

**ANNOUNCEMENT RE: ADJOURNMENT OF HOUSE FOR THE BUDGET**

**MR. SPEAKER:** Before we take up next item, I would like to inform the House that as is customary, the House would adjourn for half an hour at 4.30 p.m. today to re-assemble at 5 p.m. for the presentation of the Budget

12.05 hrs.

**RAILWAY BUDGET, 1976-77—GENERAL DISCUSSION—contd.**

**MR. SPEAKER:** We now take up further discussion on the Railway Budget. Shri Hanumanthaiya.

**SHRI K. HANUMANTHAIYA** (Bangalore): The House naturally welcomes this annual opportunity to look into the working of the Railways. I might straightaway say that the Railway Ministry, beginning with the Minister down to the Divisional Manager and so on have been putting forth their best efforts. That is why we see a great deal of improvement when compared to the conditions existing two years earlier. It makes me very happy; and I suppose it makes everybody happy to see that there is a surplus budget. In fact, wherever there is surplus, we may say there is progress. Deficit is a sign of deficiency. Therefore, when the Railway Minister shows a surplus budget, it makes us naturally happy. The Railway Minister, at the same time, has been frank and forthright in his speech when he said on the very first page that the Railway indebtedness to the General Revenues under Development Fund and Revenue Reserve Fund at the end of 1974-75 stood at Rs. 379.75 crores. He also said that more contribution has to be made to the Reserve Fund and there is a sharp fall in meeting the dividend obligations to the General Revenues, which is of the order of Rs. 62.81 crores.

If you weigh these surplus figures, you will naturally see that it is the

manner of accounting that has shown the surplus and it is not really a surplus. I therefore, characterise this surplus as 'accounting surplus' and not 'counting surplus'; we cannot count the money in terms of rupees and paise...

**AN HON. MEMBER:** Then it is jugglery?

**SHRI K. HANUMANTHAIYA:** I don't say it is jugglery because nothing has been fiddled with; he has stated it frankly. Therefore, let us not use extravagant words, either in praise or in denunciation. This statement is there and, after all, I am quoting figures only from the budget speech. Therefore, there is no deceit and there is nothing hanky-panky about it.

So, I hope that, by the time we reach the stage of budget preparation next year, the hon. Minister and the hon. Members of the Railways Board will see that this accounting surplus is really turned into counting surplus.

Sir, this House has discussed several times the pattern of the Railway system in India. When the British built the railways, they had only two purposes in view, namely, their trade based upon the three Presidency towns of Calcutta, Bombay and Madras, and defence. Now, we have reached a stage, after gaining independence, of developing economy. Therefore, the railway system has to be so re-arranged or rationalised as to meet the development purposes. The trade pattern has also changed in India today. So, the Railway system based upon the three Presidency States has to be so rationalised and changed as to make every State Capital in India and Delhi get connected directly by broad-gauge system. That proposal was placed before the House a few years ago and it has been un-animously acclaimed and accepted. But I do not find mention of any further implementation of that idea in

the Budget. I am sure, the Railway Ministry has that in view. If they have not been able to state it clearly in the Budget speech, it may be because they are implementing it. The hon. Minister may reply to this point in his reply.

This connecting of Capitals to Delhi by direct trains was initiated, and the first construction was taken up from Trivandrum to Cape Comerin and from Cape Comerin to Nagercoil. That has been almost completed. From there, it has to proceed via Madurai to Bangalore, Hyderabad, Bhopal, etc. This direct line has to be expedited in the matter of construction. I do not know whether a complete survey has been done or has been ordered earlier. Every patriotic Indian, who is particular about Indian unity, has to see that these railways, which are the nerve system of the country, are so rationalised as to see that every part of India is connected to Delhi. That is one of the ways of strengthening the Central authority, power, influence and patronage. For example, from Bhubaneshwar to Delhi, there is no direct connection, one has to go in a circuitous way; one has to go either to Calcutta or to some other place. I wanted that, from Bhubaneshwar to an appropriate place, survey for a new line should be done, but that has not been undertaken. I request the Railway Minister and the Railway Board to see that this idea of rationalisation of the railway system is pursued and pursued methodically and consistently so that we can have this rational picture as soon as possible or, as the Railway Minister says, as soon as the resources are available.

Another point that has been accepted by the House is making the multi-gauge system in India into a single-gauge system. No other progressive country has got two or three systems of railways. It is an accepted fact. The Railway Board has accepted it. The House has approved that, progressively, the narrow-gauge and the metre-gauge have to be converted into

broad-gauge I know it costs enormous sums of money, but a beginning has to be made. They have already done some kilometres of conversion. This has also to be pursued, and pursued methodically, so that we may fix a target time by which this rationalisation can be done. A uni-gauge system will be an achievement to our credit.

Before I left the office, I had an idea and I had placed it before the Railway Board. So many of us are asking for new railways, especially in the backward areas. Now, what is called 'doubling of the railway system' is being done by the Railway Board. I want this doubling not to be side by side but to be spread over 100 or 200 miles in the interior. For example, from Madras to Calcutta, there is what is called the double line. Why should there be a double line within a few feet? The same structure the same line, can be put in the interior of Tamil Nadu or Andhra Pradesh, thereby making the people feel that they have got some railway lines, thereby making the concerned places happy and making them start more industries because of availability of communications. Somehow some of the Members of the Board were not agreeable to that proposition because it was quite a new and astounding proposition so far as they were concerned. They put it to me by saying, 'Sir, if this proposal is adopted, it will cost more'. But, when you take into consideration the cost, it may be that the railway track, bridges, etc., are the same, there is no more expenditure. It is only in the matter of building some railway stations that we have to incur more expenditure. It is worthwhile incurring this expenditure, because the spreading of railway system will not only help the backward and interior areas in getting the railway system, but it will be doing justice to every part of the country. We should not go on doubling the railway tracks in the same old routine way. This may be examined. Whatever extra expenditure is involved, it

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may not be much considering the huge amount that we invest, and this would be worthwhile because the railway network will be spread over the entire country.

Suppose in some coastal region, there is a storm or heavy rains, and the railway lines are washed away. In that case, both the railway lines will be washed away and the traffic will be affected. Let us not place all our eggs in one basket; let us disperse this railway system to bring satisfaction and progress to the interior parts and to many more people.

The hon Minister has been pleased to let us know that much mechanical improvement has been undertaken and done in the matter of railway crossings. I congratulate him and I congratulate the Board for this improvement. But may I invite their attention to the bigger question of under and over-bridges. A few years back, a great drive was undertaken to see that as many under and over-bridges as are possible are constructed. It is a matter of pure economics. If at a railway crossing, a number of vehicles stop for a few minutes, may be ten minutes there are about 10,000 railway crossings—calculate the amount of petrol spent because of the delay. The national economy will greatly get accelerated if there is no stoppage by way of railway crossings.

The Railways had thought about this and they have got, Railway Safety Fund; each State has got that fund. It is impossible to transfer the funds of one State to the other, therefore each has got its own fund. All that is required is to see that the fund that has accumulated is spent. When I assumed the office of Railway Minister I found that several crores of rupees had not been spent and they were lying idle. In my budget speech at that time I mentioned that these under and over-bridges have to be built. Hundreds of bridges were built subsequently. I want the Railway Mi-

nister to tell the House, what progress has been made in the matter of constructing under and over-bridges, wherever there is a railway cross.

There was another scheme and that scheme was also accepted by the House. That is that thousands and thousands of acres of land on both sides of the railway track may be given to appropriate people belonging to the Scheduled Castes and other Backward Classes people....

SHRI R. S. PANDEY (Rajnandgaon): In the nearby village.

SHRI K. HANUMANTHAIYA. .... for cultivation. I must acknowledge my appreciation of the suggestion made by one of the Members of the Board in those days. He suggested to me—let no other crop be grown. Let castor crop be grown. It does not require much manure and if castor plants are grown on the land on both sides of the railway track, we can get lakhs and lakhs tonnes of castor seed. Some of you might have read in the papers recently that castor oil is one of the most valuable oils in the world which can be converted into rocket fuel and here it was hitherto a secret and our own scientists have found out that castor oil can be an appropriate fuel for this purpose. May I place this suggestion before the Board and the hon. Minister with all humility that this project may be taken up and implemented with earnestness. It will not only help the railways, it will not only help the poor people but it will help India getting into the space age. It may be that we may be able to export castor oil for this purpose to other countries.

The Budget which is a surplus budget would have been, I feel, better if the Railway Ministry had concentrated its attention on the stoppage of thefts, pilferages and other losses that annually occur in the railways....

SHRI S. M. BANERJEE (Kanpur): No Minister can stop it.

**SHRI K. HANUMANTHAIYA:** It is because no Minister will be able to stop these thefts that we appointed what is called the Railway Protection Force. Even if Mr. Banerjee becomes the Minister, he will not be able to do police duty....

**SHRI S. M. BANERJEE:** I accept my failure here and now without becoming Minister.

**MR. SPEAKER:** The hon. Member should conclude now. He should not get distracted.

**SHRI K. HANUMANTHAIYA:** Therefore, the Railway Protection Force was constituted. It has always been my complaint that this Railway Protection Force has not been able to work upto satisfaction....

**SHRI R. S. PANDEY:** It is called *raibon, pani, free*

**SHRI K. HANUMANTHAIYA:** Leave alone satisfaction, now we have come across several cases where the RPF personnel themselves are hand in glove ...

**THE MINISTER OF HOME AFFAIRS (SHRI K. BRAHMANANDA REDDY):** They are behaving in a better way now.

**SHRI K. HANUMANTHAIYA:** I will be too happy to accept the assurance of my hon. friend, Shri Tripathi, that they are doing better. But I have to be convinced by figures which I am sure he will do while he replies to the debate. What was the annual theft? What was the amount under consignment of goods and under the heading railway property and what is the progress that has been made during his administration? If the figures also speak just as the hon. Minister speaks hopefully, I will be in a position to congratulate him.

**SHRI JAGANATHA RAO (Chattrapur):** Till then you may withhold your congratulations.

**SHRI K. HANUMANTHAIYA:** Now I come to the subject of thefts in the Railways. Here it is written in this book as follows:

'Pilferage of railway property, as well as railway freight has been a problem especially in West Bengal, Assam, Bihar and eastern parts of U.P.'

My suggestion to the hon. Minister is this. A convention has been established in the old days that the Railway Minister meets the Chief Minister periodically, to grapple with these problems and find out a solution. I may state here that the hon. Minister Shri Kamalpathi Tripathi is undoubtedly a man of better stature and greater influence than I have ever been and if he takes it into his mind to have a look into these problems with the Chief Ministers concerned of the States, I am sure, he will be able to achieve better results. There are various thefts, thefts of coal and fuel and other things which may run into hundred crores in one year. There are thefts of diesel oil, petroleum products etc supplied to the Railway engines. They are also being stolen. And it is impossible for the top people of the Railway Board or Ministry to have an eye on all these theft, all the people, spread all over the whole of India. We have, therefore, to appropriately gear up the machinery for the purpose. Every Divisional Manager has to be personally responsible for all these things. He should be given a target and a goal to be achieved. It is his responsibility to achieve this. We should go into, what is called, the confidential reports, and unless you make him responsible in a legal way, we will not be able to make rapid progress. Therefore, Railway Board Members who have come from the lower ranks, who know every problem, will have to tackle these problems in an effective way. We have to tackle these problems in an altogether different manner, not by way of looking to the Railway Protection Force in a routine way for

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everything, not by way of asking this man or that man to do this or that thing. But here, responsibility should be squarely fixed. Whether it is a case of fuel consumption or coal consumption or distribution, they know personally, what amount of coal is required for an engine to go to Bombay from Delhi. On the basis of personal knowledge quantities have to be fixed. If the quantity gets increased in any manner, they must be personally held liable in the way which I have suggested.

I do not want to take more time and I am thankful to the hon. Speaker for giving me time. I am myself a man who is very particular about punctuality and I congratulate the Minister for attaining punctuality. There is only one point I want to suggest here. This is about punctuality progress in terms of percentage. They will tell you 90 per cent, 95 per cent punctuality has been achieved, etc. This percentage, I may tell you, will not tell you what is the real state of affairs.

Now, you have to ask them out of these 10,000 trains, how many of them ran late; how many of them came on time and how many of them came five, ten or twenty minutes late? You have got three persons. And if you put one of the junior Ministers in charge of this, I am sure, he will be able to do it very satisfactorily. Punctuality has to be seen below the surface and these average percentage figures won't do.

**SHRI SATYENDRA NARAYAN SINHA** (Aurangabad). Mr. Speaker, Sir, the Railways, under the stewardship of the present Railway Minister, within a short span of a year, have registered noticeable improvements and have achieved many heights—all time high—in the history of Railways. There is no doubt that the Railways are running on time and one is not haunted by uncertainty of being unable to reach his destination in time. The quality of service also has im-

proved a great deal. Above all this, the Railways have crossed the hitherto elusive target of 200 million tonnes of the originating traffic. In the passenger traffic also, there is a significant upswing. For all these achievements, the credits should legitimately go to the Railway Minister for his effective leadership, but there is a general feeling that, but, perhaps, for the Emergency, the Minister would not have been able to show the creditable results which he was placed before us. However, I feel that he has provided effective leadership and for this he deserves congratulations. I would also like to congratulate the Railway Minister for having resisted the temptation to take recourse to raising the passenger fares and freights for balancing his budget. He has shown us a nominal surplus by levying a small surcharge on all goods except those essential commodities of common use. On the face of it, one would like to feel happy with him that the Railway budget is a surplus budget showing the financial health of the Railways. But, I agree with the hon. Member, Shri Hanumanthaiya, who preceded me that this was not a real surplus; it is only an accounting surplus and the Railways' financial position is not all that good; there are certain indicators on the basis of which I am not prepared to share the optimism of the Railway Minister that there are prospects of the Railways emerging out of the tunnel. For instance, indebtedness of the Railways to the General Revenues is growing and it is placed at Rs. 400 crores

As you are aware, the Railways are required to pay their dividend liabilities to the General Exchequer; they are to make certain contributions to the Depreciation Reserve Fund, Pension Fund and Revenue Reserve Fund and the Development Fund. So far as Depreciation Reserve Fund and the Pension Fund are concerned, the position is good. I am glad of it and I must express my happiness that the Railway Administration has desisted from dipping its fingers into these two Funds. But so far as the other two funds are

concerned—Revenue Reserve Fund and the Development Fund—they are completely eroded and starved and for meeting the liabilities which should be met out of these two funds, the Railways have to borrow from the General Exchequer. Therefore, I mentioned that the position of the Railways so far as the financial health is concerned is not that good.

Railways are the biggest national undertaking. Unfortunately, for the last 10 years—barring one or two years—they have been accumulating losses and have not paid up their dividend liabilities so far, inspite of successive increases in Railways' fares and freights and they have been increasingly depending upon borrowings from the General Revenue.

Even the Prime Minister while addressing the Members of the Railway Board and other officials the other day, referred to the seriousness of the situation and observed that whatever happened in this largest national undertaking affected all sections of our national life and she underlined the need of strictest economy, maximum utilisation of capacity and discipline. Further she wanted greater emphasis to be laid on the removal of malpractices like ticketless travelling, wagon breaking, pilferage and false declarations of railway bookings.

Sir, I listened to the speech of the Railway Minister very attentively and thereafter also I have gone through it carefully but I did not find any mention of any steps whatsoever being taken to remove or stop ticketless travelling which as far as I know accounts for a loss of the tune of Rs. 25 to 50 crores a year. I also did not come across mention of any effective steps for affecting economy in order to be able to balance the budget.

If you analyse the financial position, it will be clear that whereas the revenue receipts have gone up the working expenses have also been following

close behind and from the figures that have been supplied to us it is clear that over the gross traffic receipts of 1973-74 there has been an increase of Rs. 270 crores in gross receipts in 1974-75 but at the same time in regard to working expenses there has been an increase of Rs. 250 crores, over what was incurred in 1973-74. The operating ratio has also gone up to 93.54. At p. 91 of the book that has been supplied to us, figures of the operating ratio have been given. You will notice that the operating ratio in 1966-67 was 83.2 whereas in 1970-71, it went up to 84.2. In 1971-72, it was 83.1, in 1972-73 it was 84.5 and in 1973-74, it was 93.7. So there has been, more or less, a progressive increase in the operating ratio of expenses. We should have expected the Railway Minister to tell us what economies are being proposed to be effected in order to put down the working expenses.

