

**SHRI HARI VISHNU KAMATH:**  
Let him consider it.

**MR. SPEAKER:** The question is:

"That this House do agree with the Thirty-first Report of the Business Advisory Committee presented to the House on the 7th March, 1979."

The motion was adopted.

12.46 hrs.

# MATTERS UNDER RULE 377

(i) REPORTED THEFT OF STEEL WORTH ABOUT RS. TWO LAKHS FROM THE PREMISES OF JAWAHARLAL NEHRU UNIVERSITY

श्री शोब प्रकाश त्वाणी (बहाराइच) : अध्यक्ष महोदय, समाचार पत्रों के अनुसार दिल्ली में जवाहर नाल में एक विद्युत विद्यालय में बन रहे एक नये पुस्तकालय से लगभग 2 लाख रुपये के मूल्य का 86 टन स्टील गायब हो गया है। आश्चर्य इस बात का है कि आफिस से उस स्टील से संबंधित कागजात भी गायब हैं। इससे लिङ्ग होता है कि इस चोडासे में अधिकारी बह आफिस के कमरेबारी भी शामिल हैं। बिना सत्यान में इस प्रकार के चोडासे का होना सजा की बात है, सरकार को इसकी तुरन्त जांच करनी चाहिये और दोषियों को दंड देने की व्यवस्था करनी चाहिये।

(ii) NEED FOR PROVIDING AN ADDITIONAL ALL-WEATHER SHIP FOR THE PEOPLE OF LAKSHADWEEP

**SHRI P. M SAYEED (Lakshadweep):** Sir, I want to mention the following under Rule 377.

Acute hardship is faced by the people of the Union Territory of Lakshadweep for want of conveyance to carry and stock in the Islands the essential commodities and other materials. At present only one all-weather ship to carry passengers and cargo to and from the Islands is available. This problem was further complicated on account of the VIP visits to the Islands during the season, the result being people who are to reach the mainland and Islands are stranded; in fact, even the seamen in Minicoy who are wanting to go to Minicoy are stranded. In

order to store essential commodities in the respective Islands and to clear the backlog and the passengers, the existing all-weather ship is unable to cope up and hence the present crisis.

I, therefore, want through you to call upon the Government to arrange an all-weather ship forthwith so as to ease the acute hardship faced by the people of the Union Territory of Lakshadweep.

12.50 hrs.

# RAILWAY BUDGET, 1979-80— GENERAL DISCUSSION—contd.

**MR. SPEAKER:** The House will now take up further discussion of the Railway Budget.

**PROF. P. G. MAVALANKAR (Gandhinagar):** Sir, I am happy to be able to participate in this general discussion on the Railway Budget. May I say at the outset that, listening to most of the speeches which I the pleasure of doing in this debate, I carried the impression that, instead of dealing with some of the major aspects of railway administration and railway management, many of us, perhaps inevitably, seem to go into comparatively minor issues of a train stopping at a particular station or water not being available at a particular station and so on and so forth, with the result that within the limited time—we just now from Shri H. V. Kamath's long drawn out remarks heard how difficult it is for us to get enough time for each Ministry—it is difficult for us to deal with major questions of policy within the time allotted to us. So, I am really wondering whether we should not evolve some kind of a device whereby the discussion on the Railway Budget can be divided into two parts—one for general discussion and the second one for every Member to mention the requirements of his constituency.

[Prof. P. G. Mavalankar]

Otherwise, in the general discussion on the railways, what happens is, instead of pin-pointing the attention of the House and through the House of the country, to some of the more pressing problems of the railways, it tends to devote itself to focussing attention on comparatively minor matters. While I am not reflecting on my colleagues, it would have been more meaningful and fruitful both for the railway and the country if some of the important issues were to be high-lighted, which I will try to do within the very limited time at my disposal.

My hon. friend, the Minister, has of course got both bouquets and brickbats, perhaps more bouquets than brickbats, perhaps more bouquets than brickbats. I am not here either to give him bouquets or brickbats; I am here to offer in all fairness and sincerity some of the observations that I want to make on the general administration and the functioning of railways in our country.

Of course he must be congratulated for the fact that he has produced for the third year in succession a budget which is surplus. But he is a Professor of Mathematics, and he warned us the other day when he suggested to the Leader of the Opposition, my good friend, Shri Stephen, that he may learn some lessons on mathematics from him. I do not know whether Shri Stephen should do that because sometimes I wonder whether Professor Dandavate is using the trick of mathematical statistics to bring a kind of statistics whereby he can tell the country that he is doing very well! Therefore, when he is talking too much of his mathematics, I am getting a little suspicious. Let him not, therefore, do that and let him, therefore take the opportunity of telling this House that the surplus that he has been able to give the country has been a genuine effort in the direction of making the railways not only self-sufficient but also

capable of generating enough revenues to depend upon the railway surplus rather than on general finance.

I do not want to embarrass my good friend the Railway Minister who is sitting here, I am glad of course that he is here, by praising him for his dynamism, imaginativeness, boldness and freshness which undoubtedly he has injected and projected into both the Budget and the general railway administration. As one goes round the country, one hears a lot of good words about Prof. Dandavate, and I share them, and I also share the feeling of many people that he has brought in new ideas, new projects, new lines, new approaches, a completely good provision of comfortable travel as far as possible classless, what I call one class, travel in the country. So far, so good.

And to some extent he has daring which he has shown for example, when he has increased the season ticket rates in the metropolitan cities. He comes from Bombay and he knows he will be facing some difficulty, but he knew he had to be realistic, and he has put a portion of the burden on the suburban commuters rather than on the whole population of the country. Therefore, so far as his daring, diligence and determination are concerned, I appreciate them, and I find them to be laudable. Nonetheless in the Budget that he has presented, some distortions and some disabilities have, perhaps inevitably, crept in. I referred just now to the revised season ticket rates. I hope he will while replying to the debate, reduce, in response to the wishes of the Members of Parliament and the country, these rates to a significant extent, at least the extraordinary burden which he has put on the season ticket holders. I understand the reason for it, but I do not want an agitation to take place in this matter, because I believe, the season ticket has been uniformly low for a long time. They compare favourably with the bus fares, and if people go by

bus they have to pay much more. That is true, but my objection is: why should he not have done it earlier and in stages or phases, rather than all of a sudden at one stroke? This is a kind of distortion which I hope he understands.

Then I come to the inadequacies in regard to the timely completion of conversion of lines. In this country, we have nearly 60,000 k.m. of railways. Half of it is in the metre and narrow gauge. The problem is colossal, I can see, but my request to him is this: why not the railway administration at least give priority to those lines which are already well ahead in terms of conversion, concentrate more time and more money on them and complete them on time, because every time you prolong these conversions, that involves more finance? You may have allotted a certain amount say in 1972, but because you could not complete it by the target date of say 1978, and you are going on to 1982 or 1984, then inevitably, because of the general rise in costs, the expenditure is going to be much more. So conversion should be done as early as possible.

He must also look at it from the point of view of the larger interests of the nation's defence and frontiers. For example, take the Ahmedabad-Delhi metre gauge line. I do not want to go into details, he knows them well, but I should have thought that if metre gauge has to be converted into broad gauge, he should give more attention and priority to this sector because it goes by the border States of Rajasthan and Gujarat, which are of strategic importance to our country. But, before he does that I want him to go into the question of completing the pending conversions as early as possible, so that the extra money can be to that extent economised, because one way of earning wealth is to economise properly. Just as in a cricket match, if the fielders field well, the batsmen cannot make any runs, one way of earning money is by economising, so

that if you economise better automatically you have earned to that extent extra revenues for the Government.

About railway finances, I would like Prof Dandavate to take the House into confidence and tell us in some detail as to what kind of negotiations or discussions he has had in the last two years with the Planning Commission with regard not only to getting moneys from the Planning Commission, but also in persuading the Planning Commission not to act as a kind of obstructing agency, not to say an intimidating agency, and prevent the railways from going into certain developmental matters.

I would also like him to tell us what were the allocations in the previous years to the railway administration, not merely these two years. Let him take the period from 1970 onwards. He is showing me the book, that is not enough. He must explain the details, how the railway finances are being utilised, because the longer the time, the more difficult it becomes for us Members of Parliament, to find out what exactly was promised in the previous years and whether they were fulfilled in the later years, because we have no time to go into all this. Let him not take advantage of the situation, but let him give us an honest picture of the railway finances.

Most Members talk about passenger conveniences, and rightly so, but goods traffic is more important. Let him tell us what the railways are doing to improve goods traffic in terms of making more wagons available, more wagons at the right time, and at the appropriate season. For example, if you do not send wagons at the appropriate time to the salt industry, then the wagons are as good as not sent. Therefore, production of wagons, supply of wagons and use of wagons are very important. In this Parliament I get the impression that Members are talking all the time

[Prof. P. G. Mavalankar]

about passenger amenities, but we should not forget the important thrust that goods traffic has on the over-all development of the railways. That is why I am making this point quickly.

I will take a minute or two on two more aspects which I hope the House will agree are worth looking into. One is the question of the Indian Railways Act. This Act of 1890 has become obsolete, and in many ways it has become out of date. I do not know why Prof. Dandavate, with all his dynamism and freshness, has not had the time to come to this House and get suitable modifications made to this Act, because the whole set-up has changed radically and has been altered, and the context has changed in a revolutionary way, with the result that the Act requires to be almost totally scrapped and a new Act has to come in its place, and I hope that that takes place as early and urgently as possible, so that it fits into the modern requirements.

By the end of this century we want Indian Railways to be not only the largest in Asia, the fourth largest in the world, and the second largest in the world in the matter of railways being state owned, next only to Russia, but also the largest in terms of efficiency, development etc. If that is to take place, he has got only 15 to 18 years. I hope he will continue as Railway Minister again and again. When I say "he" I mean the Railway Minister. Therefore, this requires to be looked into.

About the Railway Board, I do not want to repeat the argument that have already been made, but I feel that it needs to be looked into. It was in 1901 that the Secretary of State at that time asked Mr. Thomas Robertson to produce a report, which he did in 1901. The Railway Board Act came in 1905 and until 1956 the Railway Board went on undergoing a lot

of changes. Since 1956, it has remained as it was, by and large, and the result is that there is a lot of overlordship and heavy bureaucracy because of the Railway Board. I do not want to criticise any official here or there. My point is that the Railway Minister must give an assurance that the railways' administration and management will be so looked into that the bureaucratic overlordship and control is bogged down...

13 hrs.

MR. SPEAKER. Please conclude.

PROF. P. G. MAVALANKAR. If you do not want me to continue after lunch I would request you to give me one or two minutes more now. I will finish in 1½ minutes.

MR. SPEAKER. Please finish now.

PROF. P. G. MAVALANKAR. As there is no time, I will not go to other questions. At the end, I would only say this that the question of modernisation of the railways, the question of new lines, the question of general staff management and the question of industrial relations also need to be looked into very carefully.

In the remaining half a minute, I would say, as I must represent my constituency....

MR. SPEAKER. Everybody is answerable.

PROF. P. G. MAVALANKAR. There must be a super fast train between Ahmedabad and Delhi via Baroda for the convenience of the general public and also to enable the Members of Parliament to go to their constituencies on Fridays and come back on Mondays to do Parliament work here. There should be an additional train between Bombay and Ahmedabad. Moreover, what is important is that electrification must be speeded up in areas where it is needed so that the railways can function effectively and efficiently.

MR. SPEAKER: Out of 12 hours allotted, we are hardly left with 2½ hours. I will call the Minister to reply at 3.30 P.M. He will take about an hour.

SHRI C. M. STEPHEN (Idukki): The Opposition must get its allotted time.

MR. SPEAKER: Everybody is covered.

SHRI C. M. STEPHEN: Take, for example, my party. I have given a list of 9 members. 29 minutes are still left for my party. Only 4 members have been called. Others must be called. The opposition is not getting sufficient time. The Opposition must get sufficient time.

MR. SPEAKER: All the time allotted will be given

The House now stands adjourned till 2 O'clock.

13.02 hrs.

The Lok Sabha adjourned for Lunch till Fourteen of the Clock.

The Lok Sabha reassembled after Lunch at five minutes past Fourteen of the Clock.

[SHRI RAM MURTI in the Chair]

RAILWAY BUDGET, 1979-80—  
GENERAL DISCUSSION—contd.

SHRI A. C. GEORGE (Mukandapuram): Mr. Chairman, before you call the hon'ble Member to speak, I would like to point out that just before the House adjourned for lunch the Leader of the Opposition had pointed out that Congress (I) and Congress have got 29 and 30 minutes remaining respectively. We would like to fully utilise that.

SHRI C. M. STEPHEN: Sir, let me also say that when the debate goes on the Opposition must have sufficient time. I checked up, my party

and Congress party have been allotted specified time. Janata Party has one hour and fifty minutes. My point is whatever time the Minister takes it must be from the Janata party quota and we must have our full time.

सभापति महोदय : ठीक है, आप को समय दिया जाएगा ।

श्री किर्लोस्कर प्रसाद (बांसगाव) : माननीय अध्यक्षता महोदय, मैं आप का बड़ा आभारी हूँ कि आप ने घांटे-घांटे सर्वप्रथम मुझे पुकारा और मेरे को लिए ।

जो रेलवे बजट 1979-80 का माननीय रेल मंत्री जी ने प्रस्तुत किया है, मैं सर्वप्रथम यह कहना चाहता हूँ कि जैसी कि जनता पार्टी की घोषित नीति है कि कृषि और वेहातों का विशेष ध्यान रखा जायगा, माननीय मंत्री जी ने उसी को धनुरूप काम किया है और उन्होंने सर्व सामान्य के हितों को देखते हुए अपना काम प्रारम्भ किया है और इन के जो कार्य हैं, वे अनहित के लिए हैं, उस के लिए मैं उन को बधाई देना चाहता हूँ। इस देश की रेलें एक बहुत बड़ा उपक्रम हैं और यह विश्व का सबसे बड़ा नियोजन का एक विभाग है। रेल विभाग की जो वार्षिक रिपोर्ट 1977-78 की प्रस्तुत हुई है, उस में बताया गया है कि इस में 5,896 करोड़ रुपये की पूंजी खर्ची हुई है, 15 लाख कर्मचारी इस में कार्य करते हैं, 60,893 किलोमीटर लम्बी रेलों की लम्बाई है। साथ ही साथ जो निवर्तित कर्मचारी हैं, उन को साथ में 959 करोड़ रुपये वेतन के रूप में देना पड़ता है। इस से साफ-साफ पता लग जाता है कि यह कितना बड़ा विभाग है।

मान्यवर, वत वर्ष जब 125वीं वर्षगांठ रेलवे की मनाई गई थी, तो उस वक़्त यह कहा गया था कि अनुमानित व्यय 89-32 करोड़ थी, यह बड़ कर 126.23 करोड़ हो गई है। यह मंत्री जी ने स्वयं कहा है। यह अपने आप में एक कीर्तिमान है, एक नया रिकार्ड है। इसी सिलसिले में मैं यह भी कहना चाहता हूँ कि जहाँ पिछले इलाकों में रेलवे लाइनों को बिछाया जाएगा, उस के साथ-साथ राजस्व की रिटर्न पर जो जोर दिया गया है, उस से हम लोगों की संका पैदा हो गई है। एक तरफ़ आप व्यापार रिटर्न चाहें और दूसरी तरफ़ पिछड़े हुए क्षेत्रों का विकास भी आप चाहते हैं, यह कैसे संभव होगा। इस के लिए वहाँ विशेष बुनियादी ढाँचा होनी लानी नयी लाइनों का बांध बिछ सकता है। मुझे मालूम है कि आपको भी योजना आयोग पर नयी लाइनों के लिए निर्भर करना पड़ता है और जिन लाइनों में बाधा होता है, उन लाइनों का बाधा हट कर आप उन्हें छोड़ देते हैं। आपने बजट में कई नयी लाइनों की बात कही है, यह अपने आप में एक अच्छी बात है। मैं आपका ध्यान पूर्वोक्त रेलवे की ओर दिशावा चाहता हूँ। जब तक पूर्वोक्त लाइन के मुक़ाबले में कोई अचानक नहीं बना है। यह विचार कैबिनेट

## [ श्री शिंदीजी महाराज ]

सरकार की देखरेख में ही अभी तक चल रहा है। कोई जनमत लेने-बढ़ाने नहीं गया है। इस से उस रेलवे का काम थकड़ा पड़ा हुआ है।

साथसार, पूर्वोत्तर रेलवे में समस्तीपुर से एक छोटी साइन गोरखपुर होते हुए, बस्ती, बाराबंकी तक बिस्तार है। इसको बड़ी साइन में बदलने की बात कही गयी है। मैं आपके माध्यम से कहना चाहूंगा कि इसकी प्रगति तेजी से की जाए ताकि असम और बंगाल से आने लोगों के लिए यह सीधी साइन हो जाए। अब तक इसकी जितनी प्रगति होनी चाहिए थी वह नहीं हुई है।

इसी रेलवे पर लखनवा से बांसगांव, दोहरीघाट, आरमपड़ मिर्जापुर बाड़ी साइन का सर्वेक्षण हुआ था। यह सर्वेक्षण ज्यों का त्यों पड़ा हुआ है। इसी क्रम में मैं माननीय मंत्री जी से आग्रह करूंगा कि इस सर्वेक्षण को भी देख कर इस कार्य को आगे बढ़ाएं।

साथ ही साथ मैं यह भी कहना चाहूंगा कि रेलवे में अनुसूचित और अनुसूचित जनजातियों के लिए जो कार्य निश्चित हैं वे अब तक पूरी नहीं पूरी गयी हैं। मैं आपके आंकड़े के कर बताता हूँ कि उनके बारे में क्या स्थिति है? मैं 1976-77 और 1977-78 की रिपोर्ट के यह आंकड़े आपके सामने प्रस्तुत कर रहा हूँ कि कितने लोग वास्तव में काम कर रहे हैं। वे आंकड़े इस प्रकार हैं—बेदुल्ख ट्रैक्कड को 1976-77 में 6.1 और 1977-78 में 6.0 प्रतिशत कुल नौकरियों में था। बेदुल्ख ट्रैक्कड का कुल नौकरियों में 1976-77 में 0.8 और 1977-78 में 0.8 प्रतिशत था। इस तरह से हम देखते हैं कि इन लोगों का नौकरियों में प्रतिशत बढ़ाने की बहुत जरूरत है। हम देखते हैं कि जहाँ अनुसूचित जाति का काम होता है उनमें बेदुल्ख ट्रैक्कड के लोगों का परसेन्टेज 1976-77 में 84.8 और 1977-78 में 83.8 था लेकिन बेदुल्ख ट्रैक्कड के लोगों का परसेन्टेज उनमें 1976-77 में 1.3 और 1977-78 में केवल 1.5 था। इस तरह से कमजोर वर्ग के लोगों में बढ़ा प्रस्तोच है। मंत्री जी को इस बात पर ध्यान देना चाहिए।

साथसार एक बात धोर है कि जो कर्मचारी मर जाते हैं, उनके घरों के बाव उनके आश्रितों को सेवा में नहीं लिया जाता है। वे लोग अपने लोगों के मरने के बाद कार्यालयों में रुकने या आ कर बक जाते हैं। अब तक वेतनार कर्मचारी विभाग में रहते हैं तो वे वेतनार सिपाही कहलाते हैं लेकिन उनके घरों के बाव उनके आश्रितों की कोई सुरक्षा प्रदान नहीं की जाती। इस पर अभी भी कोई समुचित विचार करना चाहिए।

एक आंशिक पूर्वोत्तर रेलवे के मुख्यालय से सम्बन्धित है। जहाँ 12-8-78 से 11-8-77 तक की तीन प्रतिशत वृद्धि के बाद के वर्ष पर कार्यरत के संकेत से कुछ और यह किन-कहाँ और कितनी नहीं रखा

काम। इस सम्बन्ध में रेलवे स्टेशन के कुछ परिवर्तनों की योजना का विवरण कि जहाँ वास्तव में भी निर्माण का रहा है। किन लोगों को नहीं रखा गया है उनमें से 12 वा 14 बेदुल्ख ट्रैक्कड और बेदुल्ख ट्रैक्कड के लोग भी हैं जिनमें अभी तक नहीं रखा गया है। इस तरह भी मंत्री जी को ध्यान देना चाहिए।

मैं ने माननीय विधानाचार्य जी को एक पत्र लिखा था कि श्री रामधनी, पुत्र पांच की रेल सुरक्षा विशेष दल में नियुक्ति न किये जाने का क्या कारण है। उन्होंने मुझे जवाब दिया कि उसका सीना कम था, इस कारण के उसकी नियुक्ति इस पद पर नहीं हो सकती। लेकिन बाद में पता चला कि उसी के पांच के भी सुरक्षित सिंह, पुत्र जी अगत सिंह को भी उसी का लिया गया जिसका सीना रामधनी से कम है। पता चला है कि उसने 12 वीं कक्षा दिया था। जो सुरक्षित सिंह, पुत्र जी अगत सिंह है उसका सीना अगर आज भी बलाकर नापा जाय तो उसका सीना कम है। मंत्री जी ने उत्तर दिया, राम धनी जी सक्षम था, लेकिन मीने की बीमारी में कमी है, इसलिये वह नहीं लिया गया। परन्तु इसके विपरीत जो सक्षम भी नहीं है और जिसका सीना भी कम है उसको ले लिया गया है। यह देख कर मुझे आश्चर्य हुआ, धीरे में चाहूंगा कि मंत्री जी अपने पत्र सख्या 78/सिंह (ए बी ई) धार धार 5/7 बिनाक 17 फरवरी, 1979 का अवलोकन कर लें और इस बात से सन्तुष्ट हो जायें कि मेरी बात कहा तक सत्य है।

इन कथनों के साथ मैं आपके धन्यवाद देता हूँ, आपने बहुत बड़ा समय मुझे दिया।

SHRI P. A. SANGMA (Tura) Mr. Chairman, Sir, at the very outset, I would like to extend my sincere thanks to the hon. Minister of Rail ways, Professor Dandavate, for having shown good gesture to our region, that is, North-Eastern Region, by bringing forward a proposal of constructing new lines in the 6 Hill States of the North-Eastern Region. I can assure him that this proposal will bring in the hearts of our people a lot of expectations. But I would at the same time like to point out that considering the long-standing due and neglect shown to our region, this proposal is not at all adequate if equal justice is to be given to our people. I want to analyse some of the problems and some of the misconceptions that are in the minds of the people here at the Centre, in so far as our region is concerned. The Central leaders have not been able to understand the actual problems of our region. The people in the rest of the country have not yet

understood the problems and the conditions under which we are living there. There are people who misunderstand us and the people in other parts of the country accuse us that we have not come in the fold of the national main-stream. If the people of our region have not come to the national mainstream, we should not be blamed for that, and I think the blame lies with the Centre. If we have not come to the fold of national mainstream today, it is because we have been compelled to live in isolation. Here I may bring to the notice of the hon. Members an interesting point that a majority of the people in our region have not even seen the train. They do not know what the train is. Not even 1 per cent of the people in our region have seen other parts of the country. The greatest bottleneck is the transport system and, therefore, every item is so costly in our region. There is another criticism which many people very often speak of us. They say that the hilly States in the North-Eastern region, the small States, always ask for more grants from the Centre; they always want central assistance, and they do not have revenues of their own. I may tell you, Sir, that the cost of development in our region is very high, the people in Delhi or in the rest of the country will not understand that. If one has to construct a small house, even if one kilometre of road has to be constructed by a government agency, everything has to be carried by bullock-carts or by human labour. At certain places, these can be carried by trucks, but this is possible at a few places. Therefore, if a road has to be constructed in our region, it may cost ten to twenty times than the cost of construction in the rest of the country. That is the reason we require more money from the Central Government and we have to depend much on the Central Government.

There is another difficulty with us. We do not have proper means of transportation and the result is that we are not in a position to exploit the

mineral resources. Our region is very rich in mineral resources, in forest products, but because of lack of means of transport, we cannot exploit them; we cannot do anything there. That is why, I have been trying to impress upon this House—I did so last year also while participating in the Railway budget and have been saying that from time to time—that it is very important that our region should have proper railway links. I am very happy that the hon. Railway Minister has understood this; this Government has understood this and at least a few kilometres of new railway lines have been given to each of the six hilly States of our region.

While taking up the new schemes, I only wished the hon. Railway Minister would have considered carefully as to which lines should be taken first. In my State, surveys have been carried out in respect of three lines. These are: Gauhati to Barnihat, Jogigopa/Pancharatna to Daranggri, and Goalpara to Mohindroganj.

THE MINISTER OF RAILWAYS (PROF. MADHU DANDAVATE): We have taken up Gauhati—Barnihat.

SHRI P. A. SANGMA: I wish that the Railway Minister should have taken either of the two other lines. The other two lines seem to me to be more important. These lead to places where mineral resources exist and can be exploited. The railway lines would have scope for further extension also. The Gauhati to Barnihat line which has been taken this year, ends at that point. It cannot be extended further. Economically, it is not very much viable. I wish, the other two lines should have been taken and I would urge upon the Railway Minister to consider this seriously.

Then, I am thankful to the Railway Minister that they are going to construct another bridge over Brahmaputra. But there was another proposal, and an important proposal. To the best of my information, the Go-

[Shri P. A. Sangma]

Governor of North-Eastern States and the North-Eastern Council have made a recommendation for construction of a third bridge over Brahmaputra at Jogigopa/Pancharatna. This bridge is very important. And to my information, the NEC has recommended that this bridge should be constructed on a priority basis. I would urge upon the Railway Minister to take up the construction of this bridge so that the other parts of the North-Eastern region which would depend on the construction of this bridge very much have proper development and many more things can also be done.

With these words, I conclude

श्री टी० एस० शर्मा (उस्मानाबाद) सभापति महोदय, रेल मंत्री ने जो बजट प्रस्तुत किया है, उसके लिए वह धन्यावाद के पात्र हैं। मगर साथ ही साथ मैं यह कहना चाहता हूँ कि जिस इलाके से मैं आता हूँ—मराठवाड़ा, वह जब हैदराबाद स्टेट में था, तो उस समय भी वह बाकिर में पड़ता था, और जब वह 1956 से महाराष्ट्र में आ गया, तब भी वह बाकिर में रहता है, जिसके कारण कोई सरकार उसकी तरफ ध्यान नहीं देती है। महाराष्ट्र का ज़िम्मे गति से और जिस प्रमाण में दिखा हो रहा है, उस गति से और उस प्रमाण में मराठवाड़ा का विकास नहीं हो पाता है। इस लिए वहाँ पर रिजलन इम्पैक्ट की बनव्या पैदा हो गई है।

जब तक किसी क्षेत्र में रेल की सुविधा न हो, तब तक वहाँ किसी प्रकार की औद्योगिक क्रांति, या इंडस्ट्रियलाइजेशन संभव नहीं है। जो जय प्रकाश नारायण कहते थे कि इस देश में सम्पूर्ण कोन्ति लानी चाहिए। लेकिन जब तक सरकार रिजलन इम्पैक्ट को नहीं हटाती है, तब तक इस देश में बाकिर क्रांति की बात करना निरर्थक होगा।

हमारे यहाँ लातूर-विजं रेलवे लाइन की योजना बहुत दिनों से पड़ी हुई है। यह दुख की बात है कि मंत्री महोदय ने अपने भाषण में उसका उल्लेख तक नहीं किया। यह उन बातों के लोगों की बदकिस्मती है कि मंत्री महोदय ने अपने भाषण में उस लाइन का उल्लेख तक नहीं किया है। ये बार प्राजेक्ट्स एक ही समय शुरू हुई थी वेस्ट कोस्ट कॉन्क रेलवे, बनोबानका, कम्पाउन्ड और लातूर-विजं रेलवे लाइन। 1973-74 में लातूर-विजं लाइन का सर्वेक्षण हुआ। अगर उस समय वह लाइन इकानोमिकली फीजिबल नहीं थी, तो वह साल के बाद आज वहाँ कई ब्रिज से परिपूर्ण हुआ है, वहाँ की हालत में बहुत सुधार हुआ है। इस बात में मैं कुछ आश्चर्य देना चाहता हूँ, जो मैं ने

रेलवे स्टेशन से प्राप्त किये हैं। वेरे पल धीरे-धीरे, 1978 तक के क्रियर्वा हैं। लातूर के बारे में क्रियर्वा इस प्रकार हैं —

नम्बर प्राकृतिक	3,61,768
प्रतिनिध	17,29,022 रुपये
प्राकृतिक प्राकृतिक	15,142
इनवर्ग प्राकृतिक	50,744
प्राकृतिक गुरुवर्ग प्रतिनिध	25,08,975 रु०
इनवर्ग प्राकृतिक प्रतिनिध	17,48,711 रु०

जब रेलवे को इतना फायदा होता है, तो रेल मंत्री को बड़े बड़े ने अफसर गलत समझते हैं कि यह लाइन इकानोमिक नहीं है। मैं ने इस बारे में लाटूरवीर दो पत्र लिखे थे। मंत्री महोदय ने कहा है कि यह बिल्कुल फीजिबल नहीं है, यह अनइकानोमिक है और इसमें इनवेस्टमेंट करना गलत है।

अगर लास होता भी है, तो उस क्षेत्र को सारे देश के साथ बराबरी के स्तर पर लाने के लिए वहाँ पर उपाय से उपाय इनवेस्टमेंट की जरूरत है। ऐसा नहीं होना चाहिए कि बाकिर रेलवे को लास होता है, इस लिए उस क्षेत्र का नेग्लेक्ट किया जाये। राष्ट्रीय दृष्टिकोण से यह गलत होगा। किसी भी प्रकार की योजना का प्रयत्न में लाने के लिए राजनैतिक आधार नहीं होना चाहिए।

उस छोटी लाइन पर तीन गुणर फीक्टरिया और छ अइसारी फीक्टरिया हैं। किसानों का जो 13 करोड़ रुपये का माल लातूर के बाजार में भेजा जाता है, अगर रेल की सुविधा हो जाये, तो उसे बायरेक्ट मद्रास और बम्बई में भेजा जा सकता है।

कई व्यापारियों ने शिकायत की है कि उस लाइन पर बैगन्ज नहीं मिलते हैं। इसके अलावा नौरोज लाइन के इजिन बिल्कुल बेकार है। रेलवे के कर्मचारियों ने मुझे जानकारी दी है कि मैं इजिन की साल से भी पहले के हैं। हमें पता लगा है कि जब वहाँ पर फीजल इजिन लगाने की कोशिश की जा रही है, लेकिन पता नहीं है कि ऐसा कब किया जायेगा। हमारी पार्टी के बारे में सीधे मद्रास से कहते हैं कि वह रेलगाड़ी नहीं है, बैलगाड़ी है। वह गाड़ी इतनी फीजली चलती है कि लोग स्टेशन पर चढ़ने के बजाये चलती हुई गाड़ी पर आसानी से चढ़ सकते हैं। जब तक मंत्री महोदय इन बातों को तरफ ध्यान नहीं देते, तब तक इस हालत में परिवर्तन नहीं हो सकता है और न ही उस प्रांत का विकास होना संभव है।

उत्तरी और नाविक कामर्शल सेंटर्स हैं। वहाँ योजना और विकल्पकारी की बाखने लाइन के बीच लातूर रोड है। लातूर रोड से लातूर 32 किमी-



बीटर है। 1973-74 में उसका बर्षकर्म हुआ था। प्वायिव कमीशन द्वारा मंजूरी न मिलने के कारण उसका इम्प्लीमेंटेशन बंद हो गया। मगर आज हम यह बिनती करते हैं कि अगर लापुर रोड और लापुर की इस लाइन को लिक अप कर दें तो वहां के रहने वाले किसानों और मजदूरों को उस से काफी फायदा होने वाला है।

महाराष्ट्र डेवलपमेंट कारपोरेशन ने 800 एकड़ जमीन वहां दस साल हुए एकबार कर रखी है इन्स्टीट्यूट लयाने के लिए ताकि वहां के नौजवानों को काम मिल सके और उस हिस्से का विकास हो सके। मखन नैरो गेज को ब्राड गेज में न बदलने के कारण कोई भी इन्स्टिट्यूट वहां इन्स्टीट्यूट लिए तैयार नहीं है। इसलिए मैं बिनती करता हूं कि मंत्री महोदय उसकी तरफ ध्यान दें और एक बार वह मेहरबानी कर के उस लाइन पर ट्रेन में यात्रा कर क देखें कि वहां के लोगों की जरूरत क्या है? न वहां स्टेशन पर सीया जलता है, न पीने के पानी का इंतजाम है, न ट्रेटफार्म है, न वेटिंग रूम है। वहां के पैसेजर्स और वहां के लोगों को इस से बड़ी तकलीफ होगी है। इस और मंत्री महोदय ध्यान देने की कृपा करें।

दूसरी बात—रेल मंत्री जी ने जो सीजन टिकट्स के नियमों में बढ़ि की है और जो माल भाड़े में बढ़ि हुई है उस का असर बड़े बड़े शहरों और महानगरी में जो अपनी रोटी कमाने के लिए बसे हुए हैं उन के ऊपर पड़ता है। वे शहर से काफी दूरी पर रहते हैं। उन के लिए मंत्री महोदय की सोचना चाहिए कि जो लोग रोटी कमाने के लिए कहीं किसी कारखाने में काम करने जाते हैं उन पर उस का असर न पड़े और उन का भार बड़े। मैं यह निवेदन करना कि जो बच्चों की उम्र की टूटेल के लिए बढ़ाई है उस में जो बच्चे, लड़के और लड़कियां स्कूल कालजेज में पढ़ने के लिए जाती हैं उन के सीजन टिकट पर जो भार पड़े वाला है उस की निपट्टा कर ले तो सब को फायदेमंद हो सकता है और मां बाप की जो इनकम है उस में उन को राहत मिल सकती है। इन पर आप ध्यान देने, यह मैं उम्मीद करता हूं।

**SHRI K. MALLANNA (Chitradurga):** First of all, let me congratulate Mr. Dandavate because he announced the conversion of the Mysore-Bangalore line from metre gauge to broad gauge. Like any other budget, this has got its merits and demerits, it has affected some sections of the people adversely and has helped some other sections. It may be progressive or non-progressive. Likewise this budget also contains good and bad things. I want to point out that it has touched the pockets of incapability, those who have not got the capa-

city of paying a higher fare, he has very cleverly withdrawn the concessions from the season ticket holders, urban and suburban people. This population consists of the working class, the students, poor ryots, kisans. He has withdrawn the concession on freights; he has announced the levy of a supplementary charge of 5 per cent. upto 500 kilometres and 10 per cent beyond 500 kilometres on all goods traffic, except salt. He has also withdrawn the concession to the people who are travelling upto 50 km. So far as season tickets are concerned, the revenue amounts to about 38 crores. So far as the withdrawal of concession on 50 km. tickets is concerned, it is expected to give 839 crores. It could have been made up through his efficiency. Now the Railway Department suffers from inefficiency. By bringing efficiency in the Railway Department, this charge could have been made up. This special fare concession was given to help the poorer sections. He has given incentive to the Railway employees, but that is inadequate. If he had given some bonus, etc. which would help the economic condition of the Railway people and incentive to the employees this charge on the poorer sections could have been reduced through efficiency.

He has announced some good proposals. He has announced some age concession for children to mark the Children International Year. He realises the catering condition in our Railways. It has been deteriorating for a very long time. The formation of Catering Corporation is a welcome feature.

He has announced some new lines. That also is a welcome feature. While announcing the new lines, I do not know whether he has taken into consideration all measures to lessen regional imbalances. So far as Karnataka is concerned he has announced line conversion from Bangalore to Mysore. Our State Government has made some request. Karnataka is a very backward State so far as Railway lines are concerned. Our State has made a request for conversion of

[Shri K. Mallanna]

Bangalore Mirag line. It is a very important thing so far as freight from Bombay to Bangalore is concerned, so far as passenger transport also is concerned. Then conversion of Hubli-Hospet line is also very important. Work on Guntakal Bangalore, conversion line is going very slow. It is a very important line. I request him to speed up these things.

So far as new lines are concerned, our State Government has made a request that Hubli Karvara should be taken up so that it could transport iron ore from Bellari.

So far as the Railway Service Commission is concerned, we are divided into three parts. One section of our people has to go to Bombay, another section has to go to Secundrabad and the third section has to go to Madras. I request the hon. Minister to open an office at Bangalore to help the poor unemployed.

So far as our language is concerned, bulk of our educated population are coming from rural area. In rural areas, our education is through the regional language. I, therefore, request him to introduce regional language in conducting the written as well as oral examination.

Lastly, the work on the wheel and axle plant at Yelahanka is going on. I request the hon. Minister to see that this factory is made into an export-oriented factory because we are establishing some other factories in foreign countries.

I request the hon. Minister to go into the problems of my State and take some speedy action.

SHRI S. B. PATIL (Bagalkot): Sir, I am very thankful to you for giving me an opportunity to speak on the railway budget. My hon. friends on the other side and Mr. Mallanna have made some observations as far as Karnataka is concerned. In the first instance, I would like to congratulate Prof. Dandavate on having presented

a surplus budget of Rs. 125 crores for the current year. The Minister deserves to be congratulated on three or four counts. Firstly, the rate of return on capital investment this year will be 7.35 per cent which is really the highest ever achieved since independence. Secondly, the railways have introduced super-fast express and super-fast classless express trains in the country. But they are all urban-oriented. As far as rural areas are concerned, as far as sectional railways are concerned, they are most-neglected and most-mismanaged in the country. The super-fast classless express trains are serving only 20 per cent of the population. The remaining 80 per cent of the population in the country are travellers in sectional railways. What is their position today? The trains are running late. Coaches are very dirty. Bath rooms are not cleaned. Catering has deteriorated most. These are the things going on in the sectional railways.

As far as Karnataka is concerned, as Mr. Mallanna has told the House, it is most backward and most neglected in the railway system in the country. I will give some examples. There are about 60,695 route KMs in the country out of which 8759 KM i.e. 16 per cent are in UP, 6395 KM i.e. 12 per cent in M.P., 5670 KM in Gujarat, 5303 KM in Bihar, 4714 KM in A.P. but only 2961 KM i.e. 5 per cent are in Karnataka. So, it is the most neglected, and most backward as far as railway system is concerned. I would like to say a few words regarding the route KM per million population. In Karnataka there are only 15.95 KM per million population, while it is 140 in Kerala, 105 in A.P., 66 in Tamilnadu and the all-India average is 89 KM. But Karnataka has only 15 kms. per million population.

Then what are the immediate needs of Karnataka in respect of Railways? They are conversion of Mira-Bangalore and Hubli-Hospet lines from metre-gauge to broad-gauge and construction of new railway line from Hubli to Karwar.

Mr. Dandavate while presenting the Budget, told the House that conversion of Mysore-Bangalore line was sanctioned. Many of my friends including our Chief Minister congratulated him but I do not want to congratulate him for that because the State has contributed Rs. 3.75 crores in the form of free slippers, free land and other things.

Karwar-Hubli line is the most important line because if Hospet-Bellary iron-ore is transported through this route it will reduce the transport cost of iron-ore and our iron-ore will be able to compete in the international market.

Now, I shall tell you why this Karwar-Hubli line is important. This is the long standing demand of Kannadigas of North Karnataka, that is, construction of Hubli-Karwar new railway line which is about 160 kms. This will be the most important and economical means of providing an outlet for rich mineral wealth of Bellary-Hospet sector in Karnataka. The railway has conducted traffic surveys in the year 1972. The rich iron and manganese ore of Hospet-Bellary sector is now transported through Madras and Goa ports which are far away from Hospet. Karwar port is the nearest port to Hospet which is about 327 kms. The transport charges now for Hospet ore to Madras are about Rs. 77.55 per ton and for Goa Rs. 57.35 per ton but for Karwar it is estimated to be Rs. 37.53 per ton. If Hubli-Karwar line is constructed, it would be more economical and our iron-ore will be more competitive in the world market. Therefore, I request Mr. Dandavate on behalf of the State of Karnataka, to kindly look into this matter.

श्री सुप्रसन्न विष्णु (बाह्यहोपुर) : सभापति जी, मैं आप का बहुत आभारी हूँ कि आप ने मुझे बोलने का समय दिया। मैं प्रो० दंडवते साहब की श्री सम्मान वेत्ता हूँ और मुझे प्रसन्नता इस बात की है कि सब तरह से उन्हें सम्मान और बहादुरी मिल रही है। वह उन की कार्य-समझ है जिस के कारण हमने उन्हें इसकी पदवी हुई है और सर्व-पक्ष रेल साधन मिल रही है नये परिवार में और

पुराने परिवार में साधन बढ़ती जा रही हैं। एक बात और बतानी भी है कि यह सब है कि उन्होंने यह फैसला किया है कि जो कुछ प्रदान परिवार में है, वहाँ पर नई रेल साधन विधान में प्राथमिकता दी जाएगी। यह एक बहुत अच्छी बात उन्होंने की है।

मैं आपके द्वारा बतानी जो का ध्यान उत्तर प्रदेश में फारुखाबाद और बाह्यहोपुर की तरफ बिलाना चाहता हूँ। फारुखाबाद से बाह्यहोपुर होते हुए मैसाली तक एक गाड़ी चलाई जाए। इस साधन का सर्वे भी हो चुका है। फारुखाबाद में खानू पैदा होता है। तम्बाकू भी पैदा किया जाता है। पुर्वाया और मैसाली सहली जो है हीट इस्लिंग बेल्ट उत्तर प्रदेश की है। इसलिए वहाँ पर रेलवे साधन बनाने की बहुत जरूरत है। उस का सर्वे भी हो चुका है और यह अनुमान था कि 31 करोड़ रुपये उस पर खर्च आएगा। जनरल एक्सचेंजर और प्लांटिंग कमीशन ने बावद इस में कुछ रुकावट पैदा कर दी है और हरी लम्बी नहीं दिखाई है जिस की वजह से प्रो० दंडवते साहब की कुछ दिक्कत है। इस के लिए मैं यह सुझाव दूँगा कि अगर पूरी साधन का निर्माण अभी नहीं हो सकता, तो एक तरफ से इस को शुरू करना है। इस साधन का मिलिट्री प्वाइंट आफ व्यू से भी महत्व है क्योंकि यह साधन के साथ हमारे बोर्डर को जोड़ता है।

श्रीमान्, आपको याद है कि 1914 में बाह्यहोपुर से मैसाली तक जो रेलवे साधन थी, उसकी उच्चाड़ लिया गया। तत्कालीन गवर्नर जनरल ने वहाँ के लोगों को यह आश्वासन दिया था कि फर्टि वाई बार खत्म होने के बाद उसकी रेस्टोर कर दिया जाएगा। इस साधन के बारे में तत्कालीन गवर्नर जनरल ने भी कायदा किया था लेकिन आज तक उस रेलवे साधन का निर्माण नहीं हुआ। आप जानते हैं कि बाह्यहोपुर एक पिछड़ा और अधिकतम जिला है लेकिन स्वतन्त्रता की लड़ाई में वह सब से आगे रहा। 1857 की आजादी की लड़ाई में और उसके बाद काकोरी काण्ड में भी वहाँ के लोग शहीद हुए। मैं आपको बताना चाहता हूँ कि काकोरी काण्ड में जो कि प्रसिद्धी के कारणों से हुआ, वहाँ के धाकड़कुला का ठाकुर रोशन सिंह और अधिकतम राम प्रसाद बिस्मिल शहीद हुए और 1857 की लड़ाई में मौलवी आहमदउल्ला साहब ने प्रसिद्धी के विरुद्ध लड़ते हुए अपने प्राण दिये। लेकिन आज तक उस इलाके की तरफ ध्यान नहीं दिया गया है।

इसी तरह से अरिबों राज के जमान में अधिकतम कार्यप्रमाण साधन का सर्वे हो चुका था लेकिन उस साधन पर भी कोई ध्यान नहीं दिया जा रहा है। श्रीमान्, आपको याद है कि काकोरी काकोरी शहीद हुए हर साल जाते हैं। लेकिन इस के बारे में भी अभी तक कुछ नहीं हो सका है। वेष्टमन और विकासकार के बीच में भी सर्वे हो चुका है। वह सर्वे तीन साल पहले हुआ था लेकिन

### [बी सुरेश निमन]

इस का भी निर्माण नहीं हो रहा है। मीनम्, थाप चाहते हैं कि देहरादून का एरिया बहुत पिछड़ा हुआ है। इस इलाके में इन लाइनों के बिछ जाने से वहाँ पर यात्रियों को तो सुविधा होगी ही उसके साथ साथ मिलिट्री प्वाइंट आफ व्यू से भी उनका बहुत महत्व है।

मीनम्, धन में मैं कहना चाहता हूँ कि सर्वन रेलवे का इन्तजाम बहुत अच्छा है। लेकिन सर्वन रेलवे का इन्तजाम सब से खराब है। इस साइन पर फस्ट क्लास में पैसेजर्स भर जाते हैं और येन पुलिंग तो आम बात है। इसलिए मैं मंत्री जी से निवेदन करना कि मैं इस बीच को देख कर ठीक करूँ।

मनु वण्डवते जी ने जो रेलवे का इतना सुन्दर बजट प्रस्तुत किया है उसके लिये मैं उनका आभार प्रकट करता हूँ। आपने मुझे इस पर बोलने का समय दिया, इसके लिए आपका भी बहुत बहुत धन्यवाद।

बी छीसबाई गामित (माधबी) सभापति महोदय, आपने मुझे रेलवे बजट पर बोलने का जो मौका दिया है, उसके लिए मैं आपका बड़ा आभारी हूँ। रेल बजट में आम जनता के ऊपर जो प्रत्याघात पड़े हैं, उनके बारे में मेरे पहले के माननीय वक्ताओं ने बलवत् विवे हैं और उनके बारे में कुछ सुझाव भी दिये हैं, मैं उनको नहीं दोहराना चाहता हूँ।

मैं अपने वक्तव्य में, हमारे सुवर्ण में आदिवासी और पिछड़े हरिजनों को रेल सेवाएँ और सुविधाएँ देने के बारे में कहना चाहता हूँ जब से हमारे रेल मंत्री जी ने कार्यभार सँभाला है तब से उन्होंने बार बार इस सदन में और इस सदन के बाहर भी आदिवासी और पिछड़े लोगों के विकास के लिए रेल सुविधाओं जल्दी से जल्दी देने का बार बार आश्वासन दिया है। नगर सभापति भी मुझे कुछ से कहना पड़ता है कि जहाँ तक हमारे सुवर्ण में आदिवासी और पिछड़े लोगों का सम्बन्ध है, उनके लिए इस बजट में रेल सुविधाएँ देने के लिए कोई प्रबन्ध नहीं किया गया है। मैंने पिछले साल के रेल बजट के बारे में जो बातें कही थीं उन बातों की तरफ मैं फिर से रेल मंत्री जी का ध्यान खिन्ना चाहता हूँ। सुवर्ण में आदिवासी से आरम्भ करके आदिवासी क्षेत्र तक पहुँची जेल की जो पट्टी बायीं है वह साल आदिवासी हिस्सा है वह हिस्सा बहुत पिछड़ा हुआ है। वहाँ रेल और कम्युनिकेशन की कोई सुविधा नहीं है। इस विस्तृत क्षेत्र में कई जगहों पर नियरलस भी है। इस क्षेत्र में रेल-सुविधा का विस्तार होना चाहिये। यह इस क्षेत्र में बसवार, साहूवाधार से आदिवासी नई रेल साइन बिछाने का सुझाव देता हूँ हमारी सुवर्ण सरकार ने भी बलवत् आदिवासी

तक रेल साइन के बारे में सरकार सरकार को खिन्ना है। रेल मंत्री जी इस क्षेत्र को यह नई रेल साइन बिछाने के लिए जो भी कार्यवाही हो, वह कार्यवाही वे करें। वह दृष्टिकोण इलाका है। उस हिस्से को रेल साइन से जिन्ना जोका जा सके उतना उसे जोखने का प्रयत्न करें। इस रेलवे साइन पर सोनमड़ और बारदोलीई जो दो स्टेशन हैं इन पर ऊपर पुल की कोई सुविधा नहीं है। मैंने इस बारे में बार बार मंत्री जी को लिखा है और वहाँ की जनता ने भी कहा है कि दोनों स्टेशनों पर ऊपर पुल बनना चाहिये। लेकिन अभी तक उस विधा में कोई कार्य नहीं हुआ। वेस्टर्न रेलवे के सुपरिन्टेण्डेंट ने वहाँ का सर्वे कर के ऊपर पुल बनाने के लिए सिफारिश भी की है। फिर भी इस बजट में इस का कोई प्रबन्ध नहीं है। मेरी मंत्री जी से प्रार्थना है कि इन दोनों स्टेशनों पर ऊपर पुल बनाने का इंतजाम करें। इसी प्रकार डीसवाडा स्टेशन पर फाटक होना चाहिये क्योंकि जहाँ एम० डी० आर० रोड क्रॉस होती है। फाटक की सुविधा न होने से बरसात के दिनों में जो रास्ता नीचे से क्रॉस होना है उसमें नाले का पानी भर जाना है और बसें भी नहीं चल सकती हैं। तो डीसवाडा स्टेशन पर एक फाटक की सुविधा आप तुरन्त दें।

रेलवे कर्मचारियों के बारे में मेरा निवेदन है कि आदिवासियों की उनमें बहुत कम सम्भा है, और भर्ती का जो भाषण है उस में अधिकारी गड़बड़ी करते हैं। मैं मंत्री जी से कहना चाहता हूँ कि अभी जनवरी में एक परीक्षा हुई थी सूरत में जिसमें कई आदिवासी सबके रिटर्न टेस्ट में पास हुए लेकिन मेडिकल टेस्ट में उनको नहीं बुलाया गया। न बुलाने का कोई कारण नहीं दिया गया। मुझे पता लगा कि उनको इसलिए नहीं बुलाया गया क्योंकि उनकी उम्र ज्यादा थी। प्रश्न यह बात सही मात्र भी थी जाए तो फिर ज्यादा उम्र होते हुए आपने उनको रिटर्न टेस्ट में क्यों प्रलाउ किया? तो इस प्रकार को प्रकृति को गड़बड़ी करते हैं इसको रोका जाना चाहिये और रेलवे सेवा में आदिवासियों के बन्धो को आवश्यकता देनी चाहिए।

यही मेरी प्रार्थना है।

बी राबेसाकर कोलूर (रायपुर) सभापति महोदय, आपने मुझे रेलवे बजट पर बोलने का मौका दिया इसके लिए मैं आपको धन्यवाद देता हूँ। हमारे रेल मंत्री जी को सभी लोग बधाई दे रहे हैं और मैं भी उनको देता हूँ क्योंकि जब रेलवे अपनी 125 वीं बर्सेनार मना रही थी ऐसे मौके पर सर्वप्रथम रेल मंत्री जी ने जो कदम उठाये उसके कारण रेल कर्मचारियों ने अपना काम किया और इसी कारण सर्वप्रथम बजट मंत्री जी पेश कर पाये। हर साल वह सर्वप्रथम बजट पेश कर पाये, लेकिन बार में पिछलता का रहा है। जनता सर्वप्रथम में इसकी इन्टरेस्टेड नहीं है। विमता कि वह सुविधाएँ चाहती है। सुकन इन्फोर्टे भी और आदिवासी के कारण की सुविधाओं का अधिक आवश्यक होगा

चाहिये। लेकिन इसके बारे में कुछ नहीं हो रहा है। आप लोग बिस्टेन गाड़ियों में जो सुविधाएँ बकाते जा रहे हैं, सुपर फास्ट गाड़ियों की बसत रहे हैं, लेकिन जो बस्टे बिस्टेन की गाड़ियाँ हैं, उनमें यात्रियों की सुविधाओं का सर्वथा प्रभाव पड़ता जाता है। इसीलिए लोग चाहते हैं कि बसता में उनकी अच्छी सेवा हो और सुविधाएँ उपलब्ध हों। वह सरलतम बस्ट में इंटरस्टेड नहीं है। हर समय सुपर फास्ट गाड़ियाँ चल रही हैं, लेकिन ट्रेन बहुत पुराने हैं जो ज्यादा स्पीड की गाड़ियाँ चलने की वजह से बराब हो रहे हैं उनका मेन्टेनेंस ठीक नहीं है, रैगमैन ठीक से काम नहीं कर रहे हैं जिसकी वजह से ऐक्सीडेंट्स ज्यादा होते हैं। जिस प्रकार आपने गया-मुगलसराय और हानवा-बर्हान सैक्शन पर इलेक्ट्रो मैग्नेट ड्रिवाइंग लागू है उसी तरह की और सैक्शन में भी व्यवस्था करे तो ऐक्सीडेंट्स कम होते और व्यवस्था अच्छी रहेगी।

इस समय हमारे देश में एन० ई० एफ० रेलवे के अन्तर दा प्राइवेट कम्पनियाँ रेल चला रही हैं। एक 81.77 किलोमीटर लम्बी लाइन है बपरमुख से सिलहट सैक्शन पर गौगाव जिले में जिसको माटिन और बर्न कम्पनी लिमिटेड चला रही है, और दूसरी 378 किलोमीटर लम्बी कटालहम से बालाबाजार सैक्शन में एक लाइन है। काबार जिले में जिसको मैकलाइ कम्पनी चला रही है। मुझे आश्चर्य है कि देश के आजाद होने के 30 साल के बाद भी कैसे यह दो प्राइवेट कम्पनियाँ रेल चला रही हैं? मेहनतानी कार के धाप उनकी भी धापने अधिकार अंत में ले लीजिए।

बाल बर्न के उपसल में आपने छोटे बच्चों की की ट्रेन के लिए उच्च तीन साल से बढ़ा कर 5 साल कर दी है इसके लिये धाप बढ़ाई के पात्र हैं। मेरा निवेदन है कि स्कूलों में पढ़ने वाले बहुत बच्चे हैं इसलिए उनकी भी कंसेशन देने के लिए उनकी उमर 12 से 15 साल कर दें तो अच्छा रहेगा। उसके बाद किसानों के बारे में जो कंसेशन दिया है, तो कंसेशन से कुछ नहीं चलेगा जब तक आप उनकी रेलवेजान की सहायता नहीं देंगे। यह कंसेशन पहले से ही है। ....

**अध्यासित बहोदय :** यह पहले ही कहा जा चुका है।

श्री राजसेखर केशुर : कर्नाटक में जो मैसूर और बैंगलूर लाइन के ब्रॉडगेज में कंसेशन को भी आपने बस्ट में लिया है जिसके लिए कर्नाटक सरकार लगातार 1973 से प्रयत्न कर रही है, उसके लिए मैं मंत्री जी को ब्रॉडबाव देता हूँ, लेकिन कृष्णक और बैंगलूर लाइन का भी 1971 में कुछ हुआ और उसको 1976 में कंसेशन होना था। वह साथ उस कंसेशन नहीं हुआ है मेहनतानी कर के इसको कंसेशन करने की कोशिश करे और साथ ही साथ इसको एक्सीडेंट्स का बचाव भीजिए,

उसके लोग बहुत अट्रैक्ट हो जायेंगे और इससे लम्ब की बचत होगी।

बंगलूर में डबल एन्ड एक्सेल प्लांट है लेकिन वहाँ पर काम करने के लिए कोई भी श्रमजी नहीं का नहीं है, वहाँ बाहर के लोगों को लाया जा रहा है। यदि वहाँ के लोगों को काम मिले तो अच्छा है।

कैटरिंग सैक्शन साउथ में बहुत बराब होता जा रहा है, सर्वे एक्सप्रेस में कैटरिंग सर्विस बहुत बराब है। मंत्री जी उसकी तरफ भी ध्यान दें।

रेलवे रिजर्वेशन की हालत भी बहुत बराब है।

इसके साथ ही कर्नाटक में बैंगलूर से नार्वन पाट (उत्तर कर्नाटक में बनलूर से जाने के लिए कर्नाटक जाने के लिए कोई बू ट्रेन नहीं है, वहाँ घू ट्रेन का इन्तजाम कर दिया जाये तो ठीक होगा। बैंगलूर से रायचूर तक एक बिस्टेन डब्ला लगाने का इन्तजाम करे और रायचूर से बालाबाजार और बिस्नी जाने वाली रेलों में एक-एक डब्ला लगाया जाय। रायचूर स्टेशन से काफी धनिया है इसके अलावा भी रेलवे स्टेशन का कोई सुधार नहीं हुआ है यात्रियों की सुविधाओं की बहुत कमी है। कम से कम सुविधाएँ तो मिलनी ही चाहिये।

श्री लक्ष्म बेंब सिंह (गोडा) : सभापति महोदय, जैसे तो पिछले वर्ष भी रेल मंत्री जी ने जो बजट दिया था, उसके कारण बधाइयों का ताता लम चुका है और मेरी भी उनको बधाई है। परन्तु मैं ऐसे क्षेत्र गोडा से आता हूँ जिसका रेल की दृष्टि से महत्वपूर्ण स्थान है और इस नाते मैं 2, 4 बातें आपने सामने रखना चाहूँगा, क्योंकि समय मुझे बहुत कम दिया गया है।

यह चुकी की बात है कि जनता पार्टी ने कहा है कि गांव की घोर बसों को रेल मंत्री जी ने भी अपने प्रोजेक्ट गांव की घोर चलाने का वायदा किया है। लेकिन जब मैं यह बजट देखता हूँ तो उसकी मुताबिक हमारा पूर्वी क्षेत्र इस योजना से बचा हुआ है। मैं गोडा की बात करूँगा।

रेल मंत्री जी ने अपने बजट भाषण में यह कहा है कि उन्होंने सोनपुर को डिविजनल सैक्शन पर कर दिया है। गोडा इससे पहले डिस्ट्रिक्ट सैक्शन का हेडक्वार्टर था लेकिन डिविजनल सैक्शन का होने के बावजूद भी इसको डिविजन नहीं किया गया है। माननीय रेल राज्य मंत्री हमारे वहाँ कीबल लोगों की बूट का उद्घाटन करने लगे थे उस समय उन्होंने ग्राम पब्लिक मीटिंग में बोधध की कि गोडा को डी० एस० पब्लिक फिज कावेगा, क्योंकि पब्लिक ने वहाँ उनसे मांग की थी। एडमिनिस्ट्रेशन की दृष्टि से भी वहाँ डी० एस० पब्लिक होना रेल के लिए बहुत महत्व की बात है।

## [श्री सत्य बेब सिंह]

बल्ले लिए रेल राज्य मंत्री ने पब्लिक में वापस किया था, मैं इस बारे में रेल मंत्री जी को पत्र भी दिया है, मैं चाहूंगा कि वह अपने जवाब में इसके बारे में ध्यानपूर्वक करें कि राज्य-रेल मंत्री जी के इस वाक्य को पूरा किया जायेगा।

हमारे मित्र माननीय सत्यसुन्दर विक्रम जी ने काकोटी कांड की बात कही थी। हमारे वहां गोंडा सिट्टी कबहूरी स्टेसन है, उसके बारे में मैंने प्रधान मंत्री से लेकर रेल मंत्री और रेल-राज्य मंत्री तक पत्र-व्यवहार किया है कि राजेन्द्र नाथ साहिबी, जो कि हमारे लिए और बुकको के बीच ही नहीं सारे राष्ट्र के लिए सम्मान का नाम है, भरोसा ने उनको फासी देने के लिए उसी स्टेसन पर उतारा था जो कि काकोटी कांड के नाम से प्रसिद्ध है। उसके बारे में कई बार पत्राचार किया लेकिन सीयरटैक्लीकैलि-टीव के आचार पर इसके मानकरण को यह कह कर टाला जा रहा है कि यह मामला केन्द्रीय गृह मंत्री और राज्य सरकार के बीच का है। लेकिन मैं रेल मंत्री जी से अनुरोध करता कि वोडा कबहूरी को तत्काल राजेन्द्र नाथ साहिबी नगर स्टेसन किया जाये और इस प्रकार नामकरण करने पर रेल और हम ही नहीं पूरा राष्ट्र अपने को सम्मानित करेगा।

पिछली बार आपने नई लाइन को सम्बन्ध में बात करते हुए खलीलाबाद-बलरामपुर रेलवे लाइन के सर्वे कराने की बात कही थी और इस बजट में भी यही कहा गया है। सर्वे कहा हो रहा है, लेकिन यह सर्वे ही कर ही काम समाप्त नहीं हो जाना चाहिये, यह बलरामपुर-खलीलाबाद बड़ी महत्वपूर्ण लाइन है, मेरा अनुरोध है कि इस को तत्काल पूरा कराने की व्यवस्था की जाये। सर्वे के आचार पर ही संतोष नहीं हो पायेगा।

हमारे बम्बई में पूर्वी उत्तर प्रदेश और बिहार से लाखों लोग, 10 लाख से ऊपर लोग इस बम्बई महामगरी में रहते हैं जो वहां के जनजीवन से पूरी तरह जुड़े हुए हैं, उनके लिए मात्र 3 ट्रेन—बाराबंकी एक्सप्रेस, भागलपुर जनता तथा कलकत्ता जेल। वहां की गांव रही है कि वहां एक ट्रेन और बढ़ाई जाये। लेकिन यहां बहुत हैवी ट्रैफिक बढ़ होने के कारण यदि यह संभव नहीं हो तो जित्त जकार से उचितमात्र सुधारों को चलाया जा रहा है, उसमें 21 कोचों की व्यवस्था की गई है, उसी तरह से बाराबंकी एक्सप्रेस को भी डब-डिब्डेड संजम लगा कर चलाना जल्द ही इससे बहुत बड़ी सुविधा होगी।

मंजी जी ने आपने अध्यक्ष में सेवकों को सेक-डेल देने की बात कही है, लेकिन यही संका में कौनसे बात रा-डील प्राप्त कर रहे हैं? मंजी जी ने जो सेकुडम सर्वे के लिए व्यवस्था कराई है, वह पूरी तरह तम्बू नहीं हो पा रही है और उसमें की कुशाह की आवश्यकता है।

मोनस के बारे में मंजी जी ने स्टेटमेंट दिया है।

समाप्ति बहुवचन : मोनस की बात हो चुकी है, अब आप समाप्त कीजिए।

श्री सत्य बेब सिंह : मोनस के बारे में मंजी जी तत्काल यह कहें कि लेबरर्स को मोनस दिया जायेगा। इस सम्बन्ध में केन्द्रीय मंत्री जी जबसे फर्माइस ने समाचार-पत्रों के माध्यम से घोषणा की है कि रेल कर्मचारियों को मोनस दिया जा रहा है।

समाप्ति बहुवचन : मोनस का हो गया है। अब आप कबो बार-बार कह रहे हैं?

श्री सत्य बेब सिंह : हो गया है? तो मुबारक है सब को। एक दो बातें और रह गई हैं।

समाप्ति बहुवचन : उन्हें लिख कर दे दीजिए।  
—श्री राजन।

SHRI K. A. RAJAN (Trichur): Mr. Chairman, Sir, first up all, I thank the hon. Minister for having made allocation for the Ernakulam-Alleppey railway line honouring his commitment to the people of Kerala. Then coming to some observations on the general nature of the Budget, I would like to say that the Railways, as a public utility service has to bear some social burden and it should not be treated as a commercial undertaking as it is. If that aspect had been in the mind of the Minister, the fare hike in the passenger fares would not have been there. The increase in the freight charges will have its impact on the over all price index of the essential commodities. These two things could have been avoided had there been a thinking that the Railways have to bear some social burden also?

Now I come to some specific points regarding my constituency and also Kerala. One is regarding the electrification of the broad gauge line from Ernakulam to Thiruvananthapuram in Kerala, electricity is very cheap.

Coming to another point regarding the crossing plant at Olavakot, I would like to say that it has been virtually closed down and a complement of 300 workers have been retrenched. The Minister should do something in this regard.

Then coming to another problem, regarding the state of the ministerial staff in Railways, most of the offices are under-staffed and people are stagnating without any chances of promotion. I would like to impress upon the hon. Minister that the only way to get out of the riddle is upgradation of the posts. By this, to some extent, the grievances of the railway employees can be redressed.

Coming to the question of Mangalore-Hassan Railway, there is going to be retrenchment because of the completion of the Project. Those casual workers should not be retrenched and they should be re-employed in the very near projects or in bridgeworks. There are two more important things regarding the overall service conditions of the Railway workers, which have already been voiced in this House by all Members, both from the ruling party and the Opposition parties viz., the bonus issue and the restructuring of the wage structure of the railway employees and bringing their wages on par with that of the other public sector undertakings. The Central Gratuity Act should be made applicable to the casual workers also who have completed more than 240 days of service and they should also be confirmed.

With these words, I conclude.

SHRI A. C. GEORGE (Mukundapuram): Mr. Chairman, Sir, I am extremely thankful to you for having given me this opportunity for utilising whatever time that is left out of the time allotted to my party since I am the last Member to speak from my party. I thought of mentioning an interesting point which perhaps was missed by my esteemed colleagues who spoke earlier. In the 32 years history

of Independent India, Mr. Madhu Dandavate has the unique privilege of performing a hat-trick in the sense that he is the one Minister of Railways who is presenting..

AN HON. MEMBER: Three surplus budgets.

SHRI A. C. GEORGE: Leave alone the surplus budget...three Railway Budgets continuously.

SHRIMATI PARVATHI KRISHNAN (Coimbatore): This has been mentioned already.

SHRI A. C. GEORGE: I am thankful to the hon. lady Member for the correction.

SHRI O. V. ALAGESAN: When Lal Bahadur Shastri was the Railway Minister, he presented five Railway Budgets.

SHRI A. C. GEORGE: That is why I said, I am subject to correction. I still maintain that he is the one who has presented three surplus railway budgets. It used to be that the Railway Minister is quite often shunted, if I may use the railway terminology.

PROF. MADHU DANDAVATE: The railway terminology is not to be loose shunted.

SHRI A. C. GEORGE: You are not only not loose-shunted but not even shunted.

The only thing I would like to point out about the Railway Budget is, in spite of many of its plus points, there is one lacuna. I think, the Railway Minister is suffering from a complex, as his colleagues are also suffering from such a complex, called the compass complex. The compass instrument is always looking at the north. Just like that, the Railway Budget is also looking at the north. If you go through the Railway Budget, you will find that in the south he is promising a lot of investigation but the imp-

[Shri A. C. George]

mentation is all in the north. The south is left with investigation and the north is given implementation.

During the last 32 years, the State of Kerala is gifted with only 200 Kms. of railways. But this time we are immensely thankful to him that he was kind enough to sanction the Alleppey-Ernakulam railway line, of course, with a rider that it is subject to the confirmation of the National Transport Commission. The whole House has got the goodwill for Prof. Madhu Dandavate. But there are evil forces in the Planning Commission...

PROF. MADHU DANDAVATE: Let me intervene and make it clear that, that was the position before the Planning Commission cleared it. The scheme has been cleared; included in the Budget and the financial provision has been made therefor.

SHRI A. C. GEORGE: This is a categorical assurance that I was waiting for. When he made the Budget Speech, there was some reference to the National Transport Commission. I know there is one gentleman—I hesitate to mention his name—who thinks that it has been a personal affront to him that this railway line has been given. It is because he was having some funny ideas. His name is Mr. Rajadhyaksha—Raja means king and Adhyaksha means President—he is both king and President. He thinks that he is the only man in the country who is an expert on economics and everything. He thinks that this decision goes against him. Now that the Minister has given a categorical assurance that it is going to be implemented, I do not want to say anything more about it.

One more point and I have done Cochin is the only major port city in India—Calcutta, Bombay and Madras have suburban railways—which does not have a suburban railway. As the city is expanding with industrialisation—I am sure, he is aware of that—

I suggest that Trichur to Cochin and Kottayam to Cochin is developed as a suburban line. I would request the Railway Minister to do something about it.

I do not want to repeat the point about commuters and all that. Many hon. members have spoken about it and, I hope, the hon. Minister will consider all that.

I would like to say one thing, if the Railway Minister happens to travel between Trichur and Cochin by train, he will see some railway stations which are 100 years old and which can be taken to the Transport Ministry in an excellent state of preservation. Kindly see that these archeological preserves are taken to the Transport Ministry here and shown as models. Even now, some of the railway stations are in an excellent state of preservation as archeological remnants of the railways. Please do something about them.

I do not want to repeat about bonus. I once again thank the Railway Minister for sanctioning the Alleppey-Ernakulam railway line.

SHRI PURNANARAYAN SINHA (Tezpur): Mr. Chairman, Sir, while thanking the Railway Minister for presenting again surplus budget for the railways, I remember, he also said that the saloons have been abolished. I have returned from Assam only yesterday. But I find the officers are converting saloons into inspection carriages. They are still using them though they have been given double air fare for visiting the far-flung areas in the region. Secondly, he has also abolished the use of domestic servants on payment by the Railway, but they are converting them into 'emergency peons'. So, they are still engaging domestic servants on the account of the Railways. Officers with a good reputation do not go there nowadays because it is a difficult region. They are making such decisions these days, that they do not encourage booking of



goods from West Bengal and Bihar into the Assam region. They are returning empty. From wherever they are sent occasionally they are all returning empty to the north-eastern railways. They do not also book anything. Fertilizer is lying in Namrup, but it is being carried by road at a high cost of 75 per cent of the cost of stores. From the Namrup region it is coming by road, raising the cost of fertilisers for the cultivators. They are not getting wagons for timber produced in Assam for areas outside Assam. They refuse to carry it. As they don't provide wagons 75 per cent to 80 per cent of the cement is being carried by road from Chaihesa and parts of West Bengal and Bihar to the backward, sensitive areas of the north-east.

Another point is in regard to the Tinsukia Mail which is a super-fast train. I am sorry that though this train has become a much sought-after train, at the present time, the timings of its departure from Delhi and its departure from the other end have become so inconvenient for the people. Because it starts at 4 o'clock or at dawn to avail themselves of the Tinsukia Mail they have to start at 3 o'clock in the morning. People coming from Rajasthan, Haryana and other places, who intend to go to Bihar and Assam side have to come one day ahead to catch a train at Delhi and to catch a train at Bongaigaon also, they have to come one day ahead. So, these are the inconveniences. The link trains are also not running according to time. Although the Tinsukia Mail is a super-fast train, there are people living in outlying areas who are not able to avail themselves of the super-fast services of the train.

Thirdly, I am sorry to note that in the new Construction Division that has been created, the General Manager (Construction) in the North-East is trying to induct people from other areas. Though there is a backlog of 780 employees from Scheduled Castes

and Scheduled Tribes, he is bringing people from elsewhere for the construction work there, denying the right to local people to take part in the construction jobs, so that they can get employment. In my own constituency around 10,000 acres of land is being acquired by the Railways for construction of a road to the bridge. But the local people will not be benefitted because people from elsewhere will get the jobs to build it. There is bound to be agitation. We somehow pacified some students' stirrs. They are pacified because we assured them that in future all local employment will be provided to local people. If the General Manager (Construction) imports people from elsewhere, from other Divisions, there will be much agitation which will only retard the progress of the work.

There are some points I would like to put on record for the information of the Hon. Minister so that these difficulties are removed. I have also written to him in relation to what I am submitting so that he may look into the matter and these difficulties are mitigated and so that people are satisfied and the progress possible in the North-Eastern Railway can be achieved.

श्री बालकृष्ण लाल शर्मा (बोडला) : सम्भाषित सहीब, ओ रेल बजट इस सदन के समक्ष प्रस्तुत किया गया है उस का समर्थन करने के लिए मैं बोल रहा हूँ। आप की विधि ही है कि जब प्रथम बार यह देश 1947 में आजाद हुआ तो 10-15 सालों में देश की सम्भालने में जगें कीर्तिजन्यता सरकार, जो कि जनता जनार्दन की सरकार है, उस के विभाग नेता अपनी सूझ-बूझ तथा बुद्धिमत्ता के कारण वो साल में ही देश की हालत को सम्भाल कर सुन्दर रूप से रेल बजट प्रस्तुत कर रहे हैं।

इस के साथ ही मैं कहना चाहता हूँ कि एक वैधानिक-वादी जिना मंडला से चुन कर आया हूँ, और साल तक इस जिने की बड़ी उर्ध्वता की गई है। पूर्वजान समय में बड़ी आकांक्षी कि हुकाती सरकार उस की ओर विशेष ध्यान देवी। मानता जिना भावधारियों के साथ साथ वन सम्भाल के बात हुआ है। वहाँ पर

## [की प्रभाव प्राप्त हुई]

बाजसाइट के प्रभाव हैं जिन पर सैंकड़ों वर्ष तक काम चलेगा। मंडला जिले से सफेद सीमेंट का पत्थर बाहर भेजा जा रहा है। रेलवे लाइन के प्रभाव में बहो पर सीमेंट का कारखाना नहीं खोला जा सका। मेरा मंत्री महोदय से अनुरोध है यदि वहा पर रेलवे लाइन डाल दी जाय, तो बहो पर सीमेंट का कारखाना खोला जा सकता है, इस से उस क्षेत्र की दरिद्रता दूर हो सकती है, साथ ही रेलवे की भी लाभ होगा। हमारे बहो हरे और साल बीज तथा विभिन्न प्रकार की वन सम्पदायें पैदा होती हैं, लेकिन उन को बेजाने की सुविधा के प्रभाव में उन का पूरा उपयोग नहीं हो रहा है। इन सारी बातों को धुष्टि में रखते हुए, मुझे विश्वास है कि मंत्री महोदय अपने आगामी बजट में मंडला जिले की प्राथमिकता प्रदान करेंगे।

नर्मदा नदी हमारे देश की पवित्र नदी है। वहाँ जलोढ़ों तीर्थ स्थल हैं, जहाँ दूर दूर से लाखों यात्री हर साल आते हैं लेकिन रेलवे लाइन के प्रभाव में वहाँ तक पहुंचने में लोगों को बहुत चिन्कत होती है। इसलिये मैं चाहता हूँ कि अमरकंटक से केन्द्र गुरेला तक जो लगभग 15-20 मील है, उस क्षेत्र में साइन डाली जाय। इस से न केवल यात्रियों की सुविधा होगी, बल्कि उस जिले की भी लाभ होगा और रेलवे को भी बहुत लाभ होगा। मैं चाहता हूँ कि इस पर आप सुरन्त ध्यान दें और इस लाइन को चलवाने की व्यवस्था करें।

मैं पहले बतला चुका हूँ—मांडला जिला मुलतः आदिवासी क्षेत्र है, वहाँ आदिवासियों की स्थिति बहुत खराब गम्भीर हो गई है। जाफाटी से पहले वहाँ 30-35 प्रतिशत लोग गरीबी की रेखा के नीचे थे, इस समय 85 प्रतिशत से अधिक लोग गरीबी की रेखा के नीचे हैं। यदि आप इस छोटी सी लाइन को इस समय स्वीकार्य करें तो मांडला से बिनासपुर के बिन्दु, जिस का खर्च पहले ही चुका है, बसपुर तक का काम भी हो चुका है, आप उसी को में लें, इतना ही कर दें तो भी उस जिले को लाभ पहुंच सकता है।

इसी तरह वे मांडला से पैन्ना तक की लाइन के लिये स्वीकृति मिल जाय तो इस से भी उस जिले की दरिद्रता दूर हो सकती है। मैं फिर आप से निवेदन करना चाहता हूँ—वर्तमान समय में वहाँ की स्थिति बहुत गम्भीर है, आदिवासी लोग बहुत सीधे साधे हैं, वे अपनी आवाज को नहीं उठाते हैं, कुछ सह लेते हैं, अपने दुख को सुनाने के लिये बिस्लाते नहीं हैं, मुँह मर जाते हैं, लेकिन धिरोध नहीं करते हैं। इसलिये मैं रेल मंत्री महोदय से निवेदन करता हूँ कि वे मांडला जिले की स्थिति पर गम्भीरता से ध्यान दें।

प्राने की बजट से हमारे वहाँ 115 गांवों की फसल बाँट हो गई है, लोग बेकार हो गये हैं, बहुत परेशान हैं। यदि वहाँ पर रेलवे लाइन डालने का काम शुरू हो जाय तो इसके सबको काम मिल सकता है। इस तरह आप की कृपा ध्यान देना चाहिये तथा मांडला जिले में अधिक

से अधिक राहत कार्य चलवाने में काबिल की-कोर से मदद मिलनी चाहिये।

इस के साथ ही मैं यह सुझाव भी देना चाहता हूँ कि हमारे वहाँ हरे और साल-बीज का कारखाना खोला जाय, इस से लोगों को काम मिलेगा और उत्पादकों को सही भाव भी मिल सकेगा। अपनी जैसा उद्योग मंत्री महोदय ने आनीय क्षेत्रों को प्राथमिकता देने जाने की घोषणा की है, छोटे छोटे उद्योगों को बढ़ाने की तरफ सरकार ध्यान दे रही है—उसी तरह से यदि आप की मांडला जिले की अपनी योजना में प्राथमिकता दें तो मैं आप का बहुत उपकार मानूंगा।

मुझे तो बहुत कुछ कहना था, लेकिन समय के प्रभाव के कारण नहीं कह पा रहा हूँ। आप की पुनः धन्यवाद देता हूँ।

श्री लक्ष्मी नारायण नायक (बजुराहो) : सभापति जी, हालत यह हो रही है जैसे कोई प्रवाह धारणी है, साधनहीन धारणी है, उस को जाना न मिले, बही हालत इस बजट में। आज हमारी हो रही है। दो तीन मिनट में मैं कैसे अपनी बात कह सकता हूँ, कम से कम इतना समय तो आप को देना ही चाहिये, जिस से मैं अपनी बात कह सकूँ। पहले दूसरे सदस्यों को भाषा बँटा तक समय दिया गया। . . .

सभापति महोदय : आप मेहरबानी कर के अपनी बात कहिये।

श्री लक्ष्मी नारायण नायक : मैं रेल मंत्री जी मधुर वंदन देती की को बहुत धन्यवाद देता हूँ, इसलिये कि पिछले तीन वर्षों में, 1977-78, 1978-79 और अब 1979-80 में उन्होंने बहुत के बजट देना किये। इसका ही नहीं, पिछले बिनौं रेलों की पगाली में काफी सुधार हुआ है, काफी काम हुआ है, और साथ ही लाख रुपये प्रकार की सुविधाओं दी गई हैं। जैसे किसान समूहों को सुविधाओं की नहीं, दूसरे वर्ग के यात्रियों को सुविधाओं की नहीं, जेपी शिथीय माफ़ी पलाई गई, दो मण्डलों की माफ़ी पलाई गई, अन्तर्राष्ट्रीय बाल दिवस के उपलक्ष में 3 वर्ष के बच्चा 5 वर्ष तक के बालकों को मुफ्त रेल में यात्रा की सुविधा दी गई। इन सब बातों के लिये मैं उन को धन्यवाद देता हूँ।

रेल विभाग का काम बहुत बड़ा काम है, इस में कई बातों में सुधार की जरूरत है। रेलवे का जो कानून बना था, वह बहुत पहले बना था, उस में भी सुधार की जरूरत है। रेलवे अधिनियम के बारे में पहले ऐसी व्यवस्था थी कि प्रांतीय सरकारों को भी उस के खर्च में पैसा देना पड़ता था, लेकिन अब रेल मंत्री जी ने कहा है कि अब रेल विभाग ही उन को बनायेगा—इस के लिये मैं उन को धन्यवाद देता हूँ। जहाँ पर कांस्टिबे ने नहीं है, वहाँ पर उन की बनाया चाहिये सार्वजनिक को निकलने में सुविधा हो। छोटी भातपुर लाइन पर बसुरा और पोहा ऐसे गांव हैं, जहाँ पर सप्ताह अगाने की बहुत आवश्यकता है। इसलिये वहाँ पर आप की सुरन्त सम्राट बनवाने चाहिये।

अगली बात मैं यह कहना चाहता हूँ कि मध्य प्रदेश एक विशेष प्रदेश है और यह देश का मध्य भाग है लेकिन वहाँ पर बहुत ही कम रेलवे लाइनें हैं यानी एक मिलियन पर केवल 6 किलोमीटर ही रेलवे लाइन है। मैं चाहता हूँ कि इस और ध्यान दिया जाए। जैसे मंत्री जी ने उत्तर पूर्वी पर्वतीय इलाकों की तरफ ध्यान दिया है और वहाँ पर 6 लाइनों के लिए काम शुरू करवा दिया है, उसी तरह से हमारे यहाँ भी रेलवे लाइनें और बननी चाहिये क्योंकि मध्य प्रदेश एक ऐसा क्षेत्र है जहाँ पर बहुमूल्य खनिज पदार्थ पाए जाते हैं। अगर उन का दोहन हो और रेलवे की सुविधा वहाँ पर मिल जाए, तो इस से न केवल मध्य प्रदेश ही प्रगति करेगा बल्कि पूरे भारत को इससे फायदा होगा। यहाँ पर चूना, कोयला, बाक्साइट और लोहा आदि बहुमूल्य चीजें पाई जाती हैं। जब वहाँ के लिए उद्योग की बात करते हैं तो कह दिया जाता है कि वहाँ पर रेलवे लाइन नहीं है और जब रेलवे लाइनों की बात करते हैं, तो कह देते हैं कि वहाँ पर उद्योग नहीं है। इस तरह से कैसे वहाँ की समस्या हल होगी। इसलिए मेरा कहना यह है कि वहाँ पर दोनों चीजों का मिलान करना चाहिये। ललितपुर से सिंगरोली तक रेलवे लाइन के बारे में कई बार कहा जा चुका है और उसका जो सर्वे है, वह बड़ी दिलाई से चल रहा है। उसके सर्वे का काम तुरन्त पूरा होना चाहिये। झांसी में इस का दफ्तर है लेकिन वहाँ से यह काम नहीं हो रहा है। मैं झांसी के दफ्तर में इस के लिए गया, तो मुझे पता चला कि वहाँ पर जो ब्रम्हा साहब हैं, वे मथुरा लाइन का काम करने चले गये हैं और उस लाइन का काम नहीं लिया गया। रेवा और सतना का सर्वे का काम पहले हो चुका है लेकिन वहाँ भी, रेलवे लाइन का काम अभी शुरू नहीं हुआ है। अगर वहाँ के काम आप जल्दी करवा दें, तो इस प्रदेश को काफ़ी फायदा होगा और इस से मध्य प्रदेश काफ़ी प्रगति करेगा। मैं यह भी कहूँगा कि टीकमगढ़ और छतरपुर में भी दफ्तर खोले जाएँ क्योंकि झांसी से हमारे यहाँ काम नहीं हो रहा है।

सन् 1974 में रेलवे में जो हड़ताल हुई, उस में प्रमुख मांग बोनस की थी। अब आप ने सभी कर्मचारियों को नौकरी में फिर से ले लिया है और जो लेने बाकी रह गये हैं, उन को भी आप नौकरी में ले लीजिए, यह मेरा आपसे निवेदन है। उन की जो बोनस की मांग है, उस को भी आप पूरा कीजिए।

मैं यह भी कहना चाहता हूँ कि छतीसगढ़ एक्सप्रेस ललितपुर नहीं सकती है। लोगों की यह मांग है कि यह गाड़ी वहाँ पर भी खड़ी होनी चाहिये। इसी तरह से कुतुब एक्सप्रेस मऊरानीपुर पर भी खड़ी होनी चाहिये क्योंकि वह बड़ी मंडी है। उन की यह मांग बराबर रही है और हम चाहते हैं कि यह गाड़ी वहाँ खड़ी हो।

एक बात और कहना चाहता हूँ। मधु दंडवते जी ने बहुत से काम अच्छे किये हैं लेकिन

आज इस हिन्दुस्तान में मनुष्य की जिन्दगी निश्चितता की जिन्दगी नहीं रही है। रेलवे विभाग में कुछ ऐसे लोग हैं जो वहाँ पर कुछ काम करने जाते हैं। उन्होंने कुछ काम किया और एक वर्ष भी नहीं होने पाया कि उनको पहले ही निकाल दिया जाता है क्योंकि एक वर्ष पूरा हो जाएगा, तो उन को मुस्तकिल करना पड़ेगा। जब कर्मचारियों और अधिकारियों से बात होती है, तो वे इस बात को बताते हैं। सभी विभागों में ऐसा होता है। इसलिए मैं चाहता हूँ कि मधु दंडवते जी, जब इतने अच्छे काम कर रहे हैं, तो सब से पहले अपने विभाग में इस चीज को खत्म करें। छः माह एक आदमी काम करता है और उस के बाद उस को हटा कर दूसरे आदमी को रख लेते हैं। उसी जगह दूसरे आदमी को दूसरे दिन ही रख लिया जाता है। अगर जगह खत्म हो जाए, तो हम समझ सकते हैं कि काम न होने के कारण निकाल दिया लेकिन जब जगह है, तो चाहे मजदूर हो या नौकर हो, उस को काम से नहीं हटाना चाहिये और इस तरह से मनुष्य की जिन्दगी में जो अनिश्चितता है, उस को खत्म किया जाए। मैं चाहता हूँ कि ललितपुर से सिंगरोली की लाइन के बारे में जो मैंने कहा है, उसका निर्माण जल्दी किया जाए।

चौधरी बलबोध सिंह (होशियारपुर) : सभा-पति महोदय, मैं आप को धन्यवाद देता हूँ कि आप ने मुझ बोलने का मौका दिया और मधु दंडवते साहब को मुबारकबाद देता हूँ कि उन्होंने ऐसा बजट पेश किया लेकिन एक बात मैं यह कहना चाहता हूँ कि 30 साल कांग्रेस का राज्य रहा और 2 साल जनता पार्टी का राज्य होने को आया है, इन को शायद पता नहीं कि हिन्दुस्तान के नक्शे में पंजाब भी एक जगह है। पंजाब ऐसी जगह है जिसने हिन्दुस्तान का नाम ऊंचा किया है और पहले जब सारी दुनिया से अनाज की भिक्षा मांगते रहे हैं, आज उसी पंजाब की बदीलत हम अनाज बाहर के देशों को देने में सफल हुए हैं, लेकिन पंजाब में पिछले 32 सालों में एक इंच रेलवे लाइन नहीं बनी।

लुधियाना से चंडीगढ़ तक के लिए रेलवे लाइन की मांग थी, उन दोनों को रेलवे लाइन से मिलाया जाए, लेकिन वह अभी तक नहीं बनी है। इसी तरह से नांगल से तलवाड़ा का सर्वे हुआ है लेकिन वहाँ भी रेलवे लाइन नहीं बनी है। तलवाड़ा को अगर रेलवे लाइन से मिलाते हैं, तो एक डिफेंस लाइन बनती है। जब कभी भी लड़ाई हुई, तो यही एक इलाका है जिस से हम अपनी रेगुलर लाइन को चला सकते हैं। वह लाइन नहीं बनी।

एक दूसरी बात यह कहूँगा कि जितनी भी आप सुपरफास्ट और ऐसी दूसरी गाड़ियां चला रहे हैं उसके लिए मैं आप को मुबारकबाद देता हूँ। लेकिन जो चल रही हैं उनको भी ठीक करने की कोशिश करें।

[कौ० गणेश्वर सिंह]

१. रैंस मशीन की स्रपत स्रपतारों को कहिये कि वे संपत्ती, दुष्टि का भी कभी कभी इस्तेमाल कर लिये जायें। प्रमोदी को सारीका भी बाय है। विसर्पी से मशीन-कड़ी बसत पर लगी, लेकिन 50 रुप के कासवी कपड़ा कर सक्त नहीं। धारवा प्रपटा वहाँ से चलने के लिये फिर सक्त गई और जालन्धर पहुँचने-मुहूर्त-मुहूर्त इतनी लेट हो गई कि होशियारपुर वाली मशीन वहाँ से निकल गई। मैंने इस बारे में धारकी एक लिख कर विकासयत की मशीन वहाँ के डी. एल. को दी। देखीकोन किमा कि जरा बोझा सा लिमान का इस्तेमाल कर लिया करें। अगर कोई मशीन पीछे छोड़ा रही है तो उसको बिजाने वाली मशीन को उलते लिमा प्रिय करें। लेकिन नहीं, वे सोन पो अंकी हवा में बसने वाले लोग हैं।

प्र० मधु हण्डवले :— सायब लाल पयडी देव  
कर मधु सक गई होगी ।

**बीमारी बानबीर सिंह :** वैधिए, साहब इनके  
 प्रादमियों को ट्रेन के अन्दर बैठे हुए प्रादमी की जाल  
 पकड़ी ली नजर आ जाती है लेकिन बाहर क्या हो  
 पकड़ी है, वह नजर नहीं आता। इनको प्रादमियों को  
 सोचब इस किस्म की कोई बीमारी है। किसी को  
 किसी बस्ता नजर आता है, किसी को किसी बस्ता  
 नजर आता है लेकिन इनके प्रादमियों को बाहर  
 देखी बीष नजर आती है लेकिन बाहर की दुनिया  
 में उनका कोई तात्पुक नहीं होता। राख की वस्तु  
 को मैंने टेबलीजोन किया। मैं आप से कहूँगा कि  
 अगर स्टेशन पर बैठ कर देखें कि लोगों के साथ क्या  
 लगता होता है।

आधिर में आपसे मैं यही कहना चाहता हूँ कि आप पंजाब का ध्यान रखें। वे लोग क्षेत्रीयत्व सत्कार करते हैं। अगर उनको बल पर गांधी नहीं मिलतो है तो उनका सत्याग्राम हो जाएगा। किसान बिचारा मारा जाएगा। अगर वह मारा गया तो हिन्दुस्तान कहाँ रहेगा ? आजकल आलम का सोच है। आप उसे गांधी के बल पर ही है ताकि वह अपनी सच्ची और भाँव उसमें डाल कर बाहर भेज सकें।

हमारे यहाँ में एक परिवार बिछड़ा जगह है।  
 वहाँ पर कि मुझ सोनियासिंह जी का परिवार बिछड़  
 गया। वहाँ बहुत बड़ा खुशहारा है। लावाँ की ताँ-  
 बाब में लावाँ बहुत अपनी अन्धा के पूरा चढ़ाने  
 जाते हैं। वहाँ रेलवे स्टेशन नहीं है।  
 कारण वहाँ रेल की सुविधा हो जाय तो लोगों  
 की बहुत काम आराम मिलेगा। इस बात से उन लोगों  
 की साथ रेलवे लावाँ की अन्धा के पूरा वहाँ भेद कर, अन्धा  
 सुविधा से ही बुराबार और सनभार बाधा करने के  
 कि नहीं है वहाँ। साथ साथ अपने बाधावियों को  
 लावाँ, उनकी काम लावाँ, कि नहीं लावाँ।

**SHRI D. D. DESAI (Raj.) :** Mr. Chairman, the Railway Minister has done well and he can do better. The problems with him are quite demanding and, I think, I would make a few constructive suggestions. First of all, he should put weekly three or four rakes at half freight rates for three months from Farukhabad and different centres in Northern States to metropolitan cities so as to remove surplus potatoes which due to glut and fall in rates the farmers are not able to dig. This would help three States very greatly. The second point that I would like to make is that unless he improves the productivity of the railway he will not be able to reduce the rates. Therefore, I would like to suggest that he will have to increase the ton kilometres and passenger kilometres and for doing that he will have to go in for electronic signalling because the present tracks are over-loaded and he otherwise will have to provide extra tracks facilities.

One deficiency he has got is that he has indiscriminately taken back lot of people. Some of them are doing no work. He is requested to inquire and those people who do not work and disturb others should be sent out.

Sir, recently we had seen in Bombay there were suburban disturbances. He knows that these suburban railways are losing several crores of rupees. He can a separate Corporation of suburban railways. I believe that the Bombay, Calcutta and Madras suburban trains are losing Rs. 30 to Rs. 40 crores annually. He is worried about profitability, when it comes to mofussil or rural areas. For example, Bhavnagar-Tarapore line has been surveyed and found viable a number of times. But he has still to take a decision. The Government of Gujarat has underwritten railways profitability, besides giving freeland. The return on the capital investment is assured by the State Government. So, I request him to take up this line at the earliest.

There is another small section, namely, Modasa-Shamlaji section. The hon.

Therefore, I reiterate that although a legislation is necessary, the entire malady cannot be removed so long as the people of the lower strata do not unite together and wage a united battle against the injustice meted out to them. Sir, I once more express my full support to this Bill and with that I conclude my speech.

श्रीमती मृणाल गोरें (बम्बई उत्तर) : उपाध्यक्ष महोदय, डा० वसंत कुमार पंडित सोशल डिस्पैरिटीज के बारे में जो यहां बिल लाए हैं, उस के लिए मैं उन का हार्दिक अभिनन्दन करती हूं ।

मैं यह जानती हूं कि इस बिल का जो विषय है, जो इस बिल का स्कोप है, वह मर्यादित है और अपने भाषण में जो आपने वेकप्राउन्ड दी, महाराष्ट्र में जब श्री बी० जी० खेर मुख्य मंत्री थे और हमारी सरकार के आज के प्रधान मन्त्री श्री मोरारजी देसाई गृह मंत्री थे, उस वक्त बम्बई में कुछ ऐसी घटनाएं हुईं, जिन के कारण इस प्रकार का बिल महाराष्ट्र में लाया गया था और उस बिल को बोहरा कम्युनिटी को छोड़ कर बाकी सभी कम्युनिटीज के लोगों ने कबूल किया था, उस बिल का समर्थन किया था और आज भी हम देख रहे हैं कि बोहरा कम्युनिटी में इस के बारे में काफी झगड़े चालू हैं । डा० फर्लेकर ने भी अपने भाषण में कहा है कि इस प्रस्ताव का उद्देश्य मर्यादित है, उस की दृष्टि मर्यादित है । मैं यह कहना चाहूंगी कि हमारी आंखों के सामने जो घटनाएं घट रही हैं, वे हमारे सामने हैं और मैं वह पूछना चाहती हूं कि क्या इस बीसवीं सदी के अन्त में भी हम इसी प्रकार से समाज को चलाना चाहते हैं कि जो व्यक्तिगत स्वतंत्रता है, जो फेडरैटिव राइट्स हैं, जो बुनियादी अधिकार हैं, उनको और उस व्यक्तिगत स्वतंत्रता की कोई धर्म गुरु कुचलता रहे । यह एक बुनियादी सवाल है । इस सवाल का जवाब हम लोगों को देना चाहिए । मैं जानती हूं कि हम लोग इसको टाल रहे हैं । मैं आप से कहना चाहूंगी अब आप इसको टाल नहीं पायेंगे । कहीं न कहीं हम लोगों को इस का जवाब देना ही पड़ेगा ।

हम देख रहे हैं कि एक तरफ तो अपने संविधान में भारतवासियों को बुनियादी अधिकार दे दिये गये हैं, उनको व्यक्तिगत स्वतंत्रता दे दी गयी है लेकिन धर्म के नाम पर उनके अधिकारों को मर्यादित करने की कोशिश की जाती है । इसलिए हमें लगता है कि हम इस के बारे में कुछ ठोस रीति से कहें जिससे कि धार्मिक अंधता एक ऐसा माहौल पैदा न कर सके ।

जैसा कि डा० रामजी सिंह ने कहा धर्म के जरिये कभी समाज को एकत्रित करने का काम होता था लेकिन आज परिस्थिति ऐसी आ गयी है कि अब धर्म के नाम पर समाज को एकत्रित करने का नहीं बल्कि उसको संकुचित करने का काम होता है । अगर कोई समाज को एकत्रित करने का काम करना भी चाहता है तो हम उसको मदद नहीं देते । डा० पण्डित ने कहा कि नोमन काट्रेक्टर के यहां एक 80 साल की बुढ़िया गुजर

गयी, उसे श्मशान भूमि में जगह देने से इंकार कर दिया गया । कारण नोमन की बहन मिस काट्रेक्टर अपनी जाति से बाहर शादी करना चाहती थी, उन्हें शादी करने की इजाजत नहीं दी गयी । इसी प्रकार से हम देखते हैं कि कैसे बाहरा जमात के धर्मगुरुओं द्वारा अपनी कम्युनिटी के लोगों को सताया जाता है । जिस तरह से उनको सताया जाता है उसके बारे में उस कम्युनिटी के लोगों ने मुझे बताया है । दूसरी कम्युनिटी के लोग तो उस पर विश्वास नहीं कर पायेंगे । उस कम्युनिटी के चेरिटेबल ट्रस्ट्स हैं जिनके अकाउंट्स के बारे में पूछना बहुत बड़ा पाप होता है । अगर कोई व्यक्ति अपने धर्मगुरु के बारे में कुछ कहता है तो कहा जाता है कि वह अपने धर्म के विरोध में बोलता है, उसका सामाजिक बहिष्कार कर देना चाहिए । जब कम्युनिटी के लोग बहिष्कृत व्यक्ति की हालत देखते हैं तो और लोगों में धर्मगुरु के खिलाफ कुछ कहने की हिम्मत नहीं होती । इस तरह से धर्म गुरु अपनी कम्युनिटी के लोगों पर पूरी तरह से अधिकार जमाये रखते हैं ।

इसलिये मैं कहना चाहती हूं कि जब इस देश के संविधान में हमारी निष्ठा है, उससे हम वंचे हुए हैं तब इस देश के नागरिकों के अधिकार पर जो धर्म के नाम पर आक्रमण होता है तो उस आक्रमण से नागरिकों की रक्षा करने का सरकार का फर्ज है और यह करने के लिए हमें आगे बढ़ना चाहिये । कहा जाता है कि हम धर्म की अन्दरूनी बातों में हस्तक्षेप नहीं कर सकते हैं । यहां श्री नयवानी जी बैठे हुए हैं । उनकी अध्यक्षता में जो कमीशन नियुक्त किया गया, मैं जानती हूं कि कमीशन में काम करने वालों को कैसे तंग करने की बात हुई । जो लोग अपने धर्म गुरुओं की बाबत कुछ कहना चाहते हैं उनका सामाजिक बहिष्कार करने की बात होती है । इस तरह से लोगों को बोलने तक से मना कर दिया जाता है । वे कहीं भी अपने धर्मगुरुओं के विरोध में नहीं बोल सकते हैं । आज की सरकार जो व्यक्तिगत आजादी के सवाल को लेकर यहां आकर सत्ताखुद हुई है, ऐसी बातों को देखते हुए कैसे इन बातों का समर्थन कर सकती है । आपको देखना चाहिये कि समाज में किसी भी व्यक्ति के अधिकारों पर इस प्रकार का आक्रमण न हो ।

16.35 hrs.

[SHRI N. K. SHEJKALKAR in the Chair]

सुप्रीम कोर्ट ने जो फैसला दिया कि धार्मिक आधार पर एक्स-कम्युनिकेशन के मामले में आप दखल नहीं दे सकते हैं लेकिन दूसरे मामलों में दे सकते हैं इस प्रकार का अर्थ उस फैसले का था । लेकिन उस फैसले को आप्रए काफ़ी समय हो चुका है काफी पानी बह चुका है । आज फिर एक बार मैं समझती हूं कि असट करने की जरूरत आ पड़ी है ।

हो सकता है कि इस बिल में कुछ खामियां हों । इसको मैं मानती हूं । इसका कारण यह है कि प्राइवेट मेंबर बिल हर दृष्टि से परिपूर्ण नहीं होता है, लेकिन मूलभूत जो कल्पना इस में है उस कल्पना को सरकार

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the classless train, there could be some padded cushion berths and part of it could be air-conditioned. There could be air-conditioned second class bogies and even that could be arranged and I hope that this will be a good beginning as far as Gujarat is concerned.

Sir, some comment has been made even while paying me compliments. Regarding the third successive budget I have produced, some left-handed compliments were paid, not because they are leftists, but some left-handed compliment was paid by saying that as a result of certain jugglery that I am supposed to have indulged in as a mathematician that a surplus budget has been produced. It was indicated by some that since I have been able to mop up Rs. 178.0 crores of internal resources in the form of certain levies and increase in the season tickets, that is why the Janata Government has been able to present a surplus budget. I do not wish to cast aspersions on anyone, but I wish to quote facts and figures with the statistics that I have with me that from 1966-67 upto 1975-76,—a period of ten years—even though there was heavy increase in freight and fare structure, there was a heavy deficit and the supreme tragedy in the budget was that when there was a maximum increase in freight and fare, a maximum deficit was recorded and I wish to quote that instance also. It was in 1974-75 in which there was Supplementary Budget to the original budget and both these budgets together imposed a levy of Rs. 269.85 crores and the deficit was Rs. 113.82 crores.

Now, it is said that because some increases have been made, the surplus has been produced. That is not a very relevant argument at all. As far as the last two years are concerned and the revised estimate is concerned, there was no increase in freight and fare at all. Even if you take this year, the prophets of gloom—economists not excluded—had predicted that for the

current year, which will be ending on 31st March, I will be presenting a revised budget in which the deficit will be of the order of Rs. 100 to Rs. 180 crores. I am on the other hand glad to inform this August House, that proper economic decisions, full co-operation of the working class, and the managerial cadre on Railways and by introducing certain devices, and in spite of Rs. 30 crores of loss due to floods, cyclones and heavy rains and in addition to Rs. 64 crores of additional burden as an effect of post-budgetary burden this year, we have successfully produced this. With a relief of Rs. 10 crores that the Railway Convention Committee has given us and I hope Parliament will endorse that the surplus may go up from Rs. 27 crores to Rs. 37 crores.

As far as 1979-80 is concerned, it is true that there has been an additional generation of internal resources to the extent of Rs. 178 crores. The break-up has already been given and I do not want to repeat that. But I wish to point out to you that this has been done in spite of certain important constraints. Those were additional factors. I want this House to take note of the fact that in the past, many administrations had committed the mistake of keeping the depreciation fund at a low level. We have increased the depreciation fund by Rs. 55.0 crores. We have increased the Pension fund by Rs. 15.0 crores. We have assured that we will pay Rs. 240.0 crores of dividend to the General Revenues. We do not have the old trick that in order to pay dividend to General Revenues we borrow from the General Revenue and in some other account book make the entry that we have paid it as also the interest thereon. That we have not done. So, after increasing the depreciation fund by Rs. 55 crores, after increasing the pension fund by Rs. 15 crores and even after making provision for Rs. 245 crores of dividend obligations, we have been able to produce this surplus. Even if I had not imposed Rs. 178 crores, we would have been able to balance the budget.

15.48 hrs.

[MR. DEPUTY-SPEAKER in the Chair]

There is another aspect which has to be taken note of. Why is it that the situation has changed? Many hon. Members in this House have indicated that the traffic suffered during the financial year. I myself had stated that it was 205 million tonnes. They rely on mechanical statistics without understanding their implications and just make their mathematical calculations by calculating the earnings of the Indian Railways on the basis of movement of only of 205 million tonnes. They forgot the fact that in the gross earnings of the passenger traffic and the other traffic, it is not merely how much tonnage is moved, not only how many passengers are moved, but what is the movement of the passengers to how much distance and the movement of the tonnage to how much distance. That is very relevant. The correct indicator of the progress of traffic in the country, to my mind, is tonne kilometerage plus passenger kilometerage. These are the two things to be taken note of. If you take 1977-78 and 1978-79 upto 31st March, 1979 I would add up these two components and try to explain to you as to what extent exactly the progress has been.

SHRI HARI VISHNU KAMATH: 31st March is yet to come.

PROF. MADHU DANDAVATE: Yes, a parliamentarian like Shri H. V. Kamath. Whom I do not call as the father of the Indian Constitution, but as the bachelor of the Indian Constitution knows very well....

SHRI HARI VISHNU KAMATH: I have been called father, brother, bachelor and what not. . . I am a composite person.

MR. DEPUTY-SPEAKER: Both father and bachelor.

PROF. MADHU DANDAVATE: If you simultaneously describe him as

bachelor and father, it is a very dangerous proposition.

SHRIMATI PARVATHI KRISHNAN: But that has been suggested by the Deputy-Speaker without understanding its implications.

PROF. MADHU DANDAVATE: I was saying that if you take the tonne-kilometers plus the passenger kilometers and see what was the position last year and what is the position this year, you will know the facts. If you add up these components, you will see that last year the total units were 339 billion units—tonne kilometers plus passenger kilometres. And upto 31st March 1979 our projection is 345 billion units. This will make the point clear as far as the economists are concerned.

Fortunately, we have in this House educationists, economists, railway trade unionists as also politicians and representatives of the kisans. We have such a composite House. If all aspects of this problem are taken into account, I am sure, the problem can be properly understood. So, in my hat trick, there is no trick at all.

Prof. Mavalankar has raised a very relevant point and Shri Patil also raised the same point. Prof. Mavalankar has said that certain investments are being made in railways from Plan to Plan and this House must know, if not in detail, at least in a cursory manner, how exactly that investment has been utilised. Here, I would like to point out that if you take the Third Plan and afterwards the inter-Plan period and then the Fourth and Fifth Plans, you will be happy to know that as far as the traffic unit per crore of rupee investment is concerned—that means tonne kilometers plus passenger kilometers per crore of investment—it had increased in the Third Plan by 42.18 million units, in the inter-Plan period, it increased by 44.77 million units and in the 4th Plan, it has increased by 36.39 million units only and I am very happy to say that in the 5th Plan period, it has increased

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by 87.30 million units. That is the progress that has been made. And, I am thankful to him that he provoked me to give a very interesting statistics that will speak about the efficiency of the railway workers and the managerial cadre that has been directing them.

There is another important aspect. Very often it is said that the wagon movement has suffered; the traffic has immensely suffered and that the rail users are complaining. I would like this House to take note of the fact that the entire pattern of traffic, this year and last year, has totally changed. Formerly, there was one bad feature of Indian economy, that we were forced to go in for heavy imports of food materials. I am very proud, and thanks to the Agriculture Ministry, we have produced a record quantity of foodgrains during the last financial year, of the order of 125 million tonnes. In the past, we were told: "If at all the foodgrains production is very good, the responsibility is ours; and if there is failure, it is the responsibility of Lord Indra. Indra is responsible for the failure of rainfall." That was the previous equation. This time it is not merely the weather. We have seen to it, and due to conscious efforts of the Janata Party Government, there has been an increased consumption of fertilizers in our agriculture; and I am proud to say that after India became independent, we have had the record irrigation capacity of 2.8 million hectares. These are the factors that are responsible for the increased production of foodgrains in the country, and no doubt, this has created a problem for the Railways.

SHRI PATTABHI / RAMA RAO (Rajahmundry): What is the use? The price of paddy is very low.

PROF. MADHU DANDAVATE: That we will discuss, when we discuss the Demands for Agriculture. I indicated that this increase in agricultural produce, in the context of the Railways, has created a problem for the Railways.

Formerly, what used to happen? Some foodgrains used to be imported to the Bombay port. So, there would be a small movement in the hinterland of Bombay. Some would be imported in Madras. There would be a short movement of the railway trains in that area. Some would come to Calcutta, and there would be small lead there. Now, I find that because all our imports have been stopped, foodgrains have to be moved from Punjab and Haryana—thanks to our comrades from Punjab and Haryana. Right from Punjab and Haryana, we have to move foodgrains to the West coast, and to the South, and as a result of that, our wagons get locked up for a longer distance; and when they remain locked up for a longer distance, they take more time to come back; and, therefore, the turn-round of the wagons in terms of number of days, has also gone up—not because of the inefficiency of the workers but because of the change in the pattern of traffic. That is another factor that has to be taken note of.

You will be surprised to know that the average lead of the commodities that are moved by the Indian Railways has increased to 720 kilometres. This is one constraint. The second interesting constraint is that we are importing fertilizers; and these fertilizers cannot be brought to whatever ports which may be convenient because the berthing facilities in certain big ports are not sufficient. You will be surprised to know that some of our fertilizers come at Tuticorin port and from there they are moved to Punjab and Haryana. As a result of that, the lead of the movement of fertilizers has increased.

SHRIMATI PARVATHI KRISHNAN: That is why we say we want broad gauge for Tamil Nadu.

PROF. MADHU DANDAVATE: That is right. So, we come to the same conclusion. And, therefore, this is another factor that has to be taken into account.



When we talk about the operational efficiency of the Railways, and the results that we expect from the Railways, we should try to understand what are the new constraints and what is the tremendous burden the Indian railways have been called upon to bear. I shall quote only 2 relevant factors which are very important, to find out how difficult it is, within the parameters of existing finances, to meet all the requirements of the Railways. In 1951-52, just at the commencement of the First 5-year Plan, the number of passengers were 1284 millions. In 1977-78, it was 3504 millions. What about the total freight?

SHRI HARI VISHNU KAMATH: Population has also increased.

PROF. MADHU DANDAVATE: Population is also a problem; and I concede that you have not contributed to that at all. As far as total freight is concerned, revenue as well as non revenue, the total freight in 1951-52 was 93 million tonnes; in 1977-78 it was 237 million tonnes.

Our friend and comrade Mrs. Parvathi Krishnan has raised a pertinent point; which has also been repeated in this House. I think if credit is to be given for coordinated effort, part of it goes to her because in the previous budget she had insisted that the three modes of transport—leaving aside air for the time being—road, shipping and railway—should have co-ordination; unless there is proper co-ordination among the three, it will not be possible for us to augment the efficiency and the earnings of our transport system. I was happy to indicate to this House that the Planning Commission had accepted our proposal and the Pandey Committee has been set up. They have gone to the rural areas and various ports and other interior areas and discussed the problem. To some extent, I can say they have already formulated a policy and I can assure you that, as Railway Minister, whatever responsibility falls on the railways as a result of the co-ordinated and integrated policy among the railways, road

transport and sea transport, will be discharged and all the necessary steps will be taken.

Now about Scheduled Castes and Tribes, let me tell you that even the Committee which examined all the ministries has come to the conclusion that one of the ministries in which maximum accommodation for Scheduled Castes and Tribes has been made is the Railway Ministry and I am very proud of putting this on record. Even then I am not satisfied and we will continue that process. I know that some railway workers are dissatisfied; they say; that they are losing their seniority. To them I say: those who have lost their social seniority for thousands of years, to accommodate them if you lose your seniority for a few months or a few years, that will be worth it, and you will have to tolerate that and we will have to accommodate the Scheduled Castes and Tribes.

Repeatedly the question has been raised about the Railway Board. I do not want to go into the details. It is on record that even when I was on the opposition side; I had never demanded the abolition of the Railway Board, and always insisted upon the restructuring of the Railway Board. There could be difference of opinion as to whether restructuring has been properly made whether further restructuring is needed but this Board will have to be continued. The Administrative Reforms Commission of which the hon. Member from Hoshangabad was a member—I am referring to Shri Hari Vishnu Kamath—had made very relevant contribution and I am on record for having said that we have derived inspiration for restructuring the Railway Board from some of the contributions that were made by the Administrative Reforms Commission.

SHRI HARI VISHNU KAMATH: Except for one matter we had recommended that there should be a Member (Electrical) on the Railway Board; that has not been accepted.

जी जी० जी० मधु (दुवडागा) मजी जी ने कहा है कि बेवकूफ कार्डन का परसेंटेज देखने में बहुत घनत्व किता है लेकिन देखने में अनरल मैनेजर किता है ?

श्री. मधु दण्डवते : मैं इस समय इसके विरोध में नहीं आना चाहता।

What he has said is correct. The Administrative Reforms Commission has also suggested that there must be a Member for electrical. As you know in this country, just as rural electrification takes sometime, "electrification" of the Railway Board may also take some more time; I shall keep this suggestion in mind.

As far as the Board is concerned, let me make it clear that whether you run a political party or government or municipality, you have to have some apex institution which is unavoidable for administrative and executive purposes; only their complexion must be properly maintained. I cannot imagine any government without that. This government is there; tomorrow Shrimati Parvathi Krishnan's government may come; governments come and go but there will have to be some apex institution. . . (An Hon. Member: God help the country). Don't say: God help, because she does not believe in God.

SHRIMATI PARVATHI KRISHNAN: He wants God to help him.

PROF. MADHU DANDAVATE: Some apex body will have to be in charge of administration. The merit of our system in the railways is that those who are manning the Railway Board are not just administrative heads. For instance, they are taken from the mechanical engineering discipline, from Civil Engineering discipline, from Transport side; they might be men belonging to section of Finance; and since they come from the specialised branches, after doing certain work at the General Managers' level and as a result they are able to bring their expertise and their technical knowledge to the administration.

I do not want to defend some of the fallacies or failures and short-comings that are there. Just as Ministers might be having shortfalls, similarly failures on the part of others might be there, but anyway the structure has to be there. Only it has to be radically altered.

SHRI P. G. MAVALANKAR: Are you taking steps in that direction?

PROF. MADHU DANDAVATE: Yes, we have already taken. I do not want to go into details as far as this point is concerned.

Then the question of security anti-corruption drive and safety aspects were raised. The question of installing automatic warning system was also raised. Coming to the problem of safety I want to make one very welcome announcement over here. For the last one year I was trying to discuss the problem with the scientists in the Railways and R.D.S.O. to see how best it would be possible for us to see that the total cost on installing automatic warning system can be reduced. It has been reduced to a certain extent and as a result, where the accident takes place by collusion, if the automatic warning system is fixed just near the signal and also under the locomotive, in that case the automatic warning apparatus gives a whistle and brakes are applied automatically. This is there. I am very happy to announce this because density of traffic in suburban railways is very high. Initially we had tried that on Gaya-Mughalsara, Burdwan-Howrah Sections. Now we are going to see that the entire Bombay suburban section will also be fitted with this modern system of automatic warning system so that accidents due to collusion where the frequency of trains is such that there is a train after every two or three minutes can be averted.

We are taking other steps also. Members have made certain suggestions. They are all constructive proposals. I can assure you, I will take them into account.

Someone has said that I have made a small suggestion in the Budget—that is, the provision of surahies, provision of earthen pots. Somebody said that if you keep an earthen pots for drinking water inside the mail, express, and passenger trains, they might be broken. Men and women are breakable, what to talk of earthen pots? I think we must be prepared to take a calculated risk. It does not matter if one earthen pot is broken. Another villager will get an opportunity to provide another earthen pot. Since our perspective is to help the cottage industry in the villages, deliberately we have taken this conscious decision, where lakhs and lakhs of earthen pots will be required, and villagers will get an opportunity to provide these materials to the Railways. I think that will be an indirect aid given at the grass root level in the villages.

A question was raised by a number of Members that so many trains had to be cancelled. I am not one of among those who would like to transfer the blame from one Ministry to another. We all belong to the same Government. To-day if I say it is not my responsibility but Energy Ministry is responsible, and if the Energy Ministry says I am not responsible, it is the Railways that are responsible; as far as consumers are concerned, they will say "plague on both the Houses! We are not concerned who is responsible, we are only interested in the results."

**SHRIMATI PARVATHI KRISHNAN:** Energy Minister is conspicuously absent.

**PROF. MADHU DANDAVATE:** Silently supporting everything that I had said because we had a joint meeting.

So far as coal production is concerned, stocks are coming up. There would not be any difficulty. But for some time as I told the House repeatedly during Question Hour...

(Interruptions)

Fortunately, the Energy Minister has come when I was making a very complimentary statement about his Ministry.

The Energy Ministry has assured us that there is enough coal and they would be able to supply coal. At an earlier stage, there was genuine difficulty for which the Government cannot be blamed. When there was flood and when the mines were filled with water, adequate supply of steam coal was not available and 213 pairs of trains had to be cancelled. I assure the House that gradually we will be able to restore them. I can assure the House that with this increased supply of steam coal that will be available, it will be possible to restore all the trains which had to be stopped initially.

**SHRI HARI VISHNU KAMATH:** By what date?

**PROF. MADHU DANDAVATE:** By April we should be able to restore them. Deliberately, I am not saying 1st April because you will not believe that statement.

On the question of wagon utilisation raised by Mr. Patil I will only give two or three indicators without bothering the House with statistics. If we take the wagon kilometre per wagon day, it was 62.3 for broad gauge in 1950-51. Sometimes it fluctuated and went down, but the latest figure for 1977-78 is 81.9. We are trying our best and with the cooperation of the workers, we should be able to settle all these problems—the problems of technology as well as other problems.

**SHRI T. A. PAI (Udipi):** Are you admitting that there is wagon shortage or are you saying that the present wagons are covering longer distances and therefore you are not able to move more?

**PROF. MADHU DANDAVATE:** I have made that point repeatedly clear. Recently our friend, Shri Pai, has not

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been attending the session for a long time. I have given that information to the House. We have got 4 lakh wagons. We can say that about 5 per cent are sick or under maintenance. Even then we have about 3.75 lakh wagons. It is true that under the new conditions there are certain difficulties. Our difficulties are, today there are locomotives as well as wagons which are already manufactured, but we required wheel sets for them. Because of difficulties of floods we were not able to get adequate supply of wheel sets from Durgapur steel plant. Therefore, we have taken the decision to import wheel sets. Also because BHEL is not able to give adequate number of electricals for the locomotives which are already manufactured, we have decided on certain imports. With these imports and the new allocations that have been made, it will be possible for us to increase the number of wagons and locomotives. I concede the point that in terms of present density of traffic and freight that is available, more wagons and greater investment is required. The Finance Ministry has assured us.

SHRI T. A. PAI: We have a wagon industry which is suffering very badly. It was set up for meeting the requirements of Indian Railways. We are paying wages to the workers in the wagon industry. It is unrealistic not to convert those wages into wagons. Whenever the wagon industry approaches the railways, you say that you have got adequate number of wagons. Whenever we want wagons to move, you say that because they are now covering larger distances, the problem is there. Will you be able to solve the problems once for all for the country or not?

PROF. MADHU DANDAVATE: I do not know whether I will be able to solve it once for all. But gradually we will try to solve the problem. We are trying to remove both the constraints by providing imported wheel

sets for the wagons which are already manufactured and by importing more electricals for the locomotives.

There is another big constraint. Very often the question is raised as to what is the propriety of raising such resources at all. Why Rs. 178 crores? I would like to tell you that when we sought from the Government of India's general revenue and Planning Commission certain allocations for the Annual Plan of Indian Railways and the Indian Railways have been given almost Rs. 100 crores more as compared to last time—to be exact, it is 97 crores.—When we got these allocations there was an understanding that we would not merely borrow money from the General Revenue but we would also try to generate more internal resources. We would also match—not exactly a mathematical matching—with their contribution but something will have to be done. And as a result of that, as far as season tickets are concerned, certain changes have to be brought about. Here the question was raised that as a result of new freight structures that we have evolved it is possible that there will be increase in prices of essential commodities. Sir, I do not again want to bother you with all the details but in this memorandum of pink colour, we have given details of price increase on a number of commodities.

SHRIMATI PARVATHI KRISHNAN: This colour is known as shocking ink.

PROF. MADHU DANDAVATE: Traditionally the Reds are very much allergic to pink colour.

Here we have worked out in this Memorandum what incidence is likely to be there as a result of freight increase that we have already announced. For instance, I will quote two or three commodities. As far as food grains, rice and wheat are concerned, it will be 1.37 paise per kg. As far as sugar is concerned it is 1.1 paise per kg. Sometimes while quoting the figures, I found that confusion was made between rupee and paise. I hope

after I have pointed this out, the confusion would not be there.

As far as the third commodity—kerosene—is concerned, it will be 0.7 paise per litre. These are some of the samples which I have placed before you. We have the full report. Therefore, I have already pointed out through the memorandum as to what is likely to be the incidence of this increase.

Why the resources were necessary? This is another aspect which is very important. Let the hon. Members of this House understand why we are trying to have mobilisation of more internal resources. Here, again, I do not want to cast aspersions on the Railway Ministers in the past because perhaps, money was not available to them and therefore, that part remained neglected. You will be shocked and surprised to know that when we used ultrasonic detectors to find out whether there are cracks in the rails, it was indicated that 5500 kms. length of rails are such that if there is no primary renewal, that means, complete replacement of those rails, it is likely that when fast trains go on those rails, every rail is likely to undergo ten or twelve fractures, multiple fractures like multiple fractures of the bones. Therefore, there has to be a priority for immediate primary renewal of 5500 kms. of rails at a cost of Rs. 560 crores. If we do not spend on this and say that in order not to cause any hardship to anyone we will have a status-quoist attitude, we will not undertake maintenance, we will not undertake developmental activities and we will also not tax that would not be a constructive attitude to adopt. So, we do not want to take that status-quoist attitude because it will be at the cost of the safety of passengers. Therefore, 5500 kms. of rails will have to be primarily replaced at the cost of Rs. 560 crores. Like that, there are a number of other things. We convinced the Planning Commission that we must get priority for this. Last year, we got Rs. 51 crores. This year, we have been able

to secure Rs. 65 crores and we are going to address ourselves to the task of primary renewal of these rails so that the required safety and security standards on the rails can be maintained.

Due to all these aspects we are required to undertake certain schemes by which generation of additional resources has to be made.

There is another field which has been neglected. Take, for instance, the suburban trains; take the Bombay Central suburban trains. More than 30 per cent of the rakes were imported from outside from certain manufacturing concerns, which had constructed certain types of compressors and traction motors. They were bound to become out-moded after a number of years. Those who planned these things never imagined that all these imported materials would become obsolete after 25 or 30 years. As a result of that, the very manufacturers who are manufacturing these components said "it has become an obsolete design; we are not manufacturing it at all". Indigenous parts do not go into that. Therefore, we are trying to import them from the countries where we will be able to get them. That again involves a certain amount of expenditure.

I am not talking here of the new works; whatever on-going works are there, for them we require Rs. 70.81 crores. And the new works that we must take up for the safety and security of the passengers are of the order of Rs. 50.77 crores. So, on the whole we require Rs. 121.58 crores. That is the expenditure that we are required to incur. I do not know how all this can be gone without increasing the freight and fare, saying that security does not matter or that it can play a secondary role.

It is after taking into account all these factors that we have introduced certain changes in the structure of various rates. Here let me again tell you very clearly that even though the rates on season tickets were increased

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in this budget, if you travel from Bombay to Poona by first class, the season pass for the entire month costs you only the fare for 5 to 5½ journeys. For that, one can travel 120 miles for a month. Of course, there are suburban routes where the problem is different it depends upon the distance, whether it is 1 to 5 km or 5 to 10 km. or 10 to 15 km.; I do concede that point.

I am not one of those who take a rigid attitude that whatever I said in the budget speech should stand, as if it is the last word of wisdom. That is not my attitude at all. Even when I was in the opposition, I had cultivated that habit and, fortunately, I preserved that heritage. Even when I came to the ruling party, that has been my attitude. Therefore, you may recall that when the Constitution (Twenty-fourth Amendment) Bill came up for discussion, though I was sitting in the opposition benches, though I was entitled to only ten minutes, I was given 45 minutes to speak on that Bill, because my attitude was and is to judge every problem on its merits, not from any partisan angle. I maintain that heritage even now, and that is the attitude of my colleagues here. That is why we are taking a different attitude. Therefore, we have reconciled the claim of generation of resources on the one side and the aspirations of the common man on the other.

I know it very well that some industrial workers in Bombay are forced to travel a long distance only because they are staying at a far off place, or because the employer has set up his factory at a far off place. No doubt there is a proposal or suggestion, made by the Tariff Enquiry Committee, that we can bring a Bill by which the entire amount can be transferred to the employers. But, again, in Bombay who are the employers? They are the Central Government, the State Government, the LIC or the Municipal Corporation, perhaps a few

private entrepreneurs also. So, it will mean taking money from one pocket and putting it in another pocket. Probably, that will have to be examined, but it will take some time. Therefore, in the mean time, we have introduced certain changes, as far as the fare structure is concerned.

After reviewing the entire problem, after looking to the financial needs for safety security and other developments, and after taking note of the aspirations of the common man staying in the suburban areas, whether in Calcutta, Madras or Bombay, I want to announce here that whatever increase was announced in the budget, we are cutting it down by 50 per cent.

AN HON. MEMBER: There should be total withdrawal.

PROF. MADHU DANDAVATE: We are cutting down the increase by 50 per cent.

SHRI P. VENKATASUBBAIAH (Nandyal): It is all pre-arranged.

PROF. MADHU DANDAVATE: Nothing is pre-arranged. Let me tell you very clearly that if the House were to accept the full increase, I would have no grouse at all. Irrespective of party affiliations the reaction that was expressed in the House and outside by Hon. Members was against this level of increase and the passenger associations, the various political parties, chambers of commerce and various industrial organisations came forward with this suggestion for a reduction. Therefore, we are cutting down by 50 per cent the increase that was introduced on the second class season ticket fare.

There is another aspect. As far as the First Class was concerned, it was linked up with the Second Class increase in fare and as far as former proposals were concerned the ratio was between 4.12 and 4.66. That means, the rate of the First Class fare

and the Second Class fare. That was 4.80 times the Second Class fare. The minimum was 4.12 times the Second Class fare. There we are uniformly making it only 4 times the Second Class fare. Whatever be the revised fare that we are introducing after cutting down this 50 per cent of increase whatever be the revised fare—4 times of that will be the First Class fare. That will be the change.

As far as the other aspect is concerned, one provision which was already introduced in the Budget speech has been misused by many friends. Quite a good number of friends from various suburban areas of Bombay, Madras and Calcutta have been demanding that this particular concession regarding the distance within which the jurisdiction of the suburb falls, that should be changed and in my initial Budget speech itself I had indicated that the jurisdiction of the suburban tickets has been actually increased from 80 kilometres to 150 kilometres. That particular concession was already granted there and that will continue.

**SHRI DINEN BHATTACHARYA** (Serampore): What about student concession?

**PROF. MADHU DANDAVATE:** The student concession continues.

**SHRI DINEN BHATTACHARYA:** The student concession, including the increase?

**PROF. MADHU DANDAVATE:** Listen to me. You know it very well.

**SHRI DINEN BHATTACHARYA:** That is why I am asking you to clarify.

**PROF. MADHU DANDAVATE:** I want to give you the reply, but if you do not want to hear, what can I do?

I want to tell you that the percentage concession that existed in Calcutta, Madras and Bombay will continue exactly to the same tune. There will

be no change at all. You can tell the students who are your followers that there is no danger to their concession at all.

Sir, there is one more aspect. What will be the financial consequence of the change in the proposals? Sir, I have projected a surplus of Rs. 88 crores—I take the round figure of Rs. 88 crores. As a result of the increase that I had initially suggested, we were expected to get Rs. 36 crores—as a result of the season ticket increase, suburban and non-suburban. Now, half of that will be lost. So, Rs. 18 crores will be lost. Still we will be left with a surplus of Rs. 70 crores. And here I come to the problem. Of course, economists in the House like Mr. Pai will not raise this issue. But the common man will ask this question as to why Madhu Dandavate is so much enamoured of producing so much surplus. I am enamoured of producing surplus because I want to look not only from the point of view of the Railways, but also the entire national economy of the country. If we resort to deficit, what do we do? We will be drawing from the general revenue and to that extent we will be increasing the pressure on the general revenue. To the extent we are able to generate the surpluses we will be able to move ahead. In this connection I want to draw your attention to one very significant radical structural change we have brought about after 125 years of Indian Railways. The Indian Railways are 125 years old. The finances of Indian Railways were separated in 1924. But from that time onwards the capital structure of the Indian Railways continued. We draw the capital from the general revenue, we pay the dividend whenever there is a surplus. When there is a deficit we borrow from the general revenue as a loan and pay it as a loan taken from the general revenue to the general revenue and on that there is an interest and as a result of that the debt goes on increasing and the net result was that by 31st March last year though I had projected a surplus of Rs. 89 crores, the actual surplus was

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Rs. 126 crores, but it was all utilised and washed away in paying the old debts because the past administrations ran into deficits and never paid the dividend and therefore they borrowed from the general revenue to pay to the general revenue and on that they had to pay the interest.

Last year we had appointed an expert committee for capital structure review. Fortunately, that report was ready, and the Finance Ministry accepted it with little changes, and I was able to present it to the House. The Railway Convention Committee has also supported it. As a result of that, the net gain will be that henceforth if there is no surplus, then there will be no borrowing from the general revenues to pay the dividend liability, and there will be no interest liability. It will be treated as a deferred liability to be paid whenever there is a surplus. There was an accumulated interest of the order of Rs. 93 crores. As a result of this, we will get rid of this Rs. 93 crores. That will be the net gain as a result of the review of the capital structure, and in future more surpluses will be available for the development of lines in the backward areas which people are demanding. This is the radical change which we have made.

I now come to the problem of the workers. I am proud of my workers. There have been a number of pending demands of the railway workers, and there was the demand for bonus also. I do not want to take the time of the House, but I want to draw your attention to pages 7 and 8 where I have pointed out how a number of pending demands of Class II, Class III and Class IV workers have been actually conceded. I do not want to read them again because I read them during my initial speech. These problems have been settled. Some more problems are being settled. The only question that really remains to be settled is the question of bonus. Once bonus is paid, indirectly you take it

for granted that the railway is an industry. If you take the railway as an industry, then it should be treated on a par with public sector industries. All these things will follow.

SHRIMATI PARVATHI KRISHNAN: Do not make it indirect, make it direct.

SHRI T. A. PAI: You had demanded this bonus. All these calculations must have been in your mind at that time. How is it fair for you now to deny it?

MR. SPEAKER: There has been a change of place.

PROF. MADHU DANDAVATE: I can tell Mr. Pai that all these calculations were in my mind, and after joining the Treasury Benches my mathematics has not deteriorated at all. All the calculations are intact. I know how much money will be required, but at the same time you may probably remember that some economic journals had calculated that probably payment of bonus would require Rs. 65 to Rs. 70 crores. But during the last one and a half years a number of pending demands have been settled costing Rs. 126 crores. If we had refused all of them, bonus could have been paid. It is very easy to say from an academic point of view that bonus should be paid, but when certain tribunals were appointed, their awards were given, I cannot say that because I want to utilise this money for bonus, all these demands will be rejected.

As far as the question of bonus to railwaymen is concerned, the Cabinet had appointed a sub-committee, and I am saying with the full authority of the Finance Minister and the Finance Ministry that the Cabinet sub-committee went into the problem of wages, incomes and particularly bonus.

AN HON. MEMBER: The Boothalingum Committee.

PROF. MADHU DANDAVATE: Not only that. Besides that also, whatever points were represented were taken into account, and the question was examined by them.



Certain changes have taken place in the meantime, and the Finance Ministry want to examine in depth whatever formulations have been arrived at by the Cabinet sub-committee regarding bonus and decide what attitude should be taken towards payment of bonus to railway, P & T and defence employees, and only after the Finance Minister examines a final decision can be taken. I can assure you that we will try our best to see that these problems are sorted out not in confrontation with the working class, but in co-operation with them. That has continued to be our attitude, and in the future also that will continue to be our attitude.

SHRIMATI PARVATHI KRISHNAN: He has not said anything about what I raised, about my getting the letters in Hindi. I continue to get letters in Hindi and that is a very important point. The Minister cannot deny that.

PROF. MADHU DANDAVATE: I will reply to that.

I forgot to make one announcement. As far as the season tickets are concerned, we had decided that the previously concessions that even the quarterly pass would be available at two and a half times the monthly pass that was removed—would be restored and therefore, in future even the quarterly passes will be available at two and a half times the monthly pass.

SHRIMATI PARVATHI KRISHNAN: What about my getting letters in Hindi? I continue to get letters in Hindi.

PROF. MADHU DANDAVATE: It is a very sensitive issue. I will conclude on that point.

SHRIMATI PARVATHI KRISHNAN: I send representations and cannot replies. If you want me to stop making representations, I will do so.

PROF. MADHU DANDAVATE: Don't get angry. At least I will not get angry on the language issue. As far as my replies are concerned, the replies go in the language in which they come. We have certain zones which are Hindi regions and certain zones which are non-Hindi regions. Sometimes what happens is, when a Member is staying in the Hindi region, through the mistake of the office, sometimes the letters goes in Hindi.

SHRIMATI PARVATHI KRISHNAN: We, the Members of Parliament, stay in Delhi. How does Delhi become a Hindi region for us?

PROF. MADHU DANDAVATE: Through the mistake of the office, two or three letters might have gone in Hindi to Shrimati Parvathi Krishnan. I have given instructions in the past and I will give instructions once again that special care should be taken to see that not a single letter goes to Shrimati Parvathi Krishnan in Hindi. I give you that assurance.

16.33 hrs.

SPECIAL COURTS BILL—Contd.

MR. SPEAKER: Now we come to the Special Courts Bill. There are some amendments to be moved.

SHRI C. M. STEPHEN (Idukki): I move;

'Page 3, line 35,—

after "Special Court" insert—

"and may, for the said purpose, direct that a Special Court be constituted" (132).

This is an amendment to clause 10.

MR. SPEAKER: Mr. Anant Dave, are you moving your amendment No. 134?

SHRI ANANT DAVE (Kutch): I am not moving my amendment.