 100."

[Need to construct flyovers near Kalipahar; and Dhadka near Asansol station and near Andal station in Eastern Railway. (265)].

SHRI A. K. ROY (Dhanbad): I beg to move:

"That the demand under the Head Railway Board be reduced to Re 1."

[Failure to stop using gangmen as domestic servants by the officers in Danapur Division of Eastern Railway. (277)].

"That the demand under the Head Railway Board be reduced to Re. 1."

[Failure to utilise the services of the Panchayats around the rail line for protection and stopping pilferage. (278)].

"That the demand under the Head Railway Board be reduced to Re. 1."

[Failure to maintain fuel economy by using correct type of coal. (279)].

[Shri A. K. ROY]

"That the demand under the Head Railway Board be reduced to Re. 1."

[Failure to stop pilferage of the railway property. (280)].

"That the demand under the Head Railway Board be reduced to Re. 1."

[Failure to pay bonus to the railway workmen. (281)].

"That the demand under the Head Railway Board be reduced to Re. 1."

[Failure to maintain punctuality of Rajdhani Express between New Delhi and Howrah. (282)].

"That' the demand under the Head Railway Board be reduced by Rs. 100."

[Retrenchment of casual gangmen in Danapur Division of Eastern Railway (283)].

"That the demand under the Head Railway Board be reduced by Rs. 100."

[Failure to reinstate victimised workers in Dhanbad Division of Eastern Railway. (284)].

"That the demand under the Head Railway Board be reduced by Rs. 100."

[Withdrawal of two bogies for Delhi which used to be attached with Jammu Tawi Express at Dhanbad. (285)].

"That the demand under the Head Railway Board be reduced by Rs. 100."

[Failure to provide train service between Dhanbad and Sindri via Pradhan Khanta in Eastern Railway. (286)].

"That the demand under the Head Railway Board be reduced by Rs. 100."

[Failure to speed up Dhanbad-Chandrapura-Bokaro Train in Eastern Railway. (287)].

"That the demand under the Head Railway Board be reduced by Rs. 100."

[Failure to provide a new halt in the passenger train between Kalubathan and Ambora in Eastern Railway. (288)].

"That the demand under the Head Railway Board be reduced by Rs. 100."

[Failure to provide over-bridge and approach road to Pradhan Khanta station in Eastern Railway. (289)].

"That' the demand under the Head Railway Board be reduced by Rs. 100."

[Failure to provide one more passenger train between Gomoh and Gaya (290)].

"That the demand under the Head Railway Board be reduced by Rs. 100."

[Need for change of timings of Rajdhani Express from Saturday to Friday from Delhi and from Monday to Sunday from Howrah. (291)].

"That the demand under the Head Railway Board be reduced by Rs. 100."

[Failure to provide wagons to the refractory factories in Dhanbad district. (292)].

"That the demand under the Head Railway Board be reduced by Rs. 100."

[Failure to provide light, water and cleanliness in the passenger trains in Bihar. (293)].

"That' the demand under the Head Railway Board be reduced by Rs. 100."

[Need for extension of Railways to Santhal Paraganas (Godda area) in Eastern Railway. (294)].

SHRIMATI PARVATHI KRISHNAN (Coimbatore): I beg to move:

"That the demand under the head Railway Board be reduced to Re. 1."

[Refusal to grant the just and a unanimous demand of bonus to all railway employees at the rate of minimum of 8.33 per cent. (333)]

"That the demand under the head Railway Board be reduced to Re. 1."

[Refusal to grant recognition to the Indian Railway Workers' Federation (334)].

"That the demand under the head Railway Board be reduced to Re. 1."

[Failure to evolve a new industrial relations policy and to ensure democratic procedures in dealing with workers' problems in railways (335)]

"That the demand under the head Railway Board be reduced to Re. 1."

[Failure to replace overaged rolling stock in systematic manner and utilising all resources available within the country to this end (336)].

"That the demand under the head Railway Board be reduced to Re. 1."

[Failure in evolving an integrated transport policy for the country thus resulting in loss to the railways due to avoidable competition (337)].

"That the demand under the head Railway Board be reduced to Re. 1."

[Failure to adequately cater to the demands of passengers and freight traffic in the country (338)].

"That the demand under the head Railway Board be reduced to Re. 1."

[Failure to abolish the Railway Board and restructure the ad-

ministration in keeping with the requirements of today (339)]

"That the demand under the head Railway Board be reduced to Re. 1."

[Inordinate delays in dealing with staff problems and thereby generating undue points of friction (340)]

"That the demand under the head Railway Board be reduced to Re. 1."

[Failure to supply pay slips to all employees throughout the railways which will also generate fresh employment (241)]

"That the demand under the head Railway Board be reduced to Re. 1."

[Failure to increase the number of posts in the ministerial services to avoid heavy workload, delays and overtime to staff (342)]

"That the demand under the head Railway Board be reduced by Rs. 100".

[Delay in absorbing apprentices in commercial group to the extent of 50 per cent (343)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Failure to take the steps necessary to ensure employment to one dependent family member of employees in railways (344)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Failure to settle the grievances of the mobile clerks (345)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Failure to treat T.T.Es. as running staff and failure to provide them with adequate rest room facilities, and desk facilities in coaches (346)]

[Shrimati Parvathi Krishnan]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Undue harassment of T.T.Es. under plea of checking corruption (347)]

"That the demand under the head Railway Board be reduced by Rs. 100,"

[Need to departmentalise catering in the dining car of Assam Mail when the existing contract expires on 1st April, 1979 (348)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Need to dieselise the Nilgiri Express and speed up the train to serve the needs of the travelling public Coimbatore, Salem and Nilgiri Districts of Tamil Nadu (349)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Continued violation of rules on the Hassan-Mangalore Project, carrying sixty to seventy labourers in lorries through ghat roads and endangering the safety of the labourers (350)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Need for restoration of trains Nos. 673-674 in the Southern Railway which serves the passenger traffic of educational institutions, public sector enterprises, industrial establishments and Government offices in and around Tiruchirappalli (351)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Failure of the railway administration to declare Arakonam as 'C' class in keeping with other

organisations such as the F.C.I. (352)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Failure to make all pension rules applicable to railway employees who retired prior to 1973 causing extreme hardship to old-aged pensioners and resulting in discriminatory treatment between one pensioner and another especially in respect of pensions for disabled children (353)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Need to connect Ranchi with Madras by linking a portion of the train to Bokaro Steel City-Madras Expresses (354)]

"That the demand under the head Repairs and Maintenance of Motive Power be reduced to Re. 1."

[Failure to ensure proper inventories for spare parts in all workshops resulting in "cannibalising" and faulty maintenance of running stock, both locomotives and wagons and coaches (355)]

"That the demand under the head Assets—Acquisition, Construction and Replacement be reduced to Re. 1."

[Failure to undertake gauge conversion of the Dindigul-Tuticorin metre gauge on Southern Railway resulting in hardships to passenger traffic and loss to freight traffic through pilferage and delays at transshipment points (356)]

SHRI R. VENKATARAMAN (Madras South): I beg to move:

"That the demand under the head Railway Board be reduced to Re. 1."

[Delay in undertaking the gauge conversion of the Dindigul-Tuticorin part of Southern Railway

thereby seriously affecting the development of the districts in that region (359)]

"That the demand under the head Railway Board be reduced to Rs. 1."

[Failure to grant the demand of bonus to the railway employees and redeeming the pledges of the Janata Party's election manifesto (373)]

PROF. P. G. MAVALANKAR (Gandhi Nagar): I beg to move:

"That the demand under the head Railway Board be reduced by Rs. 100."

[Need for legislation with a view to catering to the modern requirements and the special situations of the Railways in the foreseeable future (382)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Failure to bring about the desired restructuring of the Railway Board so as to eliminate the obsolete rules and conditions of working, built over a period of more than seven decades (383)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Need to reform the organisational pattern and working apparatus of the Railway Board in order to get rid of the excessive bureaucratism and over lordship which have continuously grown since the Indian Railway Board Act of 1905 (384)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Need to spend on a priority basis, more attention and funds on the problem of modernisation of the Railways in various forms and ways (385)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Failure to allocate further funds from both the Railway surpluses and the general budgetary resources for the speedy, sensible, and balanced all-round development of the Railways (386)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Failure to start taking active and concrete steps in the direction of the construction of the Bhavnagar-Tarapore new railway line in Gujarat, even though the survey works of the proposed line have long been completed and the successive Governments of Gujarat have repeatedly assured all possible assistance in this regard including an undertaken to meet the deficit in the initial period of some years (387)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Need to speed up the completion of the conversion from metre gauge to broad gauge of the Viramgam-Rajkot-Jamanagar-Okha line in Saurashtra, Gujarat (388)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Failure to take up on priority basis the work of conversion from metre gauge to broad gauge of the Delhi-Ahmedabad railway line (389)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Need to accelerate the construction work of new railway broad gauge line Nadiad-Kapadwanj Modasa in Gujarat (390)].

[Prof. P. G. Mavalankar]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Need to extend the projected new railway line from Modasa to Shamlaji, a place of pilgrimage in North Gujarat (391)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Need to speed up several passenger and express trains in Saurashtra region of Gujarat (392)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Failure to start a number of existing trains particularly in North Gujarat, which stood cancelled for a considerable period of time due to shortage of coal (393)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Need to start an additional daily Express passenger train between Ahmedabad and Bombay to meet the continually heavy traffic on this route (394)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Need to run the promised super fast all second class train between Ahmedabad and New Delhi, via Anand and Godhra, and not via Baroda, so as to save the time of the journey and the fare money of the travelling passengers (395)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Need to provide an air-conditioned second class two tier sleeper coach on the promised super fast train from Ahmedabad to New Delhi which is being inaugurated in May, 1979 (396)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Need to run special additional fast trains between (a) Ahmedabad and Baroda, and (b) Baroda and Bulsar for the convenience of thousands of daily commuters-students, workers and employees on these sectors (397)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Need to speed up the Sabarmati Express, which at present is running as an Express between Ahmedabad and Baroda only, and is running as a local train up to Varanasi (398)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Need to start a new Ahmedabad-Amritsar Express train for the convenience of people from Punjab, Delhi and surrounding regions in Northern India living and working in Ahmedabad and other cities and towns in Gujarat (399)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Need to provide bigger and better leg-room space for the ACC Chair Cars in the 'Rajdhani' Express trains. (400)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Need to provide a small pillow, on rent, to passengers travelling all night on the "Rajdhani" Express trains by ACC Chair Cars (401)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Failure to check effectively and urgently the prevailing mal-practices throughout the country in the matter of reservation of

berths and seats, particularly for long distance travels (402)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Need to give better housing and educational facilities to the railway employees of various railway colonies, particularly at the Sabarmati Railway Colony near Ahmedabad (403)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Need to strengthen the Research and Planning Wings of the railways (404)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Need to evaluate the working of the staff training colleges of the Railways with a view to making them better equipped for the tasks and challenges facing the Railways in the years ahead (405)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Need to provide living sheds for the "Yatri Sahayaks" at the more busy and major railway stations all over the country (406)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Need to improve and strengthen the daily suburban rail traffic in Bombay on both the Western and the Central Railways (407)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Failure to root out to a significant extent the prevailing bottle-

necks in the movement of wagons (408)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Failure to eliminate corruption in the matter of allotment of wagons for speedy and timely movements of various goods and articles, particularly perishable goods, fruits and salt (409)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Failure of the Railway Administration to coordinate with the Ministry of Energy in the matter of regular and quick supply of coal to textile mills, fertilisers, power stations and hundreds of other factories throughout the country (410)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Need to extend and improve the railway facilities between Ahmedabad and Gandhinagar (capital of Gujarat) and in the Gandhinagar District (411)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Need to extend the concessional railway facilities to voluntary organisations of repute and long standing (412)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Need to give urgent attention to the construction of the broad gauge line from Gandhidham to Lakhpat in the Kutch region of Gujarat (413)]

SHRI GIRIDHAR GOMANGO:
(Koraput): I beg to move:

"That the demand under the head Miscellaneous Expenditure be reduced by Rs. 100."

[Need for immediate repair and construction of class rooms of Railway Middle School, Rayagada and its upgradation up to Higher Secondary level (414)]

"That the demand under the head Miscellaneous Expenditure be reduced by Rs. 100."

[Need for release of Railway land in the town of Rayagada to the State Government of Orissa for official purposes (415)]

"That the demand under the head Miscellaneous Expenditure be reduced by Rs. 100."

[Need for utilisation of Railway vacant land of Rayagada for productive and purposeful purposes (416)]

"That the demand under the head Miscellaneous Expenditure be reduced by Rs. 100."

[Need for having a retiring room at Rayagada station (417)]

"That the demand under the head Miscellaneous Expenditure be reduced by Rs. 100."

[Need for immediate construction of over-bridge at level crossing of Rayagada town (418)]

"That the demand under the head Miscellaneous Expenditure be reduced by Rs. 100."

[Need for construction of a new railway station at Sarthelli between Bisam-Cuttack and Dockhal station for trains (419)]

"That the demand under the head Repairs and Maintenance of Permanent Way and Works be reduced by Rs. 100."

[Need for construction of railway line from Koraput to Rayagada via bauxite deposits of the district (420)]

"That the demand under the head Repairs and Maintenance of Permanent Way and Works be reduced by Rs. 100."

[Need for immediate decision for construction of double line from Vizayanagaram to Titlagarh (421)]

"That the demand under the head Repairs and Maintenance of Permanent Way and Works be reduced by Rs. 100."

[Need for running of goods trains on Kolhavallasa-Kirondal railway line for the transportation of industrial and agricultural products (422)]

"That the demand under the head Repairs and Maintenance of Permanent Way and Works be reduced by Rs. 100."

[Failure to include the construction of Koraput-Parvatipuram new railway line in the financial year 1979-80 as this line is meant for the transportation of bauxite ores of the district and other essential goods (423)]

"That the demand under the head Repairs and Maintenance of Permanent Way and Works be reduced by Rs. 100."

[Failure to provide the separate allocation of funds for tribal areas of the country for the construction of railway lines in the Sixth Five Year Plan (424)].

"That the demand under the head Repairs and Maintenance of Permanent Way and Works be reduced by Rs. 100."

[Failure to convert Naupada-Gunupur narrow gauge line into broad gauge line and extend it up to Rayagada (425)].

"That the demand under the head Repairs and Maintenance of Permanent Way and Works be reduced by Rs. 100."

[Failure to expedite the survey of new railway lines in the State of Orissa (426)].

DR. P. V. PERIASAMY (Krishnagiri): I beg to move:—

“That the demand under the head Railway Board be reduced to Re. 1.”

[Failure to decentralise the powers of the Railway Board and to empower the Zonal Railways with adequate delegated powers (427)].

“That the demand under the head Railway Board be reduced to Re. 1.”

[Failure to restructure the Railway Board (428)].

“That the demand under the head Railway Board be reduced to Re. 1.”

[Giving office accommodation to All India Railwaymen's Federation in Rail Bhavan and the tolerance by officials of the Railway Board of the interference from the office-bears of the Federation (429)].

“That the demand under the head Railway Board be reduced to Re. 1.”

[Abolition of the posts of Additional Members of the Board and creation of more posts of Directors in the Railway Board. (430)].

“That the demand under the head Railway Board be reduced to Re. 1.”

[Failure of the Railway Board to have proper coordination with the administrative Ministries about the wagon requirements (431)].

“That the demand under the head Railway Board be reduced to Re. 1.”

[Failure of the Railway Board to have a scientific and modern computerised wagon turn-round system (432)].

“That the demand under the head Railway Board be reduced by Rs. 100.”

[Imposition of Hindi by offering awards in cash and out of way promotions to the employees who would do all the work in Hindi (433)].

“That the demand under the head Railway Board be reduced by Rs. 100.”

[Attitude of the Railway Board in sending the directives only in Hindi to Zonal Railways, particularly to Southern Railway and South-Central Railway (434)].

“That the demand under the head General Superintendence and Services be reduced to Re. 1.”

[Failure to reduce administrative expenditure of the Railway Board (435)].

“That the demand under the head General Superintendence and Services be reduced to Re. 1.”

[Need to run more suburban trains to reduce peak period congestion, particularly in the Western Railway suburban system (436)].

“That the demand under the head Repairs and Maintenance of Permanent way and Works be reduced to Re. 1.”

[Failure to check the increasing accidents on the Railways which are mainly due to inadequate maintenance of the rail system (437)].

“That the demand under the head Repairs and Maintenance of Permanent Way and Works be reduced to Re. 1.”

[Need to renovate the metre gauge track in Tamil Nadu (438)].

“That the demand under the head Repairs and Maintenance of Carriages and Wagons be reduced to Re. 1.”

[Need to improve the system of maintenance of carriages and wagons, particularly the wagons which

[Dr. P. V. Periasamy]

carry perishable commodities over long distance, and also food items like fish and meat (439)].

"Need the demand under the head Repairs and Maintenance of Carriages and Wagons be reduced to Re. 1."

[Need to increase the number of closed wagons by converting all the open wagons available now (440)].

"That the demand under the head Repairs and Maintenance of Plant and Equipment be reduced to Re. 1."

[Failure to modernise the 40 railway workshops where the equipment and machinery have become out-dated (441)].

"That the demand under the head Repairs and Maintenance of Plant and Equipment be reduced to Re. 1."

[Failure to up-date the scientific equipment at Integral Coach Factory, Perambur, Madras (442)].

"That the demand under the head Staff Welfare and Amenities be reduced to Re. 1."

[Failure to regularise the casual labour working on the Railways (443)].

"That the demand under the head Staff Welfare and Amenities be reduced to Re. 1."

[Failure to give pensionary and other such benefits to the casual labour on the Railways (444)].

"That the demand under the head Staff Welfare and Amenities be reduced by Rs. 100."

[Need to provide minimum facilities like residential accommodation, educational and medical to the staff working in way-side stations (445)].

"That the demand under the head Staff Welfare and Amenities be reduced by Rs. 100."

[Need to open TB clinics in the Railway Hospitals (446)].

"That the demand under the head Miscellaneous Working Expenses be reduced by Rs. 100."

[Failure to introduce the system of announcement at railway stations in Tamil, Telugu, Malayalam and Kannada at pilgrim centres like Allahabad, Mughalsarai, Banaras and Patna (447)].

"That the demand under the head Miscellaneous Working Expenses be reduced by Rs. 100."

[Failure to put reservation charts in Tamil, Telugu, Malayalam and Kannada at pilgrim centres like Allahabad, Mughalsarai, Banaras and Patna (448)].

MR. CHAIRMAN: The cut motions are also before the House.

SHRI P. K. DEO (Kalahandi): Madam Chairman, while moving the various cut motions standing in my name, I would like to utilise the few minutes at my disposal to Cut Motion No. 245, which is as follows:

"Need for constructing Amagura-Jaipatna-Bhawanipatna-Lanjigarh Road railway line in view of the Upper Indravati Multipurpose Project and occurrence of abundant high grade bauxite deposit in the area."

14.47 hrs.

[MR. DEPUTY-SPEAKER in the Chair]

MR. DEPUTY-SPEAKER: Sir, in this regard I would like to point out that during the discussion of the representatives of the Orissa Government with the Railway Convention Committee, it transpired that the Government of Orissa are anxious to open up the Bauxite resources in Orissa which have been found on the various hill tops of Koraput and Kalahandi Districts. From the latest report it has been found that there are two largest deposits of high grade bauxite in Orissa, i.e., the Panchpatmali in Koraput District with an estimated reserve of 316.98 million tons and the Bafmalali in Kalahandi District with an estimated reserve of 195.73 million tons of high grade Bauxite ore. The Panchpatmali in Koraput is quite close to Koraput which is served by a broad-gauge railway line, and if a branch line could be extended to a few miles, it can easily serve perhaps the Alumina Plant of Orissa which is coming up in the Koraput area. To tap the resources of Bafmalali which has a reserve of 195.73 million tons of high grade bauxite ore, it is due to the farsightedness of my friend, Shri Barnala, who is sitting here, that the multi-purpose Indravati project has been taken up, which will generate 600 MW of hydro power, at the same time which will irrigate 5-1/2 lakh acres of cultivable land in Kalahandi District. I would like to point out that for an integrated aluminium project, electricity should be considered as the raw material because it is an electro-metallurgical process and for that the real choice of an integrated aluminium plant will be Jaipatna. So, as you said, for the industrial growth of this country you will find that where cheap electricity is available, that becomes the gravitating point for locating all the various electro-metallurgical and electro-chemical industries. So, taking into consideration the location of the hydro-electric power stations of 600 MW at

Jaipatna, it may not be ignored from the railway map of Orissa. When you draw a picture of the railway map, you must put Jaipatna in its proper place and the railway line connecting Jaipatna will be justified by providing an infrastructure there so that there can be a proper industrial development round about the periphery of Jaipatna specially with the availability of a large amount of high grade bauxite ore... which could be easily brought to the power house by ropeways. Otherwise, if we locate the aluminium plant at some other place due to political considerations, the Railway Minister, as a professor of physics, knows very well that it will mean of loss of electricity in transmission which in the present circumstances we cannot afford. So, this aluminium plant has to be located as near the power house as possible.

In this regard, I have been writing off and on to the Railway Minister, and he has always replied to me saying that it will be considered at the appropriate time and in the appropriate manner. The other day in the Rajya Sabha, while replying to a question, Shri Sheo Narain, the Minister of Railways, stated that so far as Orissa is concerned, in that area they are taking up the survey of the Koraput-Parvatipuram and the Koraput-Raigada alignment. I would like to point out in this connection that in the present alignment there are high gradients and there are 32 tunnels. Accidents are quite common especially in the rainy season, and there have been so many landslides. So, that mistake should not be repeated by having a railway line from Koraput to Parvatipuram or Koraput to Raigada, because it will pass through the same gradient. So, I would like to submit that taking into consideration all these factors, he should immediately order a preliminary survey of the Amagura-Jaipatna-Bhawanipatna-Lanjigarh Road railway line. There might be a comparison made between the cost-benefit ratio of the three alignments and the

[Shri P. K. Deo]

best may be taken up by the Railway Minister.

As early as 1965, this railway line was surveyed and study was made of the techno-economic aspects of the project. At that time it was estimated to cost Rs. 16.31 crores, yielding a return of 3.32 per cent in six years, and 4.38 per cent in the eleventh year of the opening of the railway line. It was dropped at that time because it was not considered to be economically feasible. But now, in view of the commissioning of the multi-purpose Indravati Project and the discovery of this high grade bauxite reserves in the east coast, I am sure that if a dispassionate and impartial state is made, it will be found that this railway line will be highly remunerative. Therefore, top priority should be given to this line.

I would like to point out that according to the latest thinking of the Planning Commission, in order to meet the social development needs of the tribal communities, Government may consider waiving of the requirement of return on the capital investment in new lines in tribal areas. This strengthens my argument as it is a predominantly tribal area. So, all these considerations, if at all, should be waived, and top priority should be given for the construction of this line. After we get 54 lakh acres of irrigated hinterland, there will be tremendous activity in the agricultural field also.

It will also be remunerative. I can reiterate and reassure the Railway Minister that the entire construction of railway lines in future should be considered from a national angle, from a national perspective and there should not be any politics in it. It should not be considered from a parochial angle. I think the Railway Minister in his reply will give an affirmative reply to my points in this regard.

श्री सम्प्रदाय वसुधैवी (भागरा) : उपाध्यक्ष महोदय, जो विभाजित फार शाब्द मंत्री महोदय ने

प्रस्तुत की है उन के संबंध में कुछ निवेदन करना चाहता हूँ। पहले तो मैं मंत्री महोदय को बधाई देता हूँ कि इन्होंने काफी लांग डिस्टेंस ट्रेन्स बालू की है और स्पीड भी बढ़ाई है। लेकिन इन का जो खर्चखाव है उन की तरफ मैं उन का ध्यान दिलाना चाहता हूँ। मेन्टिनेंस बिन पर बिन पूरक होता जा रहा है। टूबेल में कम्पर्ट्स बढ़ाने की जो जो सुविधाएँ गवर्नमेंट दे रही है अगर उन का ठीक तरह से कार्यान्वयन हो तो बहुत कुछ लोगों की सुविधा हो सकती है। मिमाल के तौर पर, जैसे अभी मेरे मित्र ने कहा कि गर्मी के दिनों में अक्सर यह देखा जाता है कि जो रेफ्रिजरेशन का प्लांट लगा रहता है वह खराब होता है। इसी तरह अभी भी रिजर्वेशन की दिक्कतें हैं।

श्री डा मा समय है इसलिए मैं जो हमारी समस्याएँ हैं उन की तरफ ध्यान दिलाना चाहता हूँ। . . . (व्यवधान) . . . पहली बात है ट्रेन का रोक रोका जाना। जब हम कुजुब एक्सप्रेस से जाते हैं तो यहाँ पर तीन जगह जमीर खींच कर गाड़ी रोक दी जाती है। यह बिनकुल एक नामल फीचर हो गया है। यह एक फास्ट ट्रेन है लेकिन यहाँ से फरीदाबाद और बल्लभगढ़ पहुँचते पहुँचते तीन जगहों पर कम से कम उतरे रोक जाते हैं। काफी उम में रेलवे के कर्मचारी होते हैं जो उम में शामिल होते हैं। ट्रेन रोक कर सब उतर जाते हैं और टिकट लेने का तो कोई मवाल ही नहीं पैदा होता। इस तरह से लोगों को काफी परेशानियाँ होती हैं। मैं यमझता हूँ कि इन तरफ जरूर ध्यान दिया जाय ताकि यह एक मखौल न बन जाय।

हमारे यहाँ भागरे से लखनऊ को जो कि हमारे प्रदेश का कैपिटल है और भागरे से दिल्ली को जोड़ने वाली जो ट्रेन्स थी उन को एक्सटेंड कर दिया गया है। यह ठीक ही हुआ, मुझे उस के लिए कोई शिकायत नहीं है। कुजुब एक्सप्रेस को यहाँ से बढ़ा कर जलमपुर तक कर दिया गया और जो अग्रध एक्सप्रेस थी उस को कोटा तक बढ़ा दिया गया है। जो कि इस से हमें एक तरह से लाभ हुआ कि भागरा जो कि एक बड़ा टूरिस्ट सेंटर है और कल्चरल सेंटर है, एन्कोमनल सेंटर है वहाँ पर इन नई जगहों से जहाँ कि ट्रेन को बढ़ाया गया है, वहाँ से आने जाने की सुविधा हुई, लेकिन उम के विपरीत कुछ छोड़ी सी परेशानियाँ भी हो गईं। वह यह कि जो हमारा भागरा एक टर्मिनल स्टेशन था वह इंटर-मीडियरी स्टेशन हो गया। नतीजा यह है कि उसकी बजह से अब हम को रिजर्वेशन में और जैसे एकोमोडेशन में कमी होती है। उस के लिए मैं कई बफा लिख भी चुका हूँ। लेकिन अभी उस पर कोई कार्यवाही नहीं हुई। नतीजा यह है कि सुबह जो कुजुब एक्सप्रेस चलती है वह प्रशिक्षागतः लेट आने लगी है, इसलिए यहाँ पर आने वाले लोग समय पर नहीं पहुँच पाते। इस में एक संश्लेषण था कि एक या दो बोयीज सेकंड क्लास की भागरा में लगा दें क्योंकि अब तो यह गाड़ी जलमपुर की तरफ से चली हुई आती है। इसी प्रकार से अग्रध एक्सप्रेस के लिए भी सुझाव दिया गया था कि एक सेकंड क्लास और एक फास्ट क्लास की बोयी लया दी जाये ताकि जो लोग रात को रिजर्वेशन चाहते हैं उनको सुविधा मिल सके लेकिन उस पर कोई अग्रस नहीं

हुआ। ये दोबो सुझाव भी युक्त रेल मंत्री जी के सामने रखना चाहूंगा।

15 hrs.

इसी प्रकार से एक बार यह श्रावस्वामन दिया गया था कि यह गाडिया जो हजरत निजामुद्दीन पर खड़ी की जाती है जैसे कि कुतुब एक्सप्रेस, जब हमारा रिवागनाईवेगन हा जायगा यादें का तो इनको नयी दिल्ली तक कर दिया जायेगा। अभी स्थिति यह है कि बिजाना किराया धारणे से दिल्ली तक नहीं लगता उससे ज्यादा किराया यहां दिल्ली में गलत स्थान पर पहुंचने में टिकती और स्कटर का लग जाता है। यह एक ऐसी समस्या है जिससे लोगों को बड़ी परेशानी होती है। वहां पर न तो कोई लिफ्ट है किसी गाडी से और न ही कोई दूसरी सुविधा है। मेरा निवेदन है कि इस पर मंत्री जी जल्द विचार करें।

दूसरी बात यह है कि धागरा, मथुरा और दिल्ली के बीच में करीब करीब बीस ही ट्रेनिक है जैसा कि बम्बई और पूना के बीच में है। मैं मंत्री महोदय से निवेदन करूंगा कि यहां पर भी वही सुविधाये प्रदान की जायें जैसा कि बम्बई-पूना कन्स्ट्रक्शन को दी जाती है। यहां पर भी कन्स्ट्रक्शन के लिए सीजन टिकट की व्यवस्था हमी चाहिये। अभी धारणे अलीगढ़ और दिल्ली के बीच में एक एच नवी फास्ट ट्रेन बढाई है। मैं समझता हूँ यहां पर भी आप एडीमनल ट्रेन बढाये ता बहुत अच्छा होगा। यहां पर भी ऐसे बहुत से लोग हैं जोकि धागरा में काम करते हैं और मथुरा में रहते हैं या काम के लिए दिल्ली धारणे हैं और फिर वापिस चले जाते हैं। अगर इनके लिए भी आप वही सुविधा दे सकें जो बम्बई-पूना के बीच है तो आपकी बड़ी इया होगी।

तीसरी बात यह है कि पूरब को जाने वाली जो गाडिया हैं, दिल्ली में कानपुर या हावड़ा जाने वाली जो ट्रेन हैं उनमें आजादी के बाद काफी बुद्धि की गई है। ए१ 13-14 ट्रेन हैं जोकि दिल्ली से वाया अलीगढ़, टडला जाती हैं। लेकिन मथुरा धागरा हो कर सिर्फ 3-4 ट्रेन ही हैं, उनमें भी एक तुफान एक्सप्रेस है। फास्ट ट्रेन है। इसलिए मेरा निवेदन है कि धागरा धारणे को फास्ट ट्रेन का, जैसा दिल्ली से वाया अलीगढ़, टडला जाती हैं, दिल्ली वाया मथुरा, धागरा चलाये तो उससे इधर के लोगों को भी पूरब की तरफ जाने में बड़ी सुविधा होगी।

इसी प्रकार से धागरा से बीकानेर के लिए भी फास्ट ट्रेन की आवश्यकता है। इस समय ऐसी कोई ट्रेन नहीं है जोकि वहां के लोगों को कनेक्ट करती हो। इसी तरह से बयाना के लिए एक ट्रेन की बड़ी आवश्यकता है क्योंकि वहां पर ट्रेनिक बहुत बढ़ गया है। बयाना के लिए भी एक पैसेंजर ट्रेन का होना बहुत आवश्यक है।

धागरा बार रेलवेज का केन्द्र है—बेस्टर्न रेलवे, सेन्ट्रल रेलवे, मार्टन रेलवे और नार्थ-वेस्टर्न रेलवे। पक्षे धागरा में एक सेन्ट्रल स्टेशन बनाने की योजना थी

लेकिन पता नहीं किस कारण वह योजना कार्यान्वित नहीं हो सकी। मंत्रीजी यह है कि बेस्टर्न रेलवे वाली को धागरा फोर्ट से उतर कर धागरा कैंट जाना पडता है। वहां पर कोई ऐसा सेन्ट्रल स्टेशन नहीं है जहां पर सभी ट्रेन्स का ट्रांशिपमेंट हो सके। मैं समझता हूँ धागरा की इम्पार्टेंस को देखते हुए और ट्रिस्ट ट्रेनिक को ध्यान में रखते हुए वहां पर सेन्ट्रल स्टेशन की योजना बनाई जाये तो बहुत अच्छा होगा। हमारे यहां ईवगाह में काफी बड़ा यादें पडा हुआ है, वहां जगह भी है, जहां इस को बनाना जा सकता है। वैसे भी धारणे को ईवगाह यादें को जोडा करना होगा क्योंकि धागरा फोर्ट में अब ट्रेन्स जिनकी लम्बी हो गई हैं, वे प्लेट फार्म पर पूरी नहीं धाती हैं, लोगों को प्लेट फार्म से बाहर उतरना पडता है, जिस से बहुत दिक्कत धाती है।

हमारे यहां बहुत से छोटे-छोटे स्टेशन्स हैं, जैसे खंडा-माधन स्टेशन है या नार्थ-वेस्टर्न रेलवे पर है। यहां स्टेशन बना हुआ है, लेकिन सिर्फ एक ही गाडी खड़ी धाती है जो अछेनरा तक जाती है, धागरा को कनेक्ट नहीं करती है। वहां बीकानरी एक्सप्रेस चलती है, वह सब स्टेशनों पर खड़ी धाती है, यदि वह वहां खड़ी धाने लगे तो इससे जनता को बहुत सुविधा हो जायगी तथा एक कनेक्टिंग ट्रेन धागरा तक हा जायगी जो कि डिस्टिन्क्ट इडेंचवाटर है।

हमारे यहां पहले एक धागरा-बाह लाइन थी, जो 1938 में बन्द हो गई थी। मेरा निवेदन है कि यह लाइन ऐसे गरिये में थी जो बहुत समय से डाक-पीडित क्षेत्र था, अब वहां कुछ थोडा तरक्की हुई है, लेकिन यदि इस लाइन का फिर से निर्माण कर दिया जाय, ता वहां काफी तरक्की हो सकती है। पहले जो लाइन डाली गई थी उस में रोलिंग-स्टाक पुराना था, बैलाएड नहीं डाला गया था, इसलिए गंदी बहुत उडता था सास लेने में तबलोक धाती थी, धादमी की शकल भूत जैसी हा जाती थी। टिकट भी ट्रेन में बिजना था, जा यह लाइन बमंकागिया की जेब में जाता था, इन्हीं कारणों में वह उस समय धन-प्राप्तिविलि भी धोर उस का उठा लिया गया था। अब यदि इस लाइन का इटावा या जयवन्त नगर से जोड दिया जाय तो धागरा से पूर्व की तरफ जाने में काफी समय और चक्कर बचेगा इस लाइन पर एक पुल भी पहले से बना हुआ है जो अब गड-बिज में कन्वर्ट हा गया है। इस लाइन के बनाने से धारणे को दो पुल बनाने होंगे—एक तो जम्ना पर और दूसरा धोरटयन पर। इस लाइन के बन जाने से उस गरिये को बहुत लाभ होगा, इन्वस्टीयल शोध के माय-माय, चूकि वह गरिया एक त्रिनिनल गरिया है, वहां की ला-एण्ड धार्डर सिचुएशन काफी गडबड रहनी है, किडनेपिम्ब धाती रहती है, इस से भी वहां के लोगों को राहत मिलेगी। और धारणिक विकास भी होगा।

एक निवेदन मुझे और करना है, इस के बारे में मैं धारणे को लिख भी चुका हूँ और धारणे ने यही कहा है कि जब तक वहां की भूहापालिका इस में योगदान नहीं देती तब तक यह काम नहीं हो सकेगा। मेरा अनुराध रुई की भडी औसिग पर एक धोर-बिज बनाने के बारे में है। इस समय यह स्थिति है कि वहां पर ट्रेनिक कनेक्शन बहुत ज्यादा हो जाता है, सात-सात मिनट तक लोगों

[श्री शम्भूनाथ चतुर्वेदी]

को बहा बहने रहना पड़ता है, जिस की वजह से कभी कभी स्टेसन जाने वाले भी समय पर नहीं पहुँच पाते और उन को ट्रेन मिस करने की नौबत आ जाती है। मेरा अनुरोध है कि आप इस घोषण-त्रिज को अवश्य तथा कीर्तन बनायें तथा आप महापालिका को भी लिखें, मुझे उम्मीद है—बायद यह भी इस में कन्टीन्यूट करने का सहमत हो आयेंगे।

एक बात में माननीय मंत्री जी से यह कहना चाहता हूँ कि पत्रों के एकनालिजमेंट तो आ जाते हैं, लेकिन उन पर क्रियान्वयन हो, तब ही लोगों की परेशानी दूर हो सकती है, इस बारे में खोग बार बार पृष्ठते हैं कि क्या हो रहा है। इस के बारे में काफी कहत हूँ। खास तौर से दिल्ली-भागलपुर और भागलपुर-लखनऊ के दो कैपिटल आने हैं, एक हमारी स्टेट का और दूसरा केंद्र का—इन के लिये दोनों तरफ काफी ट्रैफिक रहता है और जब लोगों को जगह नहीं मिलती तो काफी दिक्कत और परेशानी होती है। मैं आशा करता हूँ कि आप इस और अवश्य ध्यान देंगे। जैसा मैंने सुझाव दिया है कि एक्सप्रेस बोगीज अगर हम में लागे हैं, अवध एक्सप्रेस और कुतुब एक्सप्रेस में दोनों तरफ से तो हम में लागे को बड़ा सुविधा होगी।

मैं मंत्री महोदय से यह अपेक्षा करूँगा कि मेरे इन सुझावों पर वे ध्यान देंगे और कुछ अवश्य करेंगे।

SHRI A. R. BADRI NARAYAN (Shimoga): I am thankful to you for having given me this opportunity of speaking on the Railway Budget and my cut motions. I sent about 12 cut motions and they pertain to my State of Karnataka.

Most of the requests from several States appear to be that all the metre gauge lines in the State have to be converted into broad gauge. That is to secure the continuity of transportation and avoid the hurdles of transport. I realise that the implementation of the conversions, is very difficult, not only because of the non-availability of funds but also because of other difficulties. I know that the original thinking of the Central Government, as also the Railway Board was to upgrade the gauges all over the country subject to maintaining, one through metre gauge link between the north and the south. The metre gauge accounts for 38 per cent of the total rail strength. I would suggest that the metre gauge, if it cannot be

converted into broad gauge, as it takes a lot of time—I am aware and also a lot of money—pending availability of funds and also the removal of various hurdles in this attempt, I would like to impress upon the Railway Minister that at least, there must be systematic planning. We, in Karnataka, have been asking for the conversion of the Bangalore-Mysore metre gauge, into broad gauge as also for the early conversion of Bangalore-Miraj line into broad gauge and also the line between Hubli-Hospet be converted into broad gauge. What I am suggesting is that it should not be an *ad hoc* affair, that, as and when the pressure arises and as and when the demands are made, you yield to the political pressure or some local influence, but it should be one of organizing and planning to see how best the traffic communication in the railways is made convenient and continuous. So, I would suggest that you may consider the proposal on how best, even under the existing difficulties, under the metre-gauge facilities, you are going to connect South to the North. The crux of the point is, that it is not as if we want metre gauge to be converted into broad-gauge just for its own sake. We want continuity of the railway line and avoiding the transshipment and unnecessary expense of transport and other factors. You could have a sort of an overall plan on how best to have the smooth inter-communication between the States—whether they be in the North or in the South—and to have a continuity of railway lines. In that view only, I would suggest that you would ensure the existing metre-gauge network be made commercially worthwhile. What we want is continuity. It should not be broken. Suppose you convert a portion of the metre-gauge into broad-gauge and you leave it at that; then, some portion goes in the broad-gauge and some portion goes in the metre-gauge. This creates unnecessary troubles. From Bangalore to Delhi, we have to go *via* Madras before coming to Delhi. If Guntakal had broad gauge connec-

nection, then it would have given us a direct line to come to Delhi. It is like a crow flight if a straight line from Bangalore to Delhi is done. Now, we have not to go to Madras before coming to Delhi.

You can plan out this thing, instead of creating some hardships or difficulty. I would like you to have a Master Plan each for the Metre-gauge and the Broad-gauge, so as to bring down the overheads and have the continuity of either the passenger or the goods services. This is one suggestion, I make for your kind consideration.

I appeal to you, because I know that you have been very earnest, very considerate, and you want to achieve something during your tenure of office as a Railway Minister. So, I put it to you. There are so many small requests and big requests as well, which we can get done through letters. Sometimes you concede and sometimes you do not.

PROF. MADHU DANDAVATE:
Sometimes I am accepting.

SHRI A. R. BADRI NARAYAN:
So, Sir, I am appealing to you, because I know you earnestly do something. I would request you to kindly have a recruitment office set up in Bangalore. You know this is a very very important place, being centrally located. It is a beautiful place, with its climate and its surroundings. You should all indeed be proud of having a place like Bangalore and we would like you to have it happily connected by railways.

PROF. MADHU DANDAVATE: I
have enjoyed that place for 18
months!

SHRI A. R. BADRI NARAYAN:
Not in the central jail. I would like you to be a free bird and enjoy the free atmosphere. Hence, I would request you to have the recruitment

office set up in Bangalore for recruitment to all the services in the railways of persons belonging to Karnataka State, thereby ensuring appointments to the posts carrying pay of Rs. 500 and below in various railway undertakings. I may tell you in this connection that young Karnataka men are not like others, willing to migrate to other places. They want to stay there and work there. If you cannot provide some places to our young boys, it would be very difficult for us to solve unemployment. I would like you to give adequate opportunities in the railways for persons belonging to the Karnataka State.

So, once again I plead for the conversion of the Bangalore-Mysore metre-gauge to broad-gauge, and the rapid completion of Bangalore-Guntakal, to go via Hyderabad to Delhi and for the construction of Hubli-Karwar railway line because of the transport of iron-ore. I hope you have noted down my requests and you will attend to all these matters. I would like you to have a master-plan for the conversion of metre-gauge into broad-gauge railway line, and for continuity in the two gauges.

श्री बर्गा बन्ध (कांगड़ा) उपाध्यक्ष महोदय
ब्रह्मा तक रेलवे मिनिस्ट्री की कार्यकुशलता का प्रश्न
है, उसकी जिनगी भी एमिग्रेशन की जाये, वह
कम है। इसमें कोई शक नहीं है कि इस बजट में
जनता को बहुत सी रियायतें मिली हैं। मैं समझता
हूँ कि पिछले आठ दस सालों में रेलवे का
मैनेजमेंट जिस तरीके से चल रहा था, अगर वह
आज भी उसी तरीके से चलता रहता, तो यह देश
के लिए अच्छा शकून न होता। पीछे घाटे के बजट
पेश किये जाते रहे। जब से जनता सरकार आई
है और मंत्री महोदय ने यह महकमा सम्भाला है,
तब से सरप्लस बजट पेश किये जा रहे हैं।
पिछले साल के बजट में लगभग 89 करोड़ रुपये का
सरप्लस दिखाया गया था, लेकिन रिवाइज्ड
एस्टीमेट में वह 126 करोड़ रुपये तक पहुँच
गया। इस साल के बजट में भी लगभग 89
करोड़ रुपये का सरप्लस दिखाया गया है, जबकि
सैंसजर्स के किराये भी नहीं बढ़ाये गये हैं।
हां, फेट बॉर्जिस बढ है। कुछ रियायतें दी गई हैं,
लेकिन वे भायूनी रियायतें हैं।

[श्री दुर्गा चन्व]

मंत्री महोदय ने कहा है कि स्टेशनों पर ठंडा पानी मिलेगा। मुझे साउथ इंडिया जाने का मौका मिला था। इतनी खबरदस्त गर्मी थी और स्टेशनों पर गर्म पानी मिलता था। उन्होंने कहा है कि स्टेशनों पर पानी के बटके रखे जायेंगे। लेकिन मैं कहना चाहता हूँ कि मौजूदा जमाने में बटकों से काम नहीं चलता, बल्कि बड़े बड़े स्टेशनों पर, जहाँ पैसेजर्स का कानसेन्ट्रेशन होता है, रेफ्रिजरेटर रखे जायें, ताकि सवारियों को ठंडा पानी मिल सके।

मंत्री महोदय ने यह भी कहा है कि जिन स्टेशनों पर बिजली का इन्फ्राम नहीं है, धाने वाले साल में उन्हें इलेक्ट्रिफाई किया जायेगा।

कई नई गाड़ियाँ भी खरीदी गई हैं। लांग जर्नी के लिए सुपरफास्ट ट्रेन्स और क्लासिक ट्रेन्स खरीदी गई हैं। मंत्री महोदय ने कई नई लाइन्स बिछाने के बारे में घोषणा की है। खास तौर पर नाथ-ईस्टर्न रिजन-धामाम, मणिपुर और मिजोराम धामि में नई रेलवे लाइनों के कन्स्ट्रक्शन का काम रेलवे ने हाथ में लिया है। यह ठीक है कि हिल एरिया का डेवलपमेंट होना चाहिए और जहाँ रेलवे लाइनें नहीं हैं, वहाँ लाइनें बिछाई जानी चाहिए। मैं ने हिमाचल प्रदेश के बारे में कई बातें उनसे निवेदन किया हैं। वह हर बात के बारे में सिम्पेटिक हैं, लेकिन जहाँ तक नई रेलवे लाइनों का तालुक है, वहाँ किसी भी लाइन को नहीं लिया गया है। मुझे इन पर धारणा है। उन्होंने अपनी बजट स्पीच में कहा है कि हम ने प्लानिंग कमीशन के सामने कुछ रीकमेंडेशन्स भेजी हैं, और हो सकता है कि उनमें हिमाचल प्रदेश की भी कोई लाइन हो। लेकिन मैं निवेदन करूँगा कि हिमाचल प्रदेश में कोई नये सर्वे की जरूरत नहीं है। अगर जरूरत पड़ेगी, तो दो साल के बाद सर्वे किया जा सकता है। लेकिन कुछ लाइन्स का नरवे हो चुका है। उन के एस्टीमेट्स बने हैं। जैसे नगन से तलवाड़ा तक जो रेलवे लाइन बनने का सुझाव है उसका तो कॉन्सेप्ट के जमाने में जो रेल मंत्री थे श्री एन.एन. मिश्र वह उद्घाटन भी कर धाए थे। वहाँ पर स्टॉन भी लगा था कि एल.एन. मिश्र ने उद्घाटन कर दिया है और रेलवे लाइन अब बनेगी। इस किस्म की बात हुई थी। लेकिन यह कहा गया कि उस का मज ठीक नहीं था। पैसेजर्स का लोड रेलवे डिपार्टमेंट की सर्वे के मूनाबिक काफी नहीं था और वह लाईन घाटे को लाइन लगती थी। ये वजुहान उन्होंने बताया थे लेकिन उस जमाने में और धाज के जमाने में फर्क धा गया है। धाप समझे या न समझें, हिमाचल प्रदेश में धाज से पचास साल पहले रेलवे लाइन बनी कालका से से कर शिमला तक। उस वक्त धाप बताए कि वहाँ की एकोनामी क्या थी और लोगों की हालत क्या थी? लेकिन धाजों ने इस इलाके की इम्पार्टेंस को देखते हुए कि वहाँ हिन्दी एरिया है और लोगों को वहाँ जाने में कठिनाई होती है, उस को दूर करने से लिए उन्होंने वहाँ रेलवे लाइन बनाई। वहाँ गवर्नमेंट का हैडक्वार्टर भी था, इसलिए भी वहाँ रेलवे लाइन

बनी। कांगड़ा जिले में पठानकोट से लेकर जमुनानगर तक रेलवे लाइन बनी। धाज तो मैं समझता हूँ कि किसी रेलवे लाइन का काम उठाया जाता है तो बीच बीच और दस-दस साल तक चलता है। यानी सी किलोमीटर की लाइन है तो दस साल तक उसका काम चलता रहता है। मैं रेल मंत्री जी से कहूँगा कि वह अपने इंतजामी बांधे को अगर ठीक करेंगे तो जो इमीजिनेशन अपने दिमाग में बनाई है कि रेलवे लाइन यहाँ यहाँ जानी चाहिए वह जल्दी वहाँ ले जाई जा सकती है। 100 किलोमीटर लाइन हिमाचल प्रदेश में पठान कोट से कांगड़ा तक 3 साल में बन गई थी। बड़े बड़े पुल उस में दरियाघाँ पर और ब्रुडों पर बने थे लेकिन धाज कोई भी काम जल्दी नहीं हो पाता है। तो जो ऐडमिनिस्ट्रेटिव लैप्सेज हैं और लूपहोल्स हैं उन को दूर करने की कोशिश कीजिए और तलवाड़ा नगन रेलवे लाइन की और जो दूसरी लाइन्स हैं उन को बनाइए।

बदकिस्मती से हमारा इलाका जो था जब पंजाब का रिफार्मिजेशन हुआ तो जो हमारा इलाके थे वह इधर चले गए। जैसे कि पठानकोट पंजाब में धा गया वहाँ कि प्राइमरी लाइन जाती है और उस के धाने नरोगेज जाती है तो हैड जो था वह रह गया पठानकोट में। इतनी तरह से कालका चला धाया हरयान में और शिमला तक जाने जाते हमेशा मुश्किल हो गई। तो एक तो शिमला से परमाणु तक को रेलवे लाइन है वह बिस्कोल दो किन्गी-मीटर है, वह तो जरूर बनाइए क्यों कि हिमाचल प्रदेश में जितना जो कुछ धाना...

प्रो० मधु इंडबत्ते : धाप ने दिमाग दिया पंजाब को और दिल रखा अपने पास।

श्री दुर्गा चन्व : तो धाव दिल दिमाग ठकटे होने चाहिए।

मैं यह धाज करना चाहता हूँ कि कालका से परमाणु तक रेलवे लाइन का धाप जरूर प्राथिकता कीजिए और उस का कन्स्ट्रक्शन हाथ में लीजिए। इसी तरह से नगन तलवाड़ा रेलवे लाइन और जमुनानगर से पाँटा साहज तक रेलवे लाइन धाज को बनानी है। मुझे तो अफसोस है कि धाजों के जमाने में पठानकोट से जमुनानगर तक गाड़ी चलती थी, वह चार पाँच माल तक डिसलोकेट रही क्यों कि पोंग डैम बनने की वजह से वह एलाइनमेंट बदल गया था और वह 20 किलोमीटर की जो लाइन थी उस को बनाने के लिए उस वक्त की कांग्रेस सरकार ने चार साल लिए थे। धाव गाड़ी चलती है। पहले चार गाड़ियाँ चलती थी, अब तीन चलती हैं मैं निवेदन करूँगा कि कौनो गाड़ी जरूर चलनी चाहिए। पिछले प्रक्यूबर में जो बादा किया वह बादा भी पूरा नहीं हुआ। मैं समझता हूँ कि डीजल इंजन की कमी थी या क्या था। ... (अवधान) मैं रेलवे बजट पर नहीं बोला हूँ इसलिए बहुत सारी बातें मुझे कहनी हैं। ...

MR. DEPUTY-SPEAKER: The hon. Member may continue next time.

Now we take up the next item.

15.29 hrs.

COMMITTEE ON PRIVATE MEMBERS' BILLS AND RESOLUTIONS
TWENTY-NINTH REPORT

MR. DEPUTY-SPEAKER: The House will now take up Private Members' Business.

Shri Gomango.

SHRI GIRIDHAR GOMANGO (Koraput): Sir, I beg to move the following:—

"That this House do agree with the Twenty-ninth Report of the Committee on Private Members' Bills and Resolutions presented to the House on the 15th March, 1979."

MR. DEPUTY-SPEAKER: Motion moved:

"That this House do agree with the Twenty-ninth Report of the Committee on Private Members' Bills and Resolutions presented to the House on the 15th March, 1979."

Mr. Purnanarayan Sinha, you wanted to say something.

SHRI PURNANARAYAN SINHA (Tezpur): Mr. Deputy Speaker, Sir, as you know, there is a committee sitting to impress upon the Government about the categorisation of Bills. There are a large number of hon. Members who have tabled various non-official Bills. You will remember that there was a discussion on the flood situation. This discussion was held on two days. This discussion has not concluded as yet. There are some resolutions which are very important, which are far below on the serial numbers in the list. Therefore, some decision should be taken on this in order to bring forward the important subjects for discussion in the House or there should be a special

session, altogether for Non-official Bills and Resolutions of the Members so that the Members may feel that their subjects are considered for discussion and they may also be given assurance that the Resolutions or the Bills moved by them are taken up by the Government for discussion. But I think this report which is before me, has excluded the old ones and brought forward the new ones. I would therefore request that the Private Members' Bills and Resolutions may be taken up by the House for consideration with due priority. This is my submission.

MR. DEPUTY-SPEAKER: As far as our submission goes, in the case of the Private Members' Bills, the Committee goes into the importance of the topicality of the Bill or otherwise and then it decides on this. It sometimes happens that some Members have asked for recategorisation—they go to the Committee and explain the position—of their Bills or Resolutions as the case may be. There are already, I think, about 15 Bills pending in the 'A' Category and there are several which are in the 'B' Category. So, the Committee is seized of that and every time when a new request comes from the Members concerned and they do take decision on that. It does not mean that new Bills are taken up and the old Bills are relegated. It is not like that. It could be that any of the Private Bill might have been considered by the Committee when the Member concerned asked for its recategorisation because of its importance. So, I would request you to write to the Committee.

SHRI PURNANARAYAN SINHA: I have made a request to recategorise my Bill on Members' Salaries and Allowances from 'B' to 'A' so that it may be taken up for discussion. But I am sorry to know that it has not been done as yet.