Then again it has been estimated that in the budget year, 1976-77, the Railways expect to lift originating traffic of 225 million tonnes and they have expressed their unhappiness, if I can call it, that only Rs. 91 crores have been allocated to them out of the Annual Plan. But the Railways do not take into consideration the fact that in the Fourth Plan, about Rs. 1400 crores were invested to augment the carrying capacity of the Railways and the target placed then was 265 million tonnes of originating traffic. Even if we are expecting an originating traffic of 225 million tonnes, it is far short of the targeted figure of the Fourth Plan. It is expected that the Railways have the capacity to lift that traffic, should it be offered to them. It is, therefore, not clear why allocation of Rs. 91 crores should be considered "inadequate".

Then we go to the utilisation of wagons. You will notice that in 1974-75, 15,183 net tonne kilometres were moved on BG and 12,679 on MG:

[Shri Satyendra Narayan Sinha]

This is per tonne of wagon capacity. But it is less than in 1960-61, 1971-72 and 1972-73. We also assess wagon utilisation by the number of days taken in having two loadings which in railway phraseology is known as wagon turnaround day. In 1965-66, the wagon turnaround days were 11.2 on BG and 7.2 on MG. In 1972-73, it was 13.5 in BG and 10.8 in MG. In 1973-74, it was 15 on BG and 12.5 on MG. In 1974-75, the corresponding figures were 14.6 and 12.0. You will notice that larger number of days are taken in wagon turnaround

Then we come to loss and damage claims for goods in transit. Shri Hanumanthaya has referred to the organisation of the RPF which is being assisted by the Government Railway Police. I appeal to the Railway Minister to hold a conference with the Chief Ministers and take their assistance in stopping the malpractice. Although the Railway Protection Force are a well organised force, loss and damages due to claims of goods lost or damaged in transit have been going up. For instance in 1965-66 the number of claims was 587 and the compensation paid was Rs 5.87 crores. In 1971-72 the number of claims was 737 while the compensation had risen to Rs 12.68 crores; in 1972-73 the corresponding figures are 710 claims and Rs 12.29 crores and in 1974-75, the number of claims was 691 and the compensation paid was Rs 14.65 crores. You will notice that the figure of compensation is progressively going up.

Similarly, with regard to accidents also the figure is progressively increasing, from 1971-72 to 1974-75.

Casualties and the compensation paid in respect thereof have also gone up. In 1965-66 the number of per-

sons killed in Railway accidents, was 41, injured 458 and the compensation paid was Rs. 3.50 lakhs. In 1974-75 the number killed was 98 and injured, 297 and compensation paid was Rs. 4.29 lakhs.

Thus the Railways had to pay a good bit of money by way of compensation. The working of the Railways should be further improved so that this could be kept under control. They should try to avoid accidents, or at least keep to the minimum the number of accidents and the casualty figures.

It has been the case of the Railways that they had been suffering losses because they had not been allowed to run the undertaking as a commercial organisation. They have to take on certain social burdens, such as operating unproductive and unremunerative lines, carrying goods on concessional rates at the instance of the government for the sake of the common people. They also say that they have to provide for housing for their employees and also look after their welfare. They say that they should be compensated by the government for all this. The Railway Convention Committee has gone into this question; it is sympathetic to the demands of the Railways. I feel that their case for reimbursing them for operating uneconomic lines is a strong case; they should be compensated for that as well as for carrying goods on concessional rates at the instance of the government. But with regard to the provision of amenities to their employees, and payment of damages for loss of goods in transit, they do not stand on good grounds. As a carrier it is their responsibility and duty to see that goods entrusted to their care are delivered at the destination in proper condition. It is for this purpose that they have got their Railway Protection Force and RPG. They should be asked to increase their vigilance. Secondly, as a good and progressive employer, they cannot claim compen-

sation from the government for providing facilities to their employees. As I said, the other two points deserve the consideration of government and I hope the government would look into their case. The Public Accounts Committee has suggested that the structure of fares and freights should be based on cost plus basis. they should restructure the freights on these lines to minimise their loss because it is high time that the Railways Finances were put in shape. They have, in my mind, tried to gear up their administration. But, it is necessary that more attention and care is given to tighten up the administrative machinery to make economies wherever, necessary, to stop leakages on account of ticketless travelling or pilferages. Sometimes these pilferages take place in collusion with staff and a number of cases have come to notice. It must be put stopped.

I welcome the proposal of the Railway Minister to set up an autonomous Construction Corporation for accepting assignments in foreign countries. It is good that we are prepared to export our knowhow to other countries also.

Lastly, I welcome the introduction of A.C. Second Class Sleeper coaches in Deluxe trains. They are very popular and very convenient and may I take this opportunity to submit to the Railway Minister to consider the feasibility of introducing such coaches in other fast-running long distance trains? I do hope that with the continued leadership of the Railway Minister, the railways will continue to show improvement and act as a model before the country, both as an employer and for food management.

**श्री जी. एन. तिवारी (गोपालगंज) :**  
अध्यक्ष महोदय, रेलवे मंत्री को अभी तक तो बधाई मिली है, वह सब अंग्रेजी में मिली है। अब मैं हिन्दी में उनको बधाई देना चाहता हूँ।

रेलवे मंत्री जी तीन बातों के लिए हमारी बधाई के पात्र हैं। पहली बात तो यह है कि उन्होंने बिना अधिक आसू गिरवाये एक सरप्लस बजट पेश किया है। कुछ फ़ोट बढ़ने की वजह से एक-आध बूद आसू तो गिरा है, लेकिन उन्होंने अधिक आसू नहीं गिरने दिये।

इस बात से कोई इन्कार नहीं कर सकता है कि रेलवे प्रशासन में चतुर्दिक उन्नति हुई है, यद्वा तक कि जो लोग क्रिटिमाइज करना चाहते हैं, उनको क्रिटिमाइज करने के लिए कोई बात नहीं मिलती। मैं ममज्ञता हूँ कि यह गलती हुई है कि हम लोगों के क्रिटिसाइज करने के लिए कुछ भी नहीं छोड़ा गया है।

पहले गाड़ियों के देर में चलने के कारण यात्रियों के कराड़ों में-प्रावर्ज का लाभ हीन था। वे लोग स्टेशन पर घाकर बैठ जाते थे और गाड़ी कब आयेगी, इसका कोई ठिकाना नहीं होता था। मंत्री महोदय इस बात के लिए भी बधाई के पात्र है कि उन्होंने गाड़ियों को पक्वुअल कराया है। लेकिन मैं उनका ध्यान आकर्षित करूंगा कि कुछ ब्रांच लाइन्ज में अभी भी गडबडी है। वहाँ ट्रेन्ज पक्वुअली नहीं चलती। सुदूर देहात में रहने वालों को ही ब्रांच लाइन्ज में जाना पड़ता है। उन लोग क कुछ सुविधा मिल सक, इस तरफ भी ध्यान देना चाहिए।

अब ट्रेज की पक्वुएलिटी इतनी हो गई है कि मैं ममज्ञने लगा हू कि ट्रेन्ज के रनिंग टाइम को कम किया जाये। मैं रोज देखता हूँ कि गाड़ी दिल्ली स्टेशन के नजदीक आध घण्टे तक खडी हो जाती है, क्योंकि वह समय से पहले आ जाती है। इस लिए यह उचित है कि ट्रेन्ज के रनिंग टाइम को कम किया जाये। मैं ने गत साल कहा था कि रेलवे एडमिनिस्ट्रेशन में जहाँ कई लोग रुपये पैस की चोरी करते हैं, वहाँ टाइम की चोरी भी होती है, क्योंकि गाड़ियों के रनिंग टाइम को



**[श्री० एन० तिवारी]**

लम्बा कर दिया जाता है। मेरा निवेदन है कि गाड़ियों के टाइम को कम किया जाये, ताकि लोग कम समय में अपने डेस्टिनेशन पर पहुंच सकें।

विरोधी दलों को तो कुछ न कुछ क्रिटिसाइज करना ही है। नहीं करें तो उनका काम कैसे चले? लेकिन क्रिटिसाइज करने को बहुत रूढ़ नहीं गया। सी०पी०एम० के श्री समर मुखर्जी ने कहा कि डिजेल इंजिन ज्यादा कास्टली होते हैं बनिस्वत स्टीम इंजिन के। मैं मानता हूँ। लेकिन यात्री या व्यापारी क्या चाहते हैं? वह यह चाहते हैं कम से कम समय में हम अपने डेस्टिनेशन पर पहुंच जाय, उनका माल कम से कम समय में अपने डेस्टिनेशन पर पहुंच जाय। आप देखेंगे कि डिजेल इंजिन और स्टीम इंजिन के परफार्मेंस में जमीन आसमान का अंतर है। स्टीम इंजिन की परफार्मेंस दिन पर दिन गिरती जा रही है। सन् 1950-51 में 17 माइल उसकी परफार्मेंस थी आज 1974-75 में वह 12 माइल हो गई है। यह आपकी पब्लिकेशन में अंकित है। उसकी परफार्मेंस कम होती जा रही है। आज 12 माइल उसकी परफार्मेंस है। आप देखें कि आज मुमाफिर उस स्टीम इंजिनों से ऊब चुके हैं। वह चाहते हैं कि हम जल्दी से जल्दी पहुंचें। इसलिए डिजेल इंजिन चलाना तो बहुत जरूरी है जिसमें मुमाफिरों को, माल भेजने वालों को सुविधा हो सके।

दूसरा जो उन्होंने क्रिटिसिज्म किया वह यह था कि 15 हजार बैगन्स का ही आर्डर बेगन बिल्डर्स के साथ प्लेस किया गया है। मैं समझता हूँ कि जितनी रेलवे को जरूरत है उससे यह कुछ अधिक ही है। अब रेलवे डिब्बे बनवा कर अपने पास बेकार रखे रहे यह कहां की एकोनामी होगी? तो इस क्रिटिसिज्म में भी कोई दम नहीं मानूँ होता है।

तीसरी जो उन्होंने मुक्तापीनी की यह यह थी कि जो हड़तालें लोग अभी तक बाकस नहीं लिये गये हैं उनको भी प्र ले लेना चाहिए। बार-बार रेलवे मंत्रालय की तरफ से जबाब दिया जा रहा है कि ऐसा कोई भी व्यक्ति बाकी नहीं रहा जिस पर सैबोटेज या तोड़-छोड़ के चांजेज नहीं हो और उसको वापस नहीं लिया गया हो। मगर फिर भी बार-बार उसको दोहराया जा रहा है। मैं तो कहूँगा कि इसमें रेल मंत्री को फर्म होना चाहिए। जिन लोगों ने एंटीनेशनल ऐक्टिविटीज में हिस्सा लिया है, सैबोटेज किया है, तोड़-छोड़ की है या हिंसा की है उनको कभी वापस नहीं लेना चाहिए, नहीं तो यह एक प्रोन्माहूत उनको हीं जायगा, एक इम्पीटम उनको इससे भिलेगा ऐसा काम करने के लिए। श्रीमती पार्वती कृष्णन् ने भी इसी राग को अलापा कि उन्हें वापस ले लेना चाहिए। लेकिन उन्होंने कुछ इंडिविजुअल बेसेज भी दिये। मैं मानता हूँ कि उनको देखना चाहिए और उनको ले लेना चाहिए। लेकिन यह बात कितनी बार कहा जाय और कितना ही इस पर जोर दिया जाय रेलवे मंत्री को अपनी नीति में टम से मम नहीं होना चाहिए।

अभी श्री मन्येन्द्र नारायण मिह ने कहा कि टिकटलेस ट्रेवेलिंग में वमी नहीं हुई है। रेल मंत्री जी ने अपनी स्पीच में कहा कि टिकटलेस ट्रेवेलिंग को बन्द करने के मिनमिले में जा जोर दिया गया है उससे विन्डा-सेल बढ़ गई है। अधिक टिकट विन्डा पर कटने लगे हैं। यह ठीक है कि टिकटलेस ट्रेवेलिंग बहुत है और मैं समझता हूँ कि ट्रेन परसेंट से कम नहीं है... (अव्यवधान)... मैं कहूँगा कि टिकटलेस ट्रेवेलिंग बन्द करने के ऊपर अधिक जोर देना चाहिए। मैं मानता हूँ कि 50-60 करोड़ रुपया बच जायगा अगर टिकटलेस ट्रेवेलिंग बन्द हो जाय।... (अव्यवधान)...

रेलवे का और जो किरिटिसिज्म होता है वह किरिटिसिज्म मालूम होता है हल्का है क्योंकि रेलवे का सामान बही, रेलवे के लोभ बही और इम्प्रूवमेंट हो गया। क्यों? क्योंकि पंडित जी ने पडा है शायद लड़कपन में कि ए बंब कारपेंटर फ्राइट्स विव हिज टूल्स। जो भिस्की अच्छा नहीं होता है वह अपने टूल्स के साथ ही लड़ाई करता है। तो आज वही रेलवे बोर्ड है जिसके लिए पहले कहा जाता था कि इमको एबालिश किया जाये लेकिन आज कोई इस बात की माग नहीं कर रहा है। आज ऐसा श्रद्धाहीन हो गया है जो ठीक से काम करवा रहा है। हिंदी में मसल है—नाच न जाने, भ्रंगनवा टेठ। जब किसी को नाचना ही नहीं आता तो वह नाचेगा कैसे?

MR. SPEAKER: He may continue after lunch

13 hrs.

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

The Lok Sabha re-assembled after Lunch, at four minutes past Fourteen of the Clock.

[MR. DEPUTY-SPEAKER in the Chair]

RAILWAY BUDGET, 1876-77—  
GENERAL DISCUSSION—contd.

श्री डी० एन० लिबारी उपाध्यक्ष जी, अपराह्न में पढ़ने मैंने कहा था कि रेलवे में बहुत तरक्की हुई है, हमारे रेलवे के बत्रीगण ने बहुत तरक्की दिखाई है। लेकिन इसके बावजूद यह नहीं है कि सब कुछ दुस्त हो गया है और हम लोगों को काम्लेसेन्ट हो जाना है। मैं कुछ सुझाव देना चाहता हूँ— मैं समझता हूँ कि समय की कमी के कारण शायद हमारे मंत्रियों का ध्यान उबर नहीं गया है। यह भी ठीक है कि बहुत दिनों का कोड एक ही इतबार में सफ नहीं होता है, उस के अच्छा करने में समय लगता है।

मैंने कहा था कि स्टीम एन्जिन का परफॉर्मेंस बहुत खराब है। ऐसा नहीं है कि अब सभी गाड़ियां डीजल से चलती हैं, अभी भी स्टीम से बहुत गाड़ियां चलती हैं। जैसे जो गाड़ियां पटना जाती हैं सब स्टीम से चलती हैं, तिन-सुकिया मेल स्टीम से चलती है, आप इसकी परफॉर्मेंस को देखिये। मैंने कहा था कि 17 माइल से 12 आ गया। लेकिन जो कारण दिया गया है इसमें बह ठीक नहीं मालूम होता है। आप पेज 74, 75 देखें इसी पुस्तिका का :

"The progressive decline in the daily kilometre of steam Locomotive is due to their being increasingly relegated to short distance operation and shunting".

यह बात तो ठीक नहीं है। तिनसुकिया मेल कोई शॉर्ट डिस्टेंस ट्रेन नहीं है, लम्बी गाड़ी है। थोड़ी दलील क्यों दी जानी है। रेलवे मंत्रालय को देखना चाहिए कि दलील ठीक हो। गलत बात कहने से क्या फायदा है।

दूसरी आश्चर्यजनक बात यह है कि ग्रेड 1 और 2 के अफमरों की बहाली में उत्तरोत्तर वृद्धि हो रही है। उस अनुपात से ग्रेड 3 और 4 में वृद्धि नहीं हुई है। जैसे आप देखें इसी पुस्तिका में रेलवे स्टाफ का जो ब्रेक अप दिया गया है उससे मालूम होता है कि 1950-51 में ग्रेड 1 और 2 आफिसर्स 2. 3 परसेंट था, जब कि 1974-75 में वह 8, 9 परसेंट हो गया। और वैसे ही ग्रेड 3 और 4 के अनुपात में कमी हुई है। तो काम करने वाले कम और देखने वाले अधिक हो जाय तो यह अनुपात कहा तक ठीक कहा जा सकता है, यह मेरी समझ में नहीं आता। इमलिये इबर भी आपका ध्यान जाना चाहिये। यह ठीक है कि बड़े बड़े अफमर अपनी क्लास में उन्नति करना चाहते हैं। लेकिन आपको यह तो देखना चाहिये कि उन्नति की ज्यादा संख्या ठीक है कि नहीं।

[**श्री. डॉ० इत० तिवारी**]

यह कहा गया है कि दुर्घटनाएँ कम होती हैं। लेकिन 1973-74 और 1974-75 के आकड़े देखने से मालूम होता है कि 1973-74 में 21 सीरियस दुर्घटनाएँ हुई थीं और 1974-75 में 25 दुर्घटनाएँ हुई। पहले साल मृत्यु संख्या 106 थी, और आज 142 या 144 तक हो गई है। यह ट्रेंड अच्छा नहीं है और हमको लाइटनी उठा देना कि दुर्घटनाएँ कम हो रही हैं ठीक नहीं है।

इजन यूटिलाइजेशन को देखा जाय। हम लोग पहले ही किटम इज करते थे कि फ्यूअल कंजमेशन ज्यादा हो रहा है उस में कमी होनी चाहिये, लेकिन 5 कगड कुछ लाख ६० गत साल ज्यादा हो गया। अभी हनुमन्तैया सहब ने कहा था कि यदि इस पर और टिकटलैस ट्रेवल पर ध्यान दिया जाय तो रेलवे को सैंकड़ों करोड़ ६० बच सकते हैं। मैं जानता हू कि आप लोग कमियों को दूर करना चाहते हैं, लेकिन हम तरफ आपका ध्यान और जाना चाहिये जिससे नुकसान में कमी हो। माननीय हनुमन्तैया साहब के अनुसार यदि फिलफरेज फ्यूअल कंजमेशन और टिकटलैस ट्रेवल को रोका जाय तो 100 करोड़ ६० अ पको बच सकते हैं, लेकिन मेरा खयाल है कि अगर इनका नहीं तो कम से कम 50 60 करोड़ ६० नौ रेलवे को बच ही सकते हैं।

अब मैं कुछ छंटी छंटी बातों की और आपका ध्यान दिलाना चाहता हू। मैं कोई रेलवे लाइन नहीं माग रहा हू, क्योंकि मैं जानता हू कि आप नहीं दे सकते हैं क्योंकि आपको प्लानिंग कमिशन के समने जाना होगा। लेकिन जो आप कर सकते हैं उसी की तरफ आपका ध्यान दिलाना चाहता हू। जैसे पैसेजर्स ऐमेनिटीज पर जितना रकम पहले रखा जाता था आज भी उतना ही रखा जाता है। इसमें बढोतर होनी चाहिये क्योंकि रिसर्व्स की संख्या पहले से सबा गुनी

हो गई है, लेकिन रकम उतनी ही बढ़ी नहीं है। इसकी भी तो बढ़ाना चाहिये। अगर वही बढ़ावोंगे तो पर कैपिटल ऐक्सपेंडिचर पैसेजर्स पर बहुत कम आ जायगा और उच्छेदी सुविधायें कम हो जायगी। इसलिये इस रकम में उतनी ही वृद्धि होनी चाहिए जिस अनुपात में ट्रेन सविसेज में या पैसेजर्स की संख्या में वृद्धि हुई है। जैसे रेलवे की एप्रोच रोडम हैं। वे बराबर खराब वसा में रहती हैं। मैं तीन रोड्स का नाम बूगा क्योंकि वे मेरी कास्टीटुयेन्सी में हैं और मैं उनके बारे में ज नता हू। एक गोपालगढ़ में है। वह अब डिस्ट्रिक्ट हैडक्वार्टर हो गया है। आप बरसात में वहा जाएं, तो दो फीट पानी लगा रहता है और कोई सवारी नहीं निकल सकती। कई बार मैंने इस के बारे में लिखा है। कुछ मरम्मत कर दी जाती है लेकिन फिर ज्यों का त्यों हो जाता है। दूसरी रतन मग य स्टेशन में पण्डिम की और मान गोदाम है वहा तो सड़क बना दी है लेकिन पूरब की ओर नहीं बनी है। मैं लिखने लिखत हार गया। अभा महा-प्रबन्धन ने लिखा है कि हम उसे ठीक करा देंगे। पहले तो यह बहाना था कि जमीन नहीं है, लेकिन अब वहा जमीन है, तो भी वह नहीं हो सकी। थावे रेलवे स्टेशन बहुत इम्पोर्टेंट पहले स्टेशन है। वहा एक तरफ सड़क बनी हुई है लेकिन दूसरी तरफ नहीं बनी है। चार पांच वर्ष हा गये हैं। कहते हैं कि एकांतोमी करनी है। मेरी समझ में नहीं आता है कि इसके लिए ऐम। क्यों कहा जात है। वहा एकांतोमी है। यह ठीक है कि आप यह कह सकते हैं कि इसको एडवाइजर्स कमेटी या मेम्बर्स ऑफ पार्लियामेंट के ज कन्सल्टेटिव कमेटी है, उसमें उठाना चाहिए लेकिन हम तो वहा बहने कहते हार गये हैं। इसलिए यहा पर कहने की आवश्यकता हुई।

समस्तीपुर से बाराबंकी तक मेज खिंच हो रहा है। इधर एक वर्ष से वह काम इतना धीमा हो गया है कि कहा नहीं जा सकता। काफी हद पर आपने उस पर लगाया है। अभी समस्तीपुर से मुजफ्फरपुर तक तो हो गया है और सोनपुर से मुजफ्फरपुर तक यह सुन रहे थे कि दो महीने में ही जाएगा। सोनपुर से छपरा तक डबल लइन है और बहा करने में कोई दिक्कत नहीं है। इसलिए जहां आसानी से हो सकता है वहां तक आप करवा ही दीजिए। फिर इसके बाद छपरा से बाराबंकी तक करने में बहुत रुपये की आवश्यकता नहीं होगी। आप इसको इधर में करवाए या उधर में करवाए, कोई फर्क नहीं पड़ता है लेकिन जरूरी चाहिए कि मम फिर उगका लभ उठा सके।

(ब्याचमन)

आपने लयल कर्मचरियों के वार्डम को भर्ती करने के बारे में अश्वसन दिया है। कर्ट मदर्यों ने कहा है कि ऐसे लायल कर्मचरियों के बड़ा की भर्ती हुई है जिनकी एप्रोच हो जाती है लेकिन जो गरीब कर्मचारी देहात के स्टेशनों में रहते हैं, उनके जो वार्ड हैं, उनकी बहाली नहीं हुई है। वह कहा अप्रोच करे और किमती एप्रोच करे। ऐसे दर्जनों कैम्प के बारे में हम लिख कर भेजते हैं तो आप यह लिख दें कि हम इन्वॉयरी करा रहे हैं और बाद में खबर देंगे। 6, 6 और 8, 8 महीने हो जाते हैं लेकिन उन लोगों की बहाली नहीं होती है। मेरा कहना यह है कि ऐसे लायल कर्मचारी जो कि आंच लाइनों पर या दूसरी छोटी जगहों पर होते हैं, उनके वार्डों की बहाली आप कर। मैं यह मानता हू कि रेलवे में 18 लाख कर्मचारी हैं और उनमें से 10 लाख कर्मचारी लायल हैं और उन सभी को आप नौकरी नहीं दे सकते हैं क्योंकि उनके वार्डों के लिए आपके पास 10 लाख नौकरियां नहीं हैं लेकिन आप ऐसा कोई काइटीरिया बनाए जिससे छोटे तबके के लोगों को फायदा हो। उनको आप प्रिफेन्स दीजिए और बड़े लोगों

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को कम प्रिफेन्स दीजिए। सबसे पहले क्लास 4 के लोगों को प्रिफेन्स दीजिए, उसके बाद क्लास 3 के लोगों को प्रिफेन्स दीजिए और फिर क्लास 2 के लोगों को प्रिफेन्स दीजिए।

एक बात और है। मैंने देखा है कि कर्मचरियों के साथ फॉरवर्ड नहीं होता है। मान लीजिए उनका प्रिजेन्टेशन है। उनके आफिसर के यहां वह वर्षों तक पड़ा रहता है और फाइल दबी रहती है। उनको जवाब ही नहीं मिलता है। उनको हिम्मत नहीं है कि वह जाकर बोल सकें। इस तरह में उनकी प्रिवान्स बढ़नी चली जाती है। मैं तो कहूंगा कि आप जो लोग मन्त्रीमण्डल में हैं, आप पब्लिकमैन हैं, आप कोई समय निकालिये कि वे लोग आपके यहां आकर अपना दुखड़ा रो सके। मैं मानता हू कि यह पद्धति के अनुसर नहीं है लेकिन आज जैसी स्थिति आ गई है, उसमें आपको कोई प्रयत्न करना होगा जिससे आप तक छोटे से छोटे कर्मचारी की बात आ सके और उस पर आप ध्यान दे सकें। महीने में एक दिन या शायद हमें एक दिन तो आप ऐसा निकालें जब जो कर्मचारी एप्रोच हैं और जिनकी कहीं मुनवाई नहीं हो सकी है वे आपके यहां पहुंच सकें और अपनी बात कह सकें।

एक अंतिम बात कह कर मैं समाप्त करता हू। मन्त्री जी ने अपनी स्पीच में कहा है कि लाइट का अर्रेंजमेंट मुघर गया है और मफाई भी अच्छी होने लग गई है। लेकिन हम लोगों का जो परमनल एक्स्पेंस है वह इसके उलट है। बडी इम्पार्टेंट ट्रेज तक में लाइट का अर्रेंजमेंट बहुत खराब है। पढने लखक तो लाइट होती ही नहीं है। फर्स्ट क्लास में आप जाए, दो आदमी कुपे में बैठते हैं, या चार बडी जगह बैठते हैं। सब मनहूसों की तरह बैठे रहते हैं। असम मेल, तिनसुखिया मेल की बात मैं कहता हू। ऐसी गाड़ियों में भी लाइट का अर्रेंजमेंट ठीक नहीं है। कम्प्लैट करो तो कह दिया जाता है कि आगे दूसरे स्टेशन पर

[ श्री. जी० एन. सिन्हा ]

लाइट ठीक हो ज एनी लेकिन कहीं ठीक नहीं होती है। 18 घंटे का रन 24 घंटे का रन और हम लोग भूतों की तरह से बैठे रहते हैं। कम से कम उधर भी अपना ध्यान आना चाहिये।

**SHRI THA KIRUTTINAN (Sivaganja):** Mr. Deputy-Speaker, Sir, I am very thankful to you for having permitted me to put my views on the present Railway budget. The present Railway Budget seems to be a progressive look, but I feel that the Railway Minister has failed to put this giant undertaking's finance on a sound footing.

Despite the steep increase in fares and freights in the year 1974 and the so-called upswing in the economy in the current year, the revised budget estimates for 1975-76 shows a deficit of nearly Rs. 63 crores against a surplus of Rs. 23 crores envisaged earlier. Likewise, during the coming year 1976-77, though the Railway Minister claims that the passenger traffic will grow by four per cent "other coaching traffic" by 5 per cent and originating freight traffic by as much as 12 million tonnes at the existing rate of fares and freights, the budgetary gap will mount to Rs. 78 crores.

In order to balance their books, the Railway Minister has chosen the easiest way out by clamping another surcharge of 5 or 10 per cent on all goods with a few exemptions. This move may yield a fair amount of money but it is doubtful whether it is the right way of going about it.

The road transport are quite competitive with the railways upto 500 kms. A charge of 10 per cent on "smalls" and 5 per cent on full wagon loads will definitely have the affect of diverting a good deal of goods traffic from trains to trucks. The Railways are piling up losses ever since 1964-65. The Railways Convention Committee has estimated that the debt to the general exchequer rose from Rs. 208 crores in 1973-74 to Rs. 380

crores by the end of 1974-75 and was expected to go up to Rs. 396 crores by March, 31, 1976.

The reasons for the deterioration of Railway finances during the last ten years are well-known stagnations of originating freight at 200 million tonnes, and a 40 per cent increase in the unprofitable passenger traffic. So, it is not enough in these circumstances merely to adopt the easier course of raising, year after year, freight rates and fares, in an attempt to balance the books. I have repeatedly stressed and again want to stress now that the problems that the Railways face cannot be set right with an accountant's approach.

The Railways are expecting to push up originating freight traffic to about 214 to 217 million tonnes in the current year. This is really higher than the budget estimate. But it is pertinent to remember that the huge investment of Rs. 1400 crores during the Fourth Plan was designed to create a carrying capacity of 265 million tonnes of originating freight traffic.

The present performance has barely reached the level arrived at in the beginning of the Plan period. Since then, more investment has gone to Railways. The plan outlay approved for the next year is Rs 9281 crores. This provision is considered inadequate by the Railway Minister. But the target of originating freight traffic at 225 million tonnes in 1976-77 is still far short of the original Fourth Plan target. So the functional efficiency and financial viability of the Railways require a major reorganisation of the system. What is needed is a coordinated scheme of overall perspective transport planning.

Commenting on the steep deterioration in financial results of the Railways after the Third Plan, the Public Accounts Committee observes:

"It would appear that the massive investments made on diesel-

sation, electrification and modernisation of Railways over the years have instead of bringing about any improvement only added to the cost of Railway operations.

It is painful to observe that from 1968-69 to 1972-73, the net increase in the goods traffic in terms of originating tonnage was a mere 2.6 per cent against an increase of 29.4 per cent in earnings and 32.3 per cent in the working expenses. The growth rate on the Railways has thus been stagnant "

So, all efforts should be made to cut out available expenditure and attract more traffic to Railways by improving the service.

The Railway Convention Committee says:

"The Committee need hardly point out that the Railway planning has been unrealistic over the last two Plan periods in as much as while a heavy investment is augmenting, capacities were made according to the forecasts of freight traffic, there was a wide gap between the traffic forecasts and their actual materialisation. This is evident from the fact that while a heavy investment of Rs. 3,868 crores was made by the Railways in the Third and the Fourth Plans and the three inter-Plan years, the traffic materialisation has belied all expectations."

The Railways have incurred heavy losses during the past many years due to unsatisfactory foreign collaboration, agreements and faulty designs in the manufacture of electric locomotives and concrete sleepers

According to the annual report of the Comptroller and Auditor General of India, for the year 1972-73, the Railways are incurring losses due to various other causes, like, unusual trains cheap transportation of bamboo and timber and under-weightment of

wagon loads. The same report highlights the troubles the Railways are facing in its two major production units, the Chittaranjan Locomotives Works and Diesel Locomotive Works, Varanasi.

The report points out that full production has not been attained in the DLW though nearly a decade has elapsed since production started. The estimate for the Project envisaged an outturn of 307 diesel locomotives in five years time, by 1967. By 1966-67, however, only 116 broad-gauge diesel locomotives have been produced. There was a substantial shortfall by nearly 50 per cent of the installed capacity in the next three years also. As per the Project Report, 941 B. G. locomotives or equivalent should have been manufactured during 1963-64 to 1971-72. The actual outturn was, however, 427 B.G. and 80 M.G. locomotives.

The performance in Chittaranjan Locomotive Works is also depressing. The Railways entered into a collaboration agreement with a foreign consortium in 1962 for manufacture of A. C. freight type B. G. electric locomotives. Between December 1963 and October 1967, the Chittaranjan Locomotive Workshop delivered to South-Eastern Railways 82 locomotives and 16 sets of bogies with traction motors. Shortly after commissioning all these locomotives, each costing about Rs. 24 lakhs, they started developing a number of defects and had to be withdrawn from service from October 1964

Major repairs of and modifications to these locomotives had to be carried out, involving a total expenditure of Rs. 141.22 lakhs till November 1972—about 10 per cent of the cost of manufacture

No doubt the ICF in Madras at present has achieved the production level of 750 coaches per year, i.e., more than double its planned capacity. We should appreciate this and the employees in

[Shri The Kiruttinan]

the ICF should be congratulated for their effort. But the employees are not given any incentive or bonus for their effort; they are not even rewarded at least with a word of thanks by the Hon. Minister.

Several steps have been taken for improving the carrying capacity of coaches and wagons of the Railways. But they have not been processed with any real sense of urgency and the progress made so far is very slow. For example, although the design of the double decker coach was evolved by R.D.S.O. as long back as 1972-73, the order for manufacture of the prototype was placed on the factory only in April 1974. As a result of this delay the proto-type of the coach will come out of the factory only by the end of 1976. Therefore, the efforts of the Railway Board in this direction should be result oriented and a time-bound programme should be chalked out so that the necessary improvement is achieved in the shortest possible time.

The delay in taking decisions does not speak well of a commercial organisation like the Railways. The Railway Board should finalise their decisions without any avoidable loss of time.

A fifteen year corporate plan covering the period 1974-75 to 1988-89 was under preparation by the Indian Railways to meet further future traffic requirements. A special unit had also been set up in the Railway Board for this purpose. This corporate plan proposed so many things. The plan has mentioned that utilisation of assets is very low, the budget has not performance oriented and the accounting not responsibility-based. It has also pointed out that the organisation of Railways is functioned and not system oriented. The statistical statements available, though voluminous, do not provide the required management information. It has suggested that costing studies for different passenger services should be undertaken to

make the fare structure rational and cost oriented.

The plan has emphasized that important passenger terminals have reached the saturation point and most metropolitan cities are particularly hard-hit because they are in the heart of the cities and are space bound. Terminals should be suitably designed to take longer train lengths to meet future requirements.

During the corporate plan period it is proposed to accelerate the pace of electrification and there should be no large-scale use of diesel traction. It is proposed to electrify about 8800 kilometres during this period. This step would help conserve about 8,00,000 tonnes of diesel oil from 1978-79. Procurements and replacements have been assessed at 1,446 diesel and 2672 electric locos.

The plan has also indicated that the studies would be undertaken about man-power management, particularly about category-wise requirements of staff, and these released due to technological changes and improved productivity would be retained for other suitable jobs. In these studies, cognizance would be taken of the need to improve the real wages, man-power etc and planning organisations would be set up in the Railway Board and at zonal and divisional levels. I don't know whether all these suggestions have been taken note of and whether the Railway Board have moved to implement all these plans. Setting up of a Railway Consultancy Corporation was thought of even in the year 1974. It was suggested to set up a Corporation to assist the developing countries in their development programmes. The competence of the Indian Railways in this regard has been acknowledged not only by the developing countries in which the Indian teams have undertaken consultancy work, but also by such authorities like the World Bank. Such a venture would be a concrete step in sharing the Indian technological know-

how for the development of African and Asian countries. It would also bring new sources of revenue to the Railways which is facing one of the worst years in its history. The Corporation would also help in boosting the export of railway hardware. But the Railways have taken such a long time to take a decision on this matter and I should appreciate the Railway Minister for having announced the decision at least now. But this should not stop with announcement like other things, it should also be expedited.

According to the Railway Board's report to the Railway Convention Committee the losses on account of social burdens for the last four years were Rs 169 crores in 1971-72, Rs 173 crores in 1972-73, Rs 277 crores in 1973-74 and Rs 282 crores in 1974-75. In other words they have increased by 68 per cent in three years. If losses by way of expenditure on account of welfare programmes and security of goods and passengers are not counted, the current social burden will be Rs 200 crores a year. This should be compared to the working expenses of Rs 1300 crores as estimated for 1975-76. Thus a little less than 14 per cent of the total expenditure goes to public welfare. This figure is very close to Rs 197.88 crores which is the dividend liability calculated by the Convention Committee.

The Committee has examined in detail how this problem is handled in other countries. Most foreign railways are bearing the social burden resulting from the operation of certain types of services, fare and freight policies and provision for staff welfare. They included losses arising from unremunerative though socially desirable operations, concessional fares and freight rates for certain specified categories of users and commodities.

The Committee also noted that the foreign railways received financial assistance from their Governments broadly to meet the following social

burdens: (1) losses from unremunerative passenger services operated in public interest, e.g., in Britain, France and Canada, and on short distance traffic, e.g., in Germany, (2) losses from charging uneconomic fares and freight rates in line with Government's policy, e.g., in Britain, Germany and France, (3) cost of operation and maintenance of crossings, e.g., in Germany. In addition some of the foreign railways receive compensation in a number of other forms like subsidy for payment of interest as in the case of German and Japanese railways, writing down of capital liability, as in the case of British railways, payment of local taxes at reduced rates as in the case of Japanese and West German railways, and subsidies to cover revenue deficits as in the case of Japanese, German and British railways. Therefore, following the pattern of other countries, India has two choices. Government can either give relief from dividend liability or compensate the Railways for operating unremunerative lines and services.

Since the Railways have been incurring losses continuously for ten years, immediate steps should be taken to restore their financial viability. For this I suggest, Parliament will have to write off the capital investment of Rs 5000 crores to the Railways.

The Railway Convention Committee has taken to task the railway administration for overcrowding and inhuman conditions of travel in the case of new second class passengers.

In its 5th report for 1973 the Committee has said:

While the Railways are not in a position to ensure a seat to a third class passenger and for any distance at a reasonable short notice, if not on demand the provisions of facilities for the more affluent sections of society by way of air-conditioned trains, coaches is out of tune with the declared objective of establishment of socialistic society".



[Shri Tha Kiruttinan]

As the Committee has pointed out, 87 per cent of the total passenger earnings come from the second class passengers and the vast majority gets a raw deal at the hands of the Administration. But the minority of 05 per cent belonging to the affluent sections of the society, travelling by air-conditioned and first class coaches are assured of all facilities with the staff also obligingly attending to their needs and comforts. As the Committee has said, there is a great need for the policies of the Railway Administration to be mass-oriented. It is not by mere conversion of the third class into second class with the help of the brush, that the public can be fooled into believing that the socialistic objective is being pursued with vigour. The Railway Ministry has only been indulging in such gimmicks with no thought spared for really improving the conditions of the mass of passengers

Now I want to say something about the Southern Railway. The Southern Railway has a long way to go in meeting the growing demands for transport in the area. Southern Railway covers four States. Tamil Nadu and Kerala fully and Karnataka and Andhra Pradesh partly. To keep pace with the planning and growth patterns of the area, the Railways have to develop facilities in many spheres.

It is said that electrification work between Tiruvallore and Madras and Gudur and Madras is being executed, but no tangible results have been achieved. The new broadgauge line sanctioned between Karur and Dindigal, and a parallel B. G line from Dindigal—Madurai, to Tuticorin and Maniyachi to Tirunalveli has not been cared for by the Railway Ministry. The construction of broadgauge line from Tirunelveli to Trivandrum and a branch line from Nagarkoil to Kanyakumari is not getting adequate finance from the Railways and the work has been delayed and the cost is being allowed to increase exorbitantly.

Now, I want to say something about the employees. Some time back, the Minister for Railways announced in his inaugural address to a seminar on "Railwaymen's role in National Emergency" sponsored by N.F.I.R.; that the question of workers' participation in the management of the Railways was under active consideration of the Government. He also said that the workers' participation in the administration was as much necessary for the smooth running of the Railways as public cooperation, but he has said nothing about this in his budget speech

Regarding rail-road coordination, there has been time and again references to rail-road coordination, but nothing substantial has been done to remove the present wasteful competition between the Railways and Road Transport. It would be necessary to recapture the high-rated traffic by a commercially oriented approach. This would mean ensuring better customer service, quick settlement of claims, quicker movement of goods and prevention of pilferage. This year also, the budget has provided rupees 10 crores for road transport

If the additions to the capital are not made with a view to ensuring overall remunerativeness, the deficit may grow. Therefore, the investment proposals should be thoroughly scrutinised so as not to accentuate the difficult financial position of the Railways.

About Rs. 26 crores have been invested by the Railways in various State Transport Corporations, previously with a view to regulate rail-road coordination. Even though the Railways are getting adequate returns on their investments, in the form of fixed rate of interest, the aim of rail-road co-ordination has not been achieved. The basic reasons for this is that the representation of the Railway Board on the Boards of Directors of the transport undertakings is not effective enough.

The Public Accounts Committee has also recommended that the Railway Board should in concert with the Ministry of Transport and State Governments review the position to devise methods for making the railways' participation more effective.

With these words, I conclude.

**MR. DEPUTY-SPEAKER:** In view of the large number of names from the Congress Party, I have been requested to allow to each speaker only ten minutes. I hope they will bear it in mind and co-operate. Shri Goswami.

**SHRI DINESH CHANDRA GO-SWAMI (Gauhati):** I associate myself with my other friends in congratulating Shri Tripathiji and his colleague, Mr. Qureshi who deserve congratulations mainly on three counts: firstly, for making an allround improvement in the efficiency of the railways, particularly, after the emergency, secondly for presenting a much healthier budget this year and thirdly, for sparing the common man from a further rise in either the freight or the fare. It cannot be denied that if there is any one department where there has been a marked improvement after emergency which is perceptible to the common man, it is the railways.

I am a frequent traveller by rail and whereas previously when I came from Assam, I had to wait for two hours outside the main signal of the railway station as the train could not get in for nonavailability of a platform as the train always used to come late, but nowadays we have a different experience because the train comes half an hour early, it is detained at the outer signal. So, there is a definite improvement in the running of the railways. Then there is the easy availability of berths, thanks also to the initiative of Mr. Qureshi who has undertaken a number of raids on trains. In fact, once I was coming in Assam Mail and there was a raid and immediately persons who were occupying berths unauthorisedly immedi-

ately started asking whether Mr. Qureshi had come? It appears Mr. Qureshi's name has become synonymous with raids for unauthorised travels.

It is also a heartening factor to note that there has been a great improvement in the freight and passenger traffic and in the last few months both are ahead of Budget forecasts and as the Minister has said, the revenue earning freight traffic has reached an all-time high in the railway history. The budget has also thrown up the prospects of the railways coming out of the tunnel and yielding a surplus of Rs. 89.32 crores but, unfortunately, because of reasons beyond control on account of the five additional instalments of DA and then the increase in the fuel bill, we have to end up with a deficit of about Rs. 62.81 crores. I think in this context the railways shall have to consider very deeply about improvement of its finance. As the time will not permit me to do so and as my other friends have dealt with it, I will not go deeply into it.

One thing which I want to draw the attention of the Minister is to-day the wage bill accounts for 82 per cent, I am told, of the railway economy. Something shall have to be done in this respect. Secondly, the bill on compensation is very heavy. Last year the budget statistics showed that because of thefts and pilferages, etc., we had to give Rs. 14.65 crores. It amounts to 1.5 per cent of the gross earnings. This amount, again, to a certain extent, is misleading. Last year, altogether there was a total of 6,90,678 claims. But the budgetary figures do not take in to account the outstanding cases numbering 1,41,829. If these claims are taken into account I think the total amount that Railways shall have to pay will be more than Rs. 17 crores and the enormity of the sum can be realised from the fact that last year for new lines and railway development the amount earmarked was only Rs. 17.52 crores. That means that the amount we have earmarked for new railway lines and

[Shri Dinesh Chandr. Goswami]

development is almost the same as the amount we are paying for thefts, pilferage, etc. These thefts and pilferages have got repercussions, in other respects. Because of thefts, because of pilferages, because of loss, because of these damages, persons are not willing to send their goods by railways. We have got therefore a parallel road transport system operating, which is growing in the north-eastern region for example. Large quantities of goods traffic are being carried on by these motor traffic and trucks. This affects the railway economy adversely in many fields. Therefore, a time has come when the Railway Ministry shall have to go into the problem and see how we can cut down the expenses on compensation. I feel that a Committee should go into these aspects.

From the Annual Report and Accounts for 1974-75 it appears that there is an increase in the number of cases registered in this respect. The number of cases registered in 1974-75 was 92,660. There is an increase of 19,000 cases in this period over the corresponding period of 1973-74. There is an increase of Rs. 151.3 lakhs in respect of value of properties stolen. Similarly there is all round-increase in other respects including number of persons arrested, and the figure is 27,122. We have to seriously look into the matter and see how to remedy the situation. The people travelling by the railways have been subjected in recent months to a large number of cases of robbery and dacoity. In the initial period after the proclamation of emergency and soon after that, there was lot of improvement in certain respects but soon after that we have found a sense of complacency. We have been told certain instances from which it would appear that the railway employees have gone back to their old ways, to their old tricks and even today the newspapers carry a news item of a marriage party headed by a railway employee himself going from one place to another without tickets. The Railways shall have to be careful to

avoid any feeling of complacency and must keep a tight reign over its affairs. Now I come to my own area. The metre gauge has to be changed to broad gauge line from New Bongaigaon to Gauhati. The total cost is expected to be about Rs. 30 crores. The budget makes provision of only Rs. 2 crores this year. At this rate it cannot be completed even in 15 years. One does not know how long one has to wait. Instead of allocating money in terms of one crore or two crores, and this matter going on for years and years, we should fix some time limit and some priority to be given so that the areas which deserve preferential treatment may not have to suffer in the matter of development of those lines.

The Public Accounts Committee also, in one of its Reports, has said that these are some of the important lines because there is lot of potential for growth. The Railway Ministry should impress this upon the Finance Ministry and the Planning Commission for more allocation of funds for development of backward and hilly regions. The amount earmarked for purposes of development of the order of Rs. 330 crores would be only 15 per cent of the total amount originally envisaged. There is then the general problem confronting the whole of the north-eastern region. We have told this and we have also written times without number that there should be a coordinated programme for the development of hilly regions in this respect. Here I would like to refer to the 171st Report of the Public Accounts Committee. It says:

"The expansion of railways in the sphere of construction of new railway lines has been far from uniform throughout the country during the last 25 years with the result that certain hilly, backward and underdeveloped regions and States have been totally neglected while certain areas have been given some consideration. It is seen that in some States such as Himachal Pradesh, Nagaland, Meghalaya, Muni-

pur, Arunachal Pradesh, Mizoram and Tripura and other backward States, there has been practically no construction or addition to route kilometrage during the last 20 years or it has been only negligible.

“There had been no clear-cut policy followed by the Railway Board and the Planning Commission in regard to construction of new railway lines although the Planning Commission have extended some concessions to hilly, backward and under-developed areas...”

The Report has further gone on to say:

“The Committee are strongly of the view that for the opening up of areas in hilly, backward and undeveloped regions the provision of transportation infrastructure in the form of railway lines must be made on a high priority basis as they have no doubt that the development of these areas will automatically follow once the transportation infrastructure is developed. The Committee also feel that the regional imbalances in the economic development, which have tended to become more accentuated over the years are in a large measure attributable to the lack of transportation facilities in these hilly, backward and undeveloped regions.”

In fact, the Committee want so far as to say that the fifteen new lines on which construction work was inaugurated during the last five years should be taken up and completed very expeditiously.

I personally feel that this House should have a separate occasion to discuss about the policy and the programme that the Railways should take up in regard to the development of the hilly and backward regions which lack in infrastructure of transport and communication. If we ask for industries, we have been told that industries cannot come up because there is no means of communication. When

we ask for communication, we are told that we cannot have communications there because there is no infrastructure to start the communication. The Ministry must provide avenues to get out of this vicious circle. In fact in Meghalaya we have strong mineral deposits including coal deposit. The present fuel policy of the Government is for substituting petrol by coal.

This is not possible without the creation of an infrastructure. I feel that the Railways which have already surveyed this line in Meghalaya region should go ahead with the construction of the line. As my time is short, I would touch only the three points in one minute. In the Gauhati Mail, all the coaches are extremely in a dilapidated condition. Kindly do something about it. My second point is for the dieselisation of the Gauhati Mail and the other point is about a lot of demand that is coming from my constituency from the people of Assam that there should be one train which should connect the North-Eastern region with the South because a lot of passengers go from the Eastern region to the South and they are undertaking a very circuitous route. I think you should consider very seriously about it. I hope that the Railway Ministry would be able to persuade the Planning Commission and the Finance Ministry to provide some additional funds for the purpose of development of hilly region and they will go ahead expeditiously with the construction of those lines the survey of which has already been completed, particularly the line in Meghalaya, the line in which I am interested that of Pancharathna and Joghigopa through the South Bank of the river Brahmaputra.

**SHRI K. RAMAKRISHNA REDDY** (Naigonda): Mr. Deputy-Speaker, Sir, I rise to support the Railway Budget of 1976-77 which has been presented by the hon. Minister of Railways in this House on the 10th of this month. At the outset, I heartily congratulate the Railway Minister for not enhancing any passenger fare during this year.

[Shri K. Ramakrishna Reddy]

In this connection, our beloved Prime Minister had inaugurated the Bibinagar-Nadikuda Railway line in Andhra Pradesh two years back but the progress of the Project is very nominal. Last year only Rs 55 lakhs had been provided for this Project. This year only Rs. 30 lakhs have been provided. This shows this nominal amount has no comparison to the cost of the estimated project of more than Rs 13 crores. The then Railway Minister, Shri L. N. Mishra at the time of inauguration, had announced that this Project would be completed within three or four years. At this rate of funds are to be allotted, I am afraid, even in ten years' time this line is not going to be completed. I hope the Railway Minister will pay his personal attention and make at least a provision of Rs. 3.50 crores for every year to meet this estimated cost of Rs. 13 crores.

I am unable to understand why the Railway Ministry won't be able to complete the project within the prescribed time. I think they want to delay it further which will result in adverse conditions. As the people of Andhra Pradesh have high aspirations on this project, particularly, in the Nagarjunasagar area, may I urge on the hon. Railway Minister to kindly consider this issue sympathetically and see that the Bibinagar-Nadikuda Railway line is completed as scheduled, with the allotment of at least Rs. 3.50 crores every year?

Now I would like to bring to the kind notice of the House about the electrification of Vijayawada-Gudur section. This is a very important section between Vijayawada and Madras for which the Government of India sanctioned an amount of Rs. 19 crores. As against the total sanction, the expenditure on this project is likely to be of the order of Rs 8½ crores till the end of this year. It may thus be seen that more than 50 per cent of work is yet to be completed. But only Rs. 3-1/2 crores has been made available in this Budget which will not be suffi-

ent to complete the work. May I point out that both in the case of Bibinagar-Nadikuda Railway line and electrification of Vijayawada-Gudur section Railway line, the amount provided in these projects are very meagre as compared to the actual requirements. I am rather pained to say that the Railway Ministry seems to be showing a stepmotherly treatment towards Andhra Pradesh.

With a view to providing quick transport facilities between Delhi and the State Capitals, the Railway Ministry had introduced Rajdhani Expresses to Bombay and Calcutta. Though Hyderabad, the capital of Andhra Pradesh is considered to be a very important link between the North and South, no such Rajdhani Express has been proposed in spite of the fact that the then Railway Minister promised to do so. I, therefore, humbly request the Hon'ble Minister for Railways, to kindly consider the introduction of a Rajdhani Express to Hyderabad or Secunderabad. I hope the Hon'ble Minister will make an announcement in this regard during his reply to the Budget.

Another point which I would like to stress is electrification and dieselisation of trains. In the South Central Railway, Dakshin Express and one or two other trains have been dieselised. This needs further increase to speed up the trains and to increase the efficiency of traffic transportation. I urge the Railway Minister to dieselise or electrify at least 25 per cent of the trains during this year of South Central Railway.

I would like to reiterate my earlier demand of constituting a separate Railway Service Commission at Secunderabad which is the Headquarters of South Central Railway.

It is learnt that the existing dining cars attached to various trains are likely to be abolished at the earliest. I think the present dining car system is necessary to continue. If it is abolished the fresh food will not only not be available to the passengers but will also deteriorate and affect health of the passengers.

I have made a few suggestions with regard to the current year's Budget. The suggestions made by me will be considered and conceded in the best interest of Railway Administration. With these suggestions I support the Budget proposals.

**SHRI SURENDRA MOHANTY (Kendrapara):** Mr. Deputy-Speaker, Sir, I may be pardoned for saying that punctuality in running trains is neither an indicator of the health of the nation nor of the railways. One is painfully reminded of Mussolini of Italy who had been running his trains very punctually to impress upon the people the beneficial nature of his dictatorial regime. Sir, if the punctuality could have been brought about not through fear but out of the free volition, out of discipline and out of better management of the railways then certainly it would have been a matter for facilitations.

15 hrs.

While I do not minimise the great effort that is being put by the Railways to run the trains punctually, certainly do not concede it as a plus point in their favour, because of the fact that it is only the emergency that has helped them to bring themselves out of the morass. Similarly, the hon. Minister was congratulated not only by his senior colleagues but also by many members of the House after presenting his Budget because he had not increased the passenger fares. I ask the hon. Minister in all seriousness: did not the increase in passenger fares reach a point of counter-productiveness? After having hiked the fare without commensurate passenger con-

venience twice during last year, was there any scope for further enhancing it?

Look at the AC coaches. These coaches are now going vacant. There is very little occupancy. The occupancy will be less than 20 per cent. Because you have hiked the ACC fare to more than the air fare, who would offer for travelling in these AC coaches? In that context, I was submitting that the increase in passenger fare had already reached a point beyond which had it been increased, it would have become counter-productive. Therefore, I am in no mood to congratulate the Ministry for not having enhanced the passenger fare, for I find commercially there is absolutely no merit in it.

**DR. KAILAS (Bombay South):** What about ordinary first class and second class? They are over-full. You are talking of air-conditioned first class coaches only.

**SHRI SURENDRA MOHANTY:** My hon. friend did not listen to what I was saying. I said, after having hiked the railway fare twice last year....

**DR. KAILAS:** Still the fares are the lowest in the world.

**SHRI SURENDRA MOHANTY:** Lowest in the world? I think our understanding is also the lowest in the world. Can we compare ourselves with Japan where they refund the entire money if the train runs one minute late? So let us not make such comparisons. We are considering our own situation within the parameters of the circumstances available here. Why talk of foreign countries?

The hon. Minister being a scholar in Sanskrit is a great coiner of phrases. Last year, the House will recollect, in a very picturesque manner he had described the Railways being at the end of the tunnel' and we were promised that the railways would emerge out of the tunnel, would steam out of the tunnel, would steam out of the tunnel, with a surplus of Rs. 23 crores. That became a very popular phrase. But see how it ended. In

(Shri Surendra Mohanty)

spite of all your emergency, in spite of your everything, in spite of the melodramatic checking and—raiding of trains by Shri Mohd. Shafi Qureshi — I do not minimise the sincerity of the effort; I am only referring to its melodramatic character; why should a Minister equate himself with the staff and do a work which can be done by any railway staff, if they are honest? It ended in a deficit of Rs. 62.81 crores. Similarly for 1976-77 budget also, he has coined another admirable phrase; he says: I have hope and confidence of a new image of the railways emerging from the mists of the past. He is able to see the vision of a presentable image but I am sorry to say that the budget that he has presented will not present a happy image. He has spared the passengers but he has hit at their belly, at their pockets. Look at the freight. Some spokesman of the Railway Board says: we have spared 35 per cent of the daily necessities of the people from the increased freight rates. Freights have been increased on commodities which I shall presently mention and let the House decide what impact it will have on the consumer living index. For instance, charcoal and firewood. Since the Ministers perhaps use gas, they do not know the proportion it constitutes in the domestic budget of a middle-class or lower middle-class family. The other commodities are: sugarcane, vegetables, fruits, bleaching powder, soap, condensed milk, raw tobacco, groceries, etc. Even bidis have not been spared by Panditji. I do not know what is coming this afternoon and whether it will fall on cigarettes also. Cigarette is always *gharki murga*. Now, Panditji in his railway budget this time has thought of imposing or increasing the freight even on bidis. Being an impartial umpire of this House, I ask you, Mr. Deputy-Speaker, whether this presents a very presentable image of the railways. I have got my own doubts about it.

Coming to the new railway lines, I do not know why the Railway Ministry

takes backward States for a ride, all ways. Banspani-Jakhpura railway was primarily conceived to exploit the vast mineral resources that were available in that area; its length is 176 km and after a lot of persuasion the Railway Ministry sanctioned Rs. 39 crores for the completion of the project. Last year only one lakh had been provided as a token and even that one lakh could not be spent; only Rs. 80,000 had been spent and Rs. 10,000 was surrendered. This year a crore had been provided and I am sure Rs. 99 lakhs will be surrendered. Why are they taking these backward steps for this kind of ride? It is not from the parochial point of view of Orissa that I am saying this. It is extremely important from the point of view of the nation's economy as a whole. I am sorry to say that the Railway Ministry to keep satisfied all the regions doles out this kind of miserly amounts and makes provision in the budget, for schemes which it never ultimately implements. What about the Cuttack-Paradip railway line? This year's budget has provided Rs. 120 crores for the completion of the railway line. Since it is in my constituency, I ask the hon. Minister: how long will you take to complete it? Sir, 120 crores have been provided for Cuttack-Paradeep railway link. I am sorry to say today only a goods train crawls over. I think, at a rate of 13 kilometres per hour and the railway line is not ready for passenger traffic. Paradeep being a busy port, Cuttack being a busy city and the line passing through the densest and the busiest area of the district, while the people are looking forward that Cuttack-Paradeep link will be opened for passenger traffic, the Railway Ministry has been limping.

Sir, now, what is this budget? Is it a deficit budget or a surplus budget? Since the day it has been presented, this has been baffling me. I have been thinking over it.

AN HON. MEMBER: Please go through it again.

**SHRI SURENDRA MOHANTY** I am going through it again. As Mr Hanumanthaiya said, it is an accounting and it is not counting. It is all the gimmickry in accountancy.

**THE MINISTER OF RAILWAYS (SHRI KAMLAPATI TRIPATHI)** Counting or accounting it is a surplus budget.

**SHRI SURENDRA MOHANTY** It would have been a deficit budget, a deficit amounting to Rs 78.10 crores had you not enhanced the freights. Therefore as it is, unless your operation costs are going up for which no satisfactory reason has been given there should not have been this amount of deficit that is Rs 78.10 crores. Now Sir the plea the Hon. Minister takes the Railway Board takes is that there were some incalculable elements which they had not taken into consideration. Sir preparing a budget is not writing a poetry or fiction. While preparing a budget every aspect of the matter has to be taken into consideration. But the Railway Ministry or the Railway Board is a Mephistopheles and the Railway Minister is always Dr Faust and what it whispers becomes a gospel truth for the Railway Minister. And it is the Railway Board which always deliberately tries to underplay tries to present a situation in a more acceptable light and always hides skeletons in the cupboard which are revealed in the next year's budget. Sir there may be some incalculable factors. But was the payment of arrears of five instalments of DA to the Railway employees incalculable? Why was it incalculable? I have got the liberty to ask why? Because the Government was committed to pay the arrears of the five instalments of the DA why last year's budget has not taken this fact into account? The Government has simply taken the House and the country for a ride and then that we are presenting a surplus budget we are at the end of the tunnel and we will produce a surplus of Rs 230 crores.

**SHRI KAMLAPATI TRIPATHI** You can never understand it, I hope.

**SHRI SURENDRA MOHANTY, Sir,** I cannot help the poverty of my understanding. But even as a popular Minister, it is your duty and your pleasure to convince me and not dismiss what I am saying.

**SHRI KAMLAPATI TRIPATHI** That will be done but when one is not prepared to be convinced, how can anyone convince him?

**SHRI SURENDRA MOHANTY, Sir,** I was saying that this explanation that has been offered that there were some incalculable factors which could not have been taken into account has, according to me, no merit. Let me not be misunderstood that I am minimising the wonderful work that the Railway Minister and his able deputies have been doing. But I feel their best can always be better. My only grievance is that instead of taking the Parliament into confidence the railway budget tries to present a picture which is unrealistic.

Lastly I invite the hon. minister to travel with me once even in the deluxe train in the air-conditioned class. The beddings which are provided on rent are stinking. They used to give glass tumblers before. Now these have been removed and you find some greasy measly plastic tumblers from which the people after paying that fare are asked to drink water. Passenger amenities are going down day by day. The railway waiting rooms are a veritable hell. In spite of all that is being said and done in spite of the best effort of the minister as I said earlier his best can always be better and he should look to the passenger amenities more than what the Railway Board is affording so far.

श्री कृष्णचन्द राई (खर्नीलाबाद)

उपाध्यक्ष महोदय माननीय रेल मन्त्री जी ने 1976-77 का जो गेतिह रिक्त रकम बंट और समाजवादी रेलवे बजट इस रूदन में पेश किया है उसके लिए मैं अश्रु प्रकट करना चाहता हूँ। हमी हमरे पर्व बचता श्री मोहन्ती साहब ने कहा कि आज जो रेलग डिया



## [सुझाव संख्या ४३]

समय से आ रही हैं वह मूसोलिनी के दर के नते आ रही हैं। बाज गाड़ियां जब समय से से आने लगी हैं तो मोहन्ती साहब इस हिन्दुस्तान में मूसोलिनी को ले आए जिस हिन्दुस्तान में मूसोलिनी का कोई इतिहास नहीं, जो हिन्दुस्तान, जैसा उसका इतिहास है, हमेशा मूसोलिनी का विरोध करता रहा। इस बजट पर मोहन्ती साहब को आलोचना करने का कोई मौका नहीं मिला तो उन्होंने मूसोलिनी को यहां ला दिया। मुझे खेद है कि रेलवे में जो अनुशासन आज आया है उसकी उनको प्रशंसा करनी चाहिए थी लेकिन वह न करके उन्होंने इस तरह की बात की।

आज आप जनते हैं ईंधन का दाम कितना बढ़ा है। उस के बावजूद भी रेलवे ने 8 करोड़ 98 लाख रुपये की बचत की और यात्रियों को जो सुविधाएं पहले नहीं मिल पाती थीं, वह मिल रही हैं गड़ियां दो दो तीन तीन घंटे लेट आया करती थीं, आज वही गड़ियां हैं, बहां इंजिन हैं, वही चलाने वाले ड्राइवर हैं लेकिन वह गड़ियां आज समय से पहले आ रही हैं और जो लोग ऐसे थे भूले भटकते आने की जिनकी आदत पड़ी हुई थी उनकी गड़ियां छूट भी जाती हैं। मोहन्ती साहब ने कहा कि कुरेशी साहब एक नाटक कर रहे हैं। रेलवे में जो लोग बिना किराया दिए बिना टिकट चला करने थे उनकी जब पकड़ थकड़ी शुरू हुई तो हमको मालूम होता है कि उसमें उन्होंने मोहन्ती जी के कुछ दोस्तों को भी पकड़ लिया, इसलिए उनको दुख है। मैं कुरेशी साहब से अपील करना चाहता हूँ आपके माध्यम से कि इनके दोस्तों के ऊपर जरा ख्याल करें।

अब मैं कुछ सुझाव देना चाहता हूँ। इस देश के युवक नेता संजय गांधी जी ने एक बहुत ही अच्छा सुझाव दिया है और देश के नौजवानों का आह्वान किया है। उन्होंने कहा है कि वृक्षारोपण किया जाय। रेलवे लाइन के पास में उसके अगल बगल जो जमीन है

जो बेकार पड़ी हुई है, वारा रेल मन्त्री जी से निवेदन है कि उस जमीन पर वृक्ष लगाए जा सकते हैं और और उनका उपयोग किया जा सकता है। नये नये पेड़ों को लगा कर फलों को जो विदेशों में भेजा जा सकता है।

इतना ही नहीं, हम लोग पहले बिल्लिया करतें थे इसी सदन में कि हमारे यहां गाड़ी रोक दी जाये लेकिन कोई बात नहीं होती थी। रेल मन्त्री जी ने इस साल और 1975 में, आपको याद होगा 42 नयी रेल गाड़ियों को चलाया और इस वर्ष भी 14 नयी रेल गाड़ियां चलाई गईं। चार रेलों को और ज्यादा दूरी तक बढ़ाया गया है। यह प्रशंसा के कार्य हैं, इसके लिए मैं मन्त्री जी की प्रशंसा करना चाहता हूँ। कुछ लोगों की तो आदत बनी हुई है आलोचना करने की, कह रहे हैं हमारी समझ में नहीं आता रेलवे बजट में क्या घटाया बढ़ाया गया है। इनको इस बात को समझना चाहिये।

बीस सूत्री कार्यक्रम के अन्तर्गत बड़े उपयोगी कार्य हुए हैं। हमारे यहां एप्रेंटिसज की भर्ती लगभग 6 हजार होती थी जिसको अब दुगुना कर दिया गया है। जो नौजवान इंजीनियर बेरोजगार होकर इधर उधर भटकते थे उनके लिये अब सारे ठेकेदारों को निर्देश दिया गया है रेल मन्त्री के द्वारा कि उनको काम दें और आज सारे देश में उनको काम मिल रहा है। इतना ही नहीं, जो अनुसूचित जाति और जनजाति के नौजवान लोग बेकार थे उनको अधिक से अधिक संख्या में रेलवे में नौकरी देने की कोशिश की जा रही है। इतना ही नहीं, जो माईनारिटिज के लोग हैं उनको भी अधिक से अधिक सेवा के अवसर देने का प्रयत्न किया जा रहा है। रेलवे में अभी तक महन्ती जी को जो कष्ट रहा होगा, जो खान पान की सामग्री दोषपूर्ण रहती थी उसके स्थान पर आज रेलवे में स्वास्थ्यपूर्ण खाने की चीजें मिल रही हैं जिसकी हम यहां पर प्रशंसा करना चाहते हैं।

अपको याद होगा इसी सदन में 1974 में राष्ट्र किरोधी तत्वों ने जिस तरह से देश को नुकसान पहुंचाने की कोशिश की वहीं कारण है कि आज हमारी रेलवे अधिक लाभ नहीं उठा पाई फिर भी रेलवे का बजट बचत का बजट है।

राष्ट्र भाषा के लिए भी रेलवे में बहुत अच्छा कार्य हो रहा है। जो केवल अंग्रेजी में ही स्टेशनों पर चार्ट दिखाई देते थे आज अंग्रेजी और हिन्दी दोनों में लगाए जाते हैं। कन्या कुमारी से लेकर कश्मीर तक रेलवे में इसका अच्छी तरह से परिपालन किया जा रहा है। मैं इस बात की यहा पर प्रशंसा करना चाहता हूँ।

अब मैं उत्तर प्रदेश की कुछ समस्याओं को लेकर मन्त्री जी से कुछ अपील करना चाहता हूँ। गोरखपुर में बाराबकी की जो नयी लाइन बन रही है उसका काम इतनी मन्द गति से चल रहा है कि कुछ समय में नहीं आता। मैं रेल मन्त्री जी से अपील करना चाहता हूँ कि उसकी तरफ ध्यान दिया जाये। वहा पर मारे कर्मचारी और लेबर जा है वह बेरोजगार हो गए हैं। मुझे आशा है मन्त्री जी उसकी तरफ ध्यान देंगे।

एक सबसे महत्वपूर्ण चीज यह है कि रेलवे ऐक्ट 1890 का बना हुआ है। वह उस समय बना था जब दस देश में अंग्रेजों का शासन था। अभी तक उसमें किसी प्रकार का कोई परिवर्तन नहीं हुआ है। अब वह समय आ गया है जब इस ऐक्ट में पूर्णरूपेण परिवर्तन किया जाये और उसको डम देश की जनता की मांग के अनुरूप बनाया जाये। ऐसा करने से बहुत ही कल्याण होगा और रेलवे बजट में बहुत सुधार आयेगा।

अब मैं, मान्यवर, एक महत्वपूर्ण सुझाव देकर बैठना चाहता हूँ और वह यह है कि महानगरो के लिये बड़ी बड़ी रेलवे लाइनों की

योजनायें बन रही हैं, उनको बनाने के लिये बिछने के कार्यक्रम हैं तथा इसके लिये कुछ बजट भी एलाट कर दिया गया है, लेकिन पिछड़े हुए क्षेत्रों के लिये कोई काम नहीं हो रहा है। मैं माननीय मन्त्री जी से आग्रह करना चाहता हूँ कि अभी भी समय है, इन महानगरो की ओर न जाकर, उन पिछड़े हुए क्षेत्रों की ओर चले, जहाँ के गरीब मजदूर और गरीब किसान, जहाँ के बेरोजगार तीजवान आप से आशा लगाये बैठे हैं कि हमारे पिछड़े क्षेत्र में भी अब कुछ काम होगा। परन्तु मुझे खेद है कि उधर कोई काम नहीं हो रहा है। इन महानगरो के लिये जो दस करोड़ रुपया एलाट किया गया है, वह तो अधिकागियों के वेतन में ही चला जायेगा, जब कि हमारे क्षेत्र में जो नई लाइन बन रही है, जिसका उद्घाटन हमारी राष्ट्र नेता श्रीमती इन्दिरा गांधी जी ने किया था, उसकी प्रगति बहुत मन्द है। मैं चाहता हूँ कि वह काम समय में पूरा किया जाय।

नागल-तलवाडा रेलवे लाइन के लिये हमारे मसद् सदस्य श्री पाराशर जी ने बहुत प्रयास किया है। उस पर काम जल्दी से जल्दी शुरू हो गेमी मेरी अपील है।

\*SHRI R. N. BARMAN (Balurghat). Mr Deputy-Speaker, Sir, while rising to speak on the Railway Budget I will first than the hon. Railway Minister for sparing the railway passengers from a hike in railway fare. He has correctly tried to meet the shortfall in the budget through a hike in freight charges. The Railway passengers would surely thank the Minister for this relief because in 1974-75 there was a hike in railways fares twice in the year. At that time the common people were heard saying that the railway employees go on strike and demand more dearness allowance for that the masses have to suffer which is very unfair. This year at least they will not be able to complain about it. In this year's budget there are many good points and

\*The original speech was delivered in Bengali.

[Shri R. N. Harman]

innovations have been affected for example, the number of persons to be admitted in the apprentice schemes have been doubled. A new insurance scheme, have been introduced for the benefit of the railway employees. Trains are running on time, tickets, travelling has been checked to a considerable extent and as a result railway revenues have gone up. I will not go in details in this respect because many other speakers have mentioned them. I will confine my speech to a few points only.

First I will speak about new line. In the budget proposals I find that out of 392.81 crores only Rs. 17.52 crores have been allocated for the annual plan 1975-76 in respect of new lines and for reconstruction of dismantled lines. That means only 6 per cent of the budget provisions have been allocated for this purpose, and for new lines alone, this figure will further go down to 3 per cent only. Of course the hon. Minister has said that he will approach to the Planning Commission for more funds and if that is available then he will reconsider about new lines. Let us assume that more funds will not be available and as a result of that we will not be able to do anything for providing new lines during 1976-77 in the present situation. Only a few days ago, in reply to a question, Dr. Dhillon stated that no new national high ways will be constructed and even the half completed high ways also will not be completed for want of funds. Therefore, we are faced with the situation where we will neither get any new national high

ways nor we will get any new railway lines for want of funds. This will further mean that those parts of our country which are already forward and progressing will stand to benefit more and like all other times the backward and hilly areas will remain neglected this time also. If this policy is followed year after year what will happen to the people of backward areas? I will like to remind this House that these backward areas are mostly inhabited by Scheduled Castes and Scheduled Tribes. If we do not change our attitude towards these unfortunate people we will not be able to do anything for their betterment and they will remain backward for ever. I will therefore request in the 5th Five Year Plan all the new railway lines that are to be constructed must be in the backward areas specially in those areas which are inhabited by Scheduled Castes and Scheduled Tribes people. I will like to draw the attention of the hon. Minister, particularly to one issue which I have been mentioning and demanding for the last 5 years continuously. Some progress, of course, have been made in this respect. Sir, Balurghat is the district headquarter of West Dinajpur district, I think this is the only district headquarter in our country which is not connected by railway. The people of this area have been demanding for railway link between Balurghat and Malda via Gajal. Techno-economic survey has already been conducted and this line was found very necessary for the progress of this area. But it was said no funds were available. I took up this matter with all the earlier Railway Ministers like Shri Hanumanthiah, Shri T. A. Pai, Shri Mishra and I have also written to the present Minister Shri Tripathi. Shri Tripathi replied to my letter on 24th February, 1976, I will quote a few lines from his reply "As you are aware the Railways have already included this project in the list of lines proposed to be taken in the 5th Five Year Plan for the development of backward areas. Planning Commis-

sion have been addressed for making available additional funds for taking up this project for the development of backward northern areas of West Bengal." I will request the hon. Minister to kindly see that adequate funds are allocated for this Balurghat Maldā line in the 5th Plan and work on this line is actually taken up. It is not enough if this line is included in the 5th Plan and left there. I will again request that when funds are available at least, this line may be given priority, otherwise grave injustice will be done to the people of this area who have been voicing this demand for the last 27 years. As I have already stated this area is mostly inhabited by people belonging to the Scheduled Castes and Scheduled Tribes, and they should not be made to think, although the Government always speaks about bettering the lot of these backward people yet nothing is done in practice. They are totally forgotten when the time comes for action.

I will mention two other points before I conclude. As a result of the hike in railway freight the price of cement, iron and petroleum products are likely to go up. I will only request the Minister to see that the price of kerosene does not go up as a result of this increase in freight rates because kerosene is mostly used by the poorer classes and by those living below the poverty line. We have a duty towards these people let us not forget it.

Sir, the instances of thefts and dacoities on the Railways are going up. Something should be done soon to remedy this situation. So far only males were indulging in these petty things on the railways but recently the number of female thieves is also increasing. In the three-tier sleeper coaches there is normally a cabin for ladies only, in this cabin women get in during the night in the garb of bonafide passengers and they decamp with the belongings of genuine pas-

sengers at some opportune moment. The conductors attached to these coaches disclaim any responsibility in this respect, this should be looked into.

Many things have been said earlier about railway protection force. About Rs. 14 crores are spent every year for maintaining this RPF, and at the same time Government have to pay another Rs. 18 crores as compensation for thefts and pilferage. If this is the situation then what is the utility of this railway protection force? This can as well be disbanded that will atleast save Rs. 14 crores annually which is spent on maintaining them. There is no coordination between the RPF and GRP not only that many times it has been seen that they are in collusion with railway thieves. During the last two years many cases have been reported to the press where miscreants have robbed the passengers after stopping the trains and many a time railway passengers were even shot dead. But those trains were escorted by RPF personnel. How is it possible? Either the R.P.F. personnel ran away from the spot or they did not take any action against such miscreants being in collusion with them. When every thing was over and the poor railway passengers were looted or killed then some inquiry was instituted and the RPF men might have been suspended and reinstated after some time. But the railway passengers were ruined. Either you introduce some insurance scheme whereby such aggrieved passengers may be compensated, you can also provide micro-wave telephone on the local and passenger trains which operate in the dacoity prone areas. Thereby it will be possible to spread the news of such dacoities in the surrounding areas instantly and it will be possible to apprehend the culprits. If the RPF cannot provide any security to the life and property of the railway passengers then there is no justification in maintaining them.

[Shri R N Barman]

In the end I will draw the attention of the Minister to the tragic railway accident at Bombay last month wherein hundreds of people lost their lives. It is assumed that accident was caused by a fault in the electrical system of that train. Sir, in Calcutta also thousands of passengers travel daily in the local electric trains. For their safety the electric traction which is quite old should be replaced with new cables to minimise chances of fire accidents on these trains. Since the time at my disposal is very limited I conclude my speech after extending my full support to this railway budget for 1976-77.

SHRI FRANK ANTHONY (Nominated—Anglo-Indians) Mr Deputy-Speaker Sir, I wish to congratulate the Railway Minister in certain matters, although I am bound to say that in a sense the credit is vicarious. I feel that, largely because of the emergency, there has been considerable improvement, all-round improvement in the working of the railways. The improvement is demonstrable, is visible especially in the working of the staff. I often used to express my regret about the wildcat strikes. There was never a period during the year when one section or another of railwaymen was not on strike. There is an improvement in the punctuality of trains, and last but not the least I think there has been considerable improvement especially with regard to reservations in the matter of booking of goods and of passengers, although I am told here and there you still have a certain amount of corruption.

I know that the railways are a vast undertaking. I consider it as the greatest national asset that we have. I do not know whether my figures are correct, but they have almost 10,000

trains, they carry about 7 million passengers every day and over half a million tonnes of goods, with about 1½ million workers. That, by any standards is a tremendous undertaking and, therefore, we are bound to have shortcomings.

I used at one time, to take the trouble of analysing the operational figures. I have not had the time to do it now, but I have a feeling, whether it is correct or not, that there is still appreciable room for improvement in the matter of operational efficiency. I think the operation ratio is very much short of your budget estimates. I am open to correction.

I have seen the Railway Minister's claim and I think it is a legitimate claim that much of the additional expenditure is outside his control and he has put it at Rs 150 crores. But I do not think I would agree with him that this increase in freights is not going to have an inflationary impact so far as the common man as we would describe him is concerned. A large number of commodities are bound to suffer an inflationary impact more or less—sugarcane, vegetables, bidis, matches, kerosene, manufactured rubber goods and so on and so forth. As the Biblical expression goes you do not live by bread alone. The Railway Minister has exempted foodgrains, edible oils, gur, shakkar, etc. but then the common man's demands have rather widened and he does not live only by these.

I participate in this debate because I wanted first of all to thank the Railway Minister. I am bound to say this for replying very promptly to representations, but I still have a feeling I suppose that happens in all Government departments that he is fobbed off by local officials in the matter of grievances. I must have sent him anything from one to five or ten representations a week, and he is very prompt in replying, but I am bound to convey to the Railway Minister my sense of sadness, I will not

say anger, at the thought that though many of these grievances are redressable, for one reason or other they have not been redressed. I am not going through the long list, Mr. Tripathi will bear in mind the scores of grievances I send him, but in some of the cases there has been inordinate delay and, in my opinion, inexplicable dragging of feet in respect of men who did their duty.

I made an appeal to them during the 1974 strike, and they did their duty, actually beyond the call of duty and I felt that the railway administration would implement as far as possible its assurances to these people, particularly with regard to the employment of their sons and wards. There is a very bad pension case of a gentleman who retired after rendering more than 32 years of loyal service. I do not give the name because I do not think it is proper to give names of people on the floor of the House.

He retired in 1971. He had a special appointment; he got a special allowance for that. The Accounts Department had sanctioned it. After he retired, I had written eight letters and I have not had any reply yet to any of these letters. What happened was that the person retired. The cost of living *being whatever it is*, fortunately, inflation has been controlled, but still the cost of living is high. Now, this gentleman did all that he could do. I do not know what the Railway Minister feels. I feel that gratuity is not literally interpretable; it is not gratuitous; it is something which they have earned. This gentleman was entitled to get was Rs. 10,335/-. Although the Accounts Department had sanctioned it, years after he retired, the Railways expropriated, the amount which, you gave him was a paltry sum of Rs. 274.81. He was banking on this. He was not well off; he was far from well off. I know the family very well. He asked me, "what to do with this amount I told him you return this

amount with thanks to the Railway Administration. This is how they are going to treat."

There is another case which is absolutely indefensible. If you look into it, you will find that this is a most flagrant case of supersession about drivers AC traction.

MR. DEPUTY-SPEAKER: Should you mention these individual cases. You are mentioning too many individual cases.

SHRI FRANK ANTHONY: I am just giving a few cases. This is a very small proportion. I have only picked up some of the major cases and that is why I have intervened. Deliberately, I am not giving the names.

MR. DEPUTY-SPEAKER: That is true. Normally, we do not deal with individual cases so much.

SHRI FRANK ANTHONY: I am aware of that. But if you allow me to just underline some of them. I shall be grateful. I have only taken out a few cases. But these are not individual cases in a sense that technically they are not individual, because here several people are concerned. There is this case of drivers (AC traction Madras). It stands out as a sore thumb. They have suddenly been pitchforked into "A" grade. They have not got any experience; they have not got any training. Some drivers have never been in "B" grade. How people who have never been in "B" grade drivers have been pitchforked into "A" grade. I do not know. The Railways have done it and people have been superseded who already have the experience and are in "B" grade.

Then I have got a few pension cases that are not settled. So far as the cases of Adra and Kharagpur are concerned, to my mind, they are disappointing. Some of them in Adra did join the strike, though I am not pleading for those people. In the other areas they turned out cent per-

[Shri Frank Anthony]

cent, and I say, faced with the gravest of the dangers; to their families and themselves, they served beyond the call of duty. I was surprised to learn that in a place like Khargapur where many people responded magnificently to a call of duty, where that block of railway men was exposed to humiliation and violence, there, people who actually served during the strike, after the strike, you had thrown them on to a dust-bin of unemployment. It is a widening dust-bin. Even in Villupuram, 15 sons of railway men who worked loyally during strike, not one of them has been employed while sons of rank outsiders were taken. What I feel is that once again the Railway Administration has lapsed into the old bad way in the line of least resistance. Some unions came along, they recommended sons and wards of those employees, even those who took part in the strike and the local officers also, because the employment largely depends upon the local officers... (Interruptions)

But here the father did not go on strike. Here the sons actually served in the railways. First, you welcome them and then you retrench them. This is something which I am not able to understand... (Interruptions)

I do not agree with my friends as to who is a traitor and who is not. I feel that strike at that particular time would have held the country to ransom, and that is what I said, that a strike at that time would have compounded the misery not only of the nation but of the railwaymen themselves.

Then there is another delicate matter. I have been rather perturbed by it. Nobody is more aware than myself of the need to give consideration and more than consideration to the needs of the Scheduled Castes, because they have been oppressed for thousands of years. I am one of the few counsels who handle so many cases for Scheduled Caste people in the Supreme Court and I know that

they do not get a fair deal in many matters.

I am perturbed about one thing more. I do not know whether it is correct or not. I am told, there is now a crash programme—that is good enough—for employment of thousands of Scheduled Caste people only. I am also told that employment of others specially in the lower categories has virtually been stopped. I do not know whether that is correct. I have got that information. The Railway Minister seems to be a little incredulous. I can give you many examples. My community had heavy quotas, only in certain categories. Now, they do not get it. They developed certain hereditary aptitudes. I remember, when I met Jawaharlal Nehru in 1961, I took some Anglo-Indian railwaymen with me and they said, "Our sons have developed these aptitudes. You cut our sons' veins and steam engines will come out of them." These people are not being taken in any category. This one particular case is not an exception. It has become almost a rule. I do not know why the officers do it.

Here is the case. He is B. Com and a outstanding sportsman. He went to his Divisional Superintendent who was his boss and said, "Sir, I want to follow in my father's footsteps. Can't you help me and get me a Class III job?" He replied, "All right. You work in Class IV job." He worked as a porter for one year. He is B. Com. with outstanding sports qualifications. After one year, he could not even get a permanent Class IV job. That is the position.

What am I saying is this. There is a tendency today everywhere to glorify backwardness. You give it at the point of promotion. You give 16 per cent or 17 per cent reservation to the Scheduled Castes. Today, I know that a large number of my people have resigned in disgust and frustration because of this. It is a mis-guided policy. It is a negation and stultification of the Constitution. I do some

amount of Constitution work, I have something to do with it. There is that provision, the whole chapter for Anglo-Indians, there are articles 331 and 333 and, for Scheduled Castes and Scheduled Tribes, there is article 335, saying that consideration will be given in the matter of appointments to them consistently with efficiency.

What is happening today? I can understand that you are taking them at the point of recruitment. The word is "appointment". But, today, for promotion the people who have not passed the minimum tests are being pitchforked over people who are senior to them who have passed the minimum tests. What do you expect of them? Is this the implementation of the policy? You are glorifying backwardness. This is the tragedy. Certainly, this degree of backwardness has to be alleviated. But in the process, you are depressing other people.

Now this backwardness, the creation of backwardness, has assumed the proportions of a political racket. In the south the most powerful political communities are now classifying themselves as backward and have got reservations—they had about 80 per cent. I think, the Supreme Court struck that down. What is going to happen to others? Are there not poor people in other communities? What are you doing? You are creating a new set of backward classes for Brahmins and others, everybody.

I have pleaded over and over again in the matter. We make this profession of secularism, equality of opportunity. Let there be an economic yardstick. I know of my friend—he is dead. He used to belong to my group. You know Mr Jaipal Singh. He was a tribal. Mr Jaipal Singh had a very comfortable living, more than many of the Supreme Court Judges. He told me, "As a tribal, I do not pay for my son's education." This is the thing. You don't bother. As I have said, there should be a blanket test, give assistance to everybody but on an economic yardstick.

The other day, there was the Secretary of Maghalaya State who wanted exemption from income-tax. He was out of the Garo Hills area. So, the Supreme Court held, "You must pay income tax." That is a different matter. I am not pleading about that. But here, as I said, backwardness has become a political racket at the expense of poor people in other communities.

15 50 hrs.

[SHRI ISHAQUE SAMBHALI in the Chair]

There is one other matter which I wanted to refer to. I was in the midst of that controversy. It was on my resolution that Jawaharlal Nehru announced the Nehru Formula making English the associate official language. I have heard—I don't know whether it is correct—that in the Jaipur and Ajmer Divisions an order has gone out from the Railway Board that all work will be done in Hindi. I don't know whether this is legally correct. English is not yet ostracised. I get letters from senior officials apart from other people that for one reason or another, they have not had an opportunity of studying Hindi. I know what is happening in the U.P. I meet people who don't know much Hindi and they say that it has become a real Babu administration. Some senior officers say 'I receive something in Hindi and I pass it on to my Babu, he writes a letter and it goes to another senior officer and then he passes it on to his Babu. So the whole administration or at least a part of the administration in U.P. has become Babuised'.

Yesterday when I was presiding at an Education Conference, I was talking to a gentleman whose mother-tongue is Hindi and who is Principal of one of the leading Public Schools. He said 'I come from Lucknow and I don't know the kind of Hindi they write here. I can read Hindi up to a certain level, but I can't even find out where my



[Shri Frank Anthony]  
name is written; the way they write Hindi here, even Hindi-knowing people don't know it.' So, what I am saying is this: It is bound to affect efficiency. Why assume that everybody is competent in Hindi? They are not. This is not only an assumption but is also an imposition because I know what will happen. If you get—as you might—those sort of people with chauvinist impulses (some senior officials), they will disqualify the non-Hindi knowing people or those who do not measure up to this new test.

Finally, I want only to refer to this. I don't know whether it is correct for I have had no time to write to the Railway Minister: I have just got it. It is about the pension of mail drivers. Now, you have a formula. According to the figures given to me, the maximum pension for mail drivers was Rs. 475/- which you have now raised to Rs. 700/-. provided they have done three years' work. The formula, they say, is not correct. Whatever the maximum was earlier, pension was calculated at 75 per cent of the maximum. There was a certain formula for calculating it, and you calculated the mileage on 75 per cent of pay in lieu of mileage. Now they say that that part is all right, but the same formula is being continued. Whereas you calculated it at 75 per cent of pay based on the old maximum of Rs. 475/-, you are now continuing to calculate it at 75 per cent of the old pension—that is, Rs. 475/- and not Rs. 700/-; and they say that because of that, the pension rates are going to be appreciably reduced.

श्री श्रीकिशन मोदी (मीकर) . सभापति महोदय, मैं रेलवे की प्रभूतपूर्व सफलता के लिए श्री त्रिपाठी को बहुत बहुत धन्यवाद देता हूँ। इस प्रभूतपूर्व सफलता के कारण हिन्दुस्तान की जनता में धर्म की भावना और उसके प्रति निष्ठा जाग्रत हुई है।

अभी हमारे एक आदरणीय साथी ने कहा कि श्री शक्ती कुरैशी बाहर क्यों जाते हैं। सारे हिन्दुस्तान की जनता में सर्च है कि कैसे पुराने

राजा-महाराजा अमी जन्ता को सम्भालने के, जैसे ही श्री शक्ती कुरैशी आच रेलवे की छोटी सी छोटी बात पर ध्यान देते हैं। इससे उनकी बड़ी साख है।

श्री एस० एन० बनर्जी (कानपुर) : क्या वह राजा-महाराजा हैं ?

श्री श्रीकिशन मोदी : वह राजा-महाराजा तो नहीं हैं, लेकिन शरीरों के मामले में उनकी बड़ी साख है।

मैं निवेदन करना चाहता हूँ कि रेलवे बोर्ड में जो अच्छे अफसर काम कर रहे हैं, जो रात-दिन रेलवे की जिम्मेदारी निभाते हैं, उनको राष्ट्रपति पदक या कोई अन्य सम्मान देकर प्रोत्साहित करना चाहिए।

रेलवे में जो क्लर्क बगैरह रिटायर होते हैं, तो उनको कुछ रकम तो मिलती है, लेकिन वह रकम ऐसे ही खर्च हो जाती है। इसलिए मेरा सुझाव है कि रेलवे कर्मचारियों के लिए कुछ शहरों में कालोनिय बनाई जायें, और अगर कर्मचारियों की इच्छा हो, तो वहाँ उनको मकान एलाट कर दिये जायें, ताकि रिटायरमेंट पर उनको जो रुपया मिलता है उसका सदुपयोग हो सके। मैं त्रिपाठी जी से निवेदन करूँगा कि जब रेलवे में इतनी प्रभूतपूर्व सफलता आपने प्राप्त की है तो कुछ छोटी मोटी समस्याएँ हम लोगों के निर्वाचन क्षेत्र की हैं उनको भी हल कर दें उसी तरीके से तो लोगों को बड़ी राहत मिलेगी। मेरे निर्वाचन क्षेत्र में सीकर में शुरू एक रेलवे लाइन बनी थी जिस पर डबल किराया और डबल माल भाड़ा लिया जाता रहा। दस साल के बाद उसे दूगुना कर दिया और आज तक वही दूगुना किराया लिया जाता है। वहाँ की पार्टीकुलर जनता दूगुना किराया दे रही है और दूगुना माल भाड़ा दे रही है। आज के समाजवाद में यह चीज जरा अनुचित नजर आती है। आपने एकाद दफा मीटिंग में मेरे साथ सहानुभूति भी प्रदर्शित की थी लेकिन अभी तक

इस मामले में कुछ भी हो नहीं पाया। इसलिए मेरा निवेदन है कि आप इस मामले को अपने लेबल पर देख कर इस समस्या को सुलझाए।

कुछ समस्याएं हमारे निर्वाचन क्षेत्र में इस तरह की हैं कि रेलवे गेट्स बने हुए हैं। उनके एक तरफ बांध पड़ता है दूसरी तरफ गांव वालों के खेत पड़ते हैं। उनको अपने खेत में जाने के लिए जब गेट बन्द रहता है तो 1-1, 2-2 घंटे इन्तजार करना पड़ता है। इसलिए कोई ऐसी सुविधा कर दी जाए कि गेट्स उनको खुले मिलें, ज्यादा देर उनको इन्तजार न करनी पड़े। जब गाड़ी के आने का समय हो तभी गेट बन्द किए जायं और बाकी समय में उनको खुला रखा जाय। इसके लिए इन्तजाम हो जाय तो उनको कुछ सुविधा मिल सकती है। . . . (अवधान) . . . मोबर बिज की जरूरत नहीं है, कुछ खर्च करने का सवाल नहीं है, केवल थोड़े से प्रीवेटकल आदेश देने की जरूरत है।

इसी तरह सीकर की एक बहुत बड़ी पापुलेशन रेलवे लाइन के दूसरी तरफ है, उन को शहर में जाना पड़ता है, उसके लिए भी तीन चार साल से चर्चा चल रही है लेकिन उसका कोई इन्तजाम नहीं हो सका। हम जब भी जाते हैं तो वहां की जनता बेर लेती है और कहती है कि हमारी इस समस्या को विपाठी जी से हल करवाएं वह बहुत काम रेलवे में कर रहे हैं, इतना सा काम हमारा भी उनसे करवाइए।

दिल्ली से ग्रहमदाबाद के लिए एक ब्राडगेज लाइन की चर्चा रिवाड़ी से फुलेरा होते हुए चल रही है और यह जायज है क्योंकि इससे 60-70 मील का फासला आपका कम हो जाता है। लेकिन मुझ मालूम हुआ कि आप कुछ प्रश्न से इस लाइन को डाइवर्ट करना चाहते हैं और उसे बायां झलवर और जयपुर ले जाना चाहते हैं। मेरा विरोध नहीं है, आप जयपुर को जरूर जोड़िए लेकिन इस क्षेत्र का जो हक है कम दूरी के कारण उसको क्यों काटते

हैं ? इसलिए जो उसका जायज हक है उसको कायम रखा जाय और जिस तरह से आपकी योजना बनी है उसी तरीके से ब्राडगेज लाइन जब भी बने तो फुलेरा से होकर जानी चाहिए। दूसरी जगह से भी उसको जोड़ें तो वह भलब बात है लेकिन उसका हक नहीं छीना जाना चाहिए।

एक शटल ट्रेन निजामपुर से रिवाड़ी तक चल रही है। पहले वह रिगम से रिवाड़ी तक चला करती थी। लेकिन अब ब्रेक होकर के रिवाड़ी से निजामपुर तक चलती है। मैं निवेदन करूंगा कि सम्भव हो सके तो रिगम से रिवाड़ी तक उभे कर दिया जाय। मैंने रेलवे के जनरल मैनेजर से बात की थी तो उन्होंने कहा था कि जयपुर से रिवाड़ी तक लाइन खोलने की बात चल रही है। उसके कुछ कागजात भी बने थे। अगर वह काम हो जाय तो हमारा सारा निर्वाचन क्षेत्र कवर हो जाता है और लोगों को काफी सुविधा मिल सकती है।

बांसवाड़ा राजस्थान के अन्दर एक ऐसी जगह है जो बड़ी प्रोडक्टिव है मिनरल्स में भी भी और खेती में भी, साथ साथ डिस्ट्रिक्ट भी है। लेकिन 65 किलोमीटर तक वह किसी रेलवे लाइन से सिकड़ नहीं है इसलिए काफी बैकवर्ड हो रहा है। रेलवे लाइन तो वहां जब भी आप डालेंगे तो पड़ेगी लेकिन उसकी प्रायिटी उसको मिलनी चाहिए बैकवर्ड होने के नाते और प्रोडक्टिव होने के नाते। कुछ समस्याएं वहां की ऐसी है जो ऐसे भी छोटी मोटी देखरेख से हल हो सकती है जैसे बांसवाड़ा में एक ग्राउंट एजेंसी आपने बना रखी है। अगर उसको ऐंज ए स्टेशन गुड्स की लोडिंग करने के अधिकार दे दिए जायं, टिकट वगैरह की और रिजर्वेशन वहां से हो सके उसको सुविधा मिल जाय तो वहां की जनता को कुछ रिलीफ मिल सकती है और आम जनता महसूस कर सकती है कि यह एक रेलवे स्टेशन है। इस मामले में आप उचित समयों तो जनरल

**[श्री श्रीकिशन मोदी]**

मनेजर से एक मीटिंग करवा दें, हम अपनी समस्याएं उनके सामने रख कर छोटी मोटी कठिनाइयां जो है उन्हें वहीं से दूर करवा सकते हैं।

16 hrs.

इसके अलावा मैं कुछ जनता जयन्ती के बारे में निवेदन करना चाहता हूँ। पिछले टाइम कुरेशी साहब ने पूछा था कि आपकी जनता जयन्ती में कैटरिंग कैसी चल रही है तो उसकी हमने बड़ी तारोफ की थी लेकिन उस तारीफ का असर यह हुआ कि एक दो महीने बाद वह बन्द कर दी गई। जब सभी लोगों को बड़ा फायदा हो रहा था और काफी लोगों ने कैटरिंग को एप्रेशिएट किया तो उसको बन्द कर देने का कोई कारण नजर नहीं आता। इसलिए आप मेहरबानी करके उसको पुनः चालू करने की अपा करे।

इसके साथ साथ मैं यह भी निवेदन करूंगा कि कुछ ऐसे स्टेशन्स हैं जहां पर इस जनता जयन्ती को ठहराना बड़ा आवश्यक है। उन स्टेशन्स पर एक दो मिनट के लिए ठहरा दें तो कुल पांच दस मिनट का हो फर्क पड़ेगा लेकिन हमारी काफी समस्याये हल हो जायेगी। जैसे रिवाड़ी से फुलेरा तक डाबला, नीम का आना, बुधाल-हर प्वाइंट पर दो मिनट ठहरा दें तो केवल दस मिनट का फर्क पड़ सकता है लेकिन वहां की बहुत बड़ी समस्या हल हो सकती है।

इसके साथ साथ मैं यह निवेदन करना चाहता हूँ कि रेलवे की बहुत सी ऐसी समस्याएं हैं जिनके लिए यदि आप जनरल मनेजर और डिस्ट्रिक्ट सुप्रिटेन्डेन्ट की लेबिल पर छोटी छोटी कमेटिया बना दे तो उन समस्याओं का वही पर निपटारा हो जाये और उनके लिए इस सदन का टाइम वेस्ट न करना पड़े और बहुत ज्यादा लिख। पढी भी न करना पड़े। सारे मामले वही पर सुलझाये जा सकते हैं।

इन शब्दों के साथ मैं आपको धन्यवाद देता हूँ कि आपने मुझे बोलने के लिए समय दिया।

**श्री राम रत्न वर्मा (बादा) :** सभापति जी, आपातकालीन स्थिति को के बाद से खास तौर से भारी रैलों में एवं दूसरे विभागों में भी जो अच्छाई आई है, समय की प्रति जो पाबन्दी आई है और पूरी निष्ठा के साथ जिस तरह से अब खास तौर से रेल विभाग में काम होता है उसके लिए रेल मन्त्री, उनके सहयोगी और समस्त कर्मचारी बधाई के पात्र हैं। रेल का बजट लाभ का बजट देने अपने समय में पहली बार देखा है। परन्तु आपात स्थिति के प्रारम्भ से एक दो महीने तक जो अनुशासन और कड़ाई रही अब मेरी तरफ उसमें कुछ ढिलाई आ रही है। मैं मन्त्री महोदय का ध्यान इस ओर आकषित करना चाहूंगा। खास तौर से ब्राच लाईन पर जो गाडी बादा-लखनऊ के बीच चलती है और जो मानिकपुर से झांसी चलती है उसमें आपात स्थिति के पहले जो डकैतियां पड़ती थी वह दो तीन महीने बन्द रहने के बाद फिर से लखनऊ बादा एक्सप्रेस ट्रेन में डकैतियां पड़ी है। जो चर्चा यहां पर इस सदन में बराबर होती रही मैं मन्त्री महोदय को उस पर ज्यादा उलझाना नहीं चाहता, मैं केवल यह निवेदन करना चाहता हूँ कि वे इस बात को देखें कि आखिर ढिलाई कहा से आ रही है। मुझ को ऐसी सूचना मिली है कि इसमें रेलवे प्रोटेक्शन फोर्स के धादमी भी इन डकैतियों में होते हैं। मन्त्री महोदय कृपा कर इसकी ओर ध्यान दें।

मैं बहुत ज्यादा न कह कर स्थानीय समस्याओं की ओर आपका ध्यान दिलाना चाहता हूँ। बादा और बुन्देलखण्ड के सभी जिले, जिनमें झांसी, हनीरपुर, ललितपुर, काल्पी आते हैं।

**श्री नाथूराम खहिरवार (टीकमगढ़) :**  
टीकमगढ़ और छतरपुर।

**श्री राम रत्न वर्मा** जिनमें टीकमगढ़ और छतरपुर भी आते हैं—ये सब बहुत ही पिछड़े हुए हैं। दुर्भाग्य से इन पिछड़े जिलों में पिछले 27 वर्षों से कोई नई रेलवे लाइन

नहीं बिछाई गई। मैं गई रेलवे लाइन की कोई चर्चा भी नहीं करना चाहता हूँ, मैं आप से यही निवेदन करना चाहता हूँ—बुन्देलखण्ड के लिये इलाहाबाद हाई कोर्ट और झांसी कमिश्नरी है। झांसी से मानिकपुर जाने में करीब-करीब 200 मील का रास्ता है और इस रास्ते को तय करने में ट्रेन 10 घण्टे लेती है। स्वामी ब्रह्मानन्द जी, रिछारिया जी, अहिरवार जी और स्वयं मैंने अनेकों बार यह निवेदन किया है कि झांसी से लेकर इलाहाबाद या बनारस तक कोई ऐसा गाड़ी चलवा दें जो कम समय ले। लेकिन हमारी इस प्रार्थना पर आज तक कोई ध्यान नहीं दिया गया। मैं मन्त्री महोदय से पुनः निवेदन करना चाहता हूँ कि वे झांसी से बनारस तक कोई एक्सप्रेस ट्रेन, यदि यह सम्भव न हो तो कोई फास्ट-पसेन्जर ही चलवा दें जो चार-छ स्टेशनों के बाद थोड़ी-थोड़ी देर रुके और लोग कम समय में झांसी से बनारस तक बांदा, मानिकपुर होते हुए पहुँच सकें।

सभापति जी, मैं मन्त्री महोदय से एक निवेदन और करना चाहता हूँ—इन लाइन की आवश्यकता क्यों है—आप जानते हैं खजुराहों का महत्त्व हमारे देश में बहुत है, यह एक महत्त्वपूर्ण दार्शनिक स्थान है—यह स्थान भी इसी रास्ते में पड़ता है। इसके अनिर्दिष्ट चिन्नकूट हमारी एक प्राचीन धार्मिक स्थल है—वह भी इसी रास्ते में पड़ता है। चिन्नकूट हजारों लोग प्रतिवर्ष जाते हैं, लेकिन उनको कोई कम्बोनिवेट ट्रेन न मिलने से बहुत परेशानी होती है। इस गाड़ी के चला देने से उनकी परेशानी दूर हो सकती है।

श्रीमन्, बांदा स्टेशन से कचहरी दूसरी तरफ़ है। बांदा शहर में तीन कांसिख पड़ते हैं, जहाँ पर कि रेलवे लाइन सड़क को काटती है। तीनों जगहों पर बाँटिंग इस तरह से होती है, कि दस बजे के करीब जबकि सवारियों के आने जाने का समय होता है, फाटक बन्द हो

जाता है, बड़ी भीड़ इकट्ठी हो जाती है, 10-15 मिनट तक सवारियाँ इधर-उधर खड़ी रहती हैं। मैंने कई बार मन्त्री महोदय से और इस सदन में भी उनका ध्यान आकर्षित किया है और निवेदन किया है कि वहाँ पर या तो अपडर-ब्रिज बनाया जाय या ओवर-ब्रिज बनाया जाय ताकि वहाँ पर आवागमन की सुविधा हो सके। मन्त्री महोदय यदि इस तरफ़ भी ध्यान देने की कृपा करेंगे तो उनकी बड़ी दया होगी।

चिन्नकूट जो एक बड़ा धार्मिक स्थल है—उसका स्टेशन करबी है, जो सेप्टल रेलवे को झांसी-मानिकपुर ब्रांच लाइन पर पड़ता है। करबी से चिन्नकूट 7-8 किलोमीटर है, जब यात्री करबी उतरते हैं, तो उन्हें चिन्नकूट जाने के लिये, जिसे सीतापुर भी कहते हैं, कम्बोनिवेटली बसें नहीं मिलतीं। मेरा निवेदन है—यदि आप यह 6 या 7 किलोमीटर की दूरी में रेलवे लाइन बिछा दें तो यात्रियों को बहुत सुविधा हो जायगी। गर्मों आ गई है—बांदा और झांसी के बीच तथा बांदा और कानपुर के बीच स्टेशनों पर पानी की बहुत कमी होती है। बुन्देलखण्ड की लू तो बहुत प्रसिद्ध है, इस लू से यात्रियों को बचाने के लिये पानी की अत्यधिक व्यवस्था कर दी जाय।

सभापति महोदय : मैं यह अर्थ कर दूँ कि साढ़े चार बजे हाउस एडजाने हो जायेगा, इस दरमियान तीन साहिबान को बोलना है, श्री सोखी, श्री विष्ट और डा० कैलास। सोखी जी, अगर आप दूसरे दिन बोलना चाहें तो शायद आप को ज्यादा टाइम मिल सकेगा।

सरदार स्वर्ण सिंह सोखी (जमशेदपुर) : मैं कोशिश करूँगा कि 10 मिनट में खत्म कर दूँगा।

सभापति महोदय : ठीक है, श्री सोखी।

【सरकार स्वर्ण सिद्ध सूची - सबसे पहले तो मैं मन्त्री जी का स्वागत करता हूँ सरकार बजट के लिये, और इस बात के लिये धन्यवाद देता हूँ कि इन्होंने टाटा नगर से प्रमत्तर एक्सप्रेस गाड़ी चला दी 2 नवम्बर, 1975 से बाया दिल्ली। लोग इससे बहुत खुश हैं, लेकिन उसके टाइमिंग में थोड़ा रद्दोबदल की जरूरत है। यानी उसके रनिंग टाइम को कुछ कम करना पड़ेगा। यह गाड़ी टाटानगर से डेढ़ बजे चलती है जो कि गरमी में काफी तकलीफ-देह होता है। अगर साढ़े तीन बजे चला करे तो लोगों को आराम रहेगा। यह गाड़ी बरका काना तक पहुंचने में 5 घंटे का टाइम लेती है, जो कि एक पैंसेंजर ट्रेन का टाइम है। मेरी गुजारिश है कि इसकी रफतार को फास्ट करके टाइम थोड़ा कम किया जा सकता है।

स बार में मैंने एक आध मीटिंग में कहा भी, लेकिन कोई जवाब नहीं मिला। इसी तरह यह गाड़ी साढ़े बारह बजे टाटानगर पहुंचती है। अगर 10 बजे पहुंच जाया करे तो लोगों को गरमी में आराम मिलेगा।

मेरे इलाके में एक जुगसलाई बाजार सिबिल क्रॉसिंग है। मैं 1971 से जबसे लोकसभा में आया हू तब से हर साल बजट पर इस सिबिल क्रॉसिंग के बारे में कहता हूँ। मैंने अपनी पहली स्पीच में यही कहा था कि यह सिबिल क्रॉसिंग पुल 60, 70 फुट से है जबकि जयशेवपुर से टाटानगर तक रेल गाड़िया चलती थी। इस बारे में पत्र भी लिखता हूँ, लेकिन अभी तक मुझे कामयाबी हासिल नहीं हुई है। माननीय कुरेयी जी ने कुछ दिन पहले कहा था कि बिहार सरकार के पास पैसा पड़ा है और वह खर्च नहीं करती है। जब यह बात मैं बिहार के मुख्य मन्त्री से कहता हूँ तो उन्होंने अपने 31 जनवरी, 1976 के अर्ध-सरकारी पत्र में इस प्रकार लिखा है

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बाजार रेल संपारिका के बदले पथ उपरिपुल के निर्माण के सम्बन्ध में।

उपर्युक्त विषयक आप के पत्र दिनांक 11-12-75 के प्रसंग में मुझे सूचित करता है कि इस राज्य में विभिन्न पथों पर रेल उपरिपुलों के निर्माण हेतु एक प्राथमिकता सूची तैयार की गई है। इस सूची में 13 उपरिपुलों का निर्माण प्रस्तावित है जिसमें से 8 उपरिपुलों को पंचम पंचवर्षीय योजना काल में शुरू करने का विचार है।

इस सूची में जुगसलाई का उपरिपुल स्थान नहीं पा सका है। अर्थात् के कारण आठ से अधिक उपरिपुलों को पंचम वर्षीय योजना काल में नहीं लिया जा सकता है। ऐसी स्थिति में जुगसलाई में प्रस्तावित उपरिपुल को हाथ में लेना अभी सम्भव नहीं हो पा रहा है। आर्थिक स्थिति में सुधार होने ही उक्त कार्य के सम्बन्ध में निर्णय लिया जायगा। यह चिट्ठी मुझे 10 फरवरी को मिली है। आप कहते हैं कि पैसा उनके पास है और वह कहते हैं कि पैसा हमारे पास नहीं है, आप बताइये मैं किस को सही मानूँ। पाच साल हो गये हैं, आप मेरे साथ चल कर देखिये कि वहाँ लोगो को कितनी तकलीफ होती है। 2 नवम्बर को जब से गाड़ी चलने लगी है, मैंने जनरल मनेजर को सिबिल क्रॉसिंग दिखाया, वह 15, 20 मिनट खुद खड़े रहे।

16 फरवरी को योजना मन्त्री की चिट्ठी मिलती है, वह लिखते है कि स्टेट गवर्नमेंट को लिख रहे है। अब अगर इस तरह से आप लोकसभा के एक मेम्बर की बात नहीं सुनेगे तो हम लोग यहा फिर किस लिये आये हैं। लोग बहा हमारा गला पकड़ लेते है। कि आप क्या करते है। इस पुल के बारे में हर साल कहला हूँ, और अगले साल फिर कहूँगा। आप मेहरबानी करके इस पुल को ऊपर नहीं तो नीचे बनाइये, ताकि लोगो की तकली दूर हो।

मैं बताया हूँ कि आपका बिगान क्या करता है। 19 जून की अन्तर्नीय रिपोर्टों की रिपोर्टों में मैंने बताया कि राजनिर-कोषक्या बाइबेज लाइन बनायेंगे, और दूसरे यह कि रांची-हजारीबाग-कोडरमा को जोड़ेंगे। आपने इस बात का विम्वान दिलाया हुआ है, लेकिन सर्व रिपोर्ट में इस चीज का नाम तक नहीं है। यह क्या है? अब मैं आपका ध्यान इस तरफ़ दिताना चाहता हूँ कि आप के प्रफ़िसनल किस तरह से काम करते हैं। आपने एक पुस्तिका निकाली है "दि इन्फ़ार्मेशन डिफ़ेन्ड" इसमें 1966 से लेकर 1976 तक जो अच्छे काम हुए हैं उनके बारे में लिखा है। इसमें इन्फ़ार्मेशन डिफ़ेन्ड एन इन्फ़ार्मेशन रेलवेज पहली जनवरी 1966 से 26 जनवरी 1976 तक दिये हैं। इसमें लिखा है

"Railway Minister inaugurated re-modelled Nizamuddin station as the 'capital's satellite terminal."

सम्पार्सि अहोबिब : आप पढ़ने में अपना समय समाप्त न कीजिए।

सरदार स्वर्ण सिंह सोखी : आप देखें कि इसमें टाटानगर प्रमूतमर एक्सप्रेस का नाम ही नहीं है।

रेल बंगालय में राज्ज मंत्री (श्री मुहम्मद शफी कुरेजी) साडी तो जनती है।

सरदार स्वर्ण सिंह सोखी : नाडी तो चलती है लेकिन इस किताब का क्या फायदा है जब इसमें पूरी चीज नहीं है।

मैं एक खास बात की तरफ़ आपका ध्यान दिताना चाहता हूँ और वह यह है कि आप के जो प्रफ़िसनल हैं वह आप को सलत फहमी में रखते हैं और काम कुछ करते नहीं हैं। मैंने एक अनस्टांड क्वेश्चन नं० 169 किया था उस के जवाब में श्री बूटा सिंह ने जो कहा था वह मैं पढ़कर सुनाना चाहता हूँ :

मेरा प्रश्न था :

"(a) whether any parallel railway 'reservation office' has been unearthed at Calcutta;

(b) whether any railway employee is involved;"

Answer:

(a) No.....

(b) No railway employee was involved."

अब मैं हिन्दुस्तान टाइम्स में जो आज यानी 15 मार्च, 1976 को छपा है, उसको पढ़कर आप को सुनाना चाहता हूँ :

"The Eastern Railway's drive to bust the reservation-by-proxy racket that has reappeared in Calcutta stations, has taken the vigilance staff within the reservation counters, where some of the booking clerks have been doing a lucrative business in collusion with travel agents.

"The result is that genuine passengers, who have spent hours to queue up before the counters, are sometimes denied tickets whereas those in a position to satisfy the agent-staff combination manage to secure reservation event at the last minute."

बहुत सारी बातें हैं लेकिन मैं सिर्फ़ इतना ही कहना चाहता हूँ कि 9 तारीख का आपका वह जवाब था और पांच दिन में ही यह हाल हो गया और अभी भी वही हालत चल रही है। इसलिए मैं आपसे कहना चाहता हूँ कि हमें सच्ची बातें बतलाई जानी चाहिए।

मैं इतना कह कर समाप्त करता हूँ कि मैंने जो पुल बनाने के बारे में कहा है, उसको

### [सरदार स्वर्णसिंह सोबी]

भगर बनाना है तो यहाँ 'हा' कीजिए और भगर नहीं बनाना है "ना" कर दीजिए।

सभापति महोदय : इसके बाद श्री नरेन्द्र सिंह बिष्ट बोलेगे और उसके बाद डा० कैलास बोलेगे।

डा० कैलास (बम्बई दक्षिण) : आज क्योंकि समय कम है इसलिए मैं 17 तारीख को बोलना पसन्द करूँगा।

श्री नरेन्द्र सिंह बिष्ट (अलमोडा) : आदरणीय अधिष्ठाता महोदय, मैं आपका आभारी हूँ कि आपने जो मुझे इस रेलवे बजट पर बोलने का मौका दिया है। सबसे पहले मैं लिपाठी जी को हार्दिक धन्यवाद देता हूँ कि इस साल का जो बजट बनाया है वह सबो की आशाओं के अनुरूप न होकर एक बड़े ताज्जुब का बजट है। ऐसे हालात होते हुए, कितने स्ट्राइक होते हुए और कितने किस्म की गड़बड़ियाँ रेलवेज में रही और कितना फाइनेन्शियल नुकसान इन स्ट्राइक की वजह से रेलवे में होने के बावजूद और इन सब बातों के होते हुए भी, उन सब चीजों को दूर करके आज जो बजट वे लाए है वह घाटे का बजट न होकर, इजाफे का बजट है। इसलिए भी मैं उनको मुबारकवाद देता हूँ कि लोग समझते थे कि पैसेन्जर भाड़ा जो बढ़ेगा, उससे सब की कमर टूटेगी। मगर ऐसा नहीं हुआ और पैसेन्जर भाड़ा नहीं बढ़ा और एग्जिसिवल कोमोडीटीज के फ्रेट के चार्ज भी उन्होंने नहीं बढ़ाए। आशा यह की जाती थी कि कि इनमें वे कुछ फ्रेट बढ़ाएंगे लेकिन ऐसा नहीं किया गया है। पाच, छ एग्जिसिवल कोमोडीटीज जैसे कि फूडग्रेन्स, फर्टिलाइजर्स, एडविल आयल्स, साल्ट, गुड, शक्कर पर इन्होंने कोई फ्रेट चार्ज नहीं बढ़ाए है। इनके अलावा जो चार, पाच चीजें एग्जिसिवल कोमोडीटीज की हैं, उनको भी इसमें जोड़ा जाए, तो मन्त्री महोदय की बड़ी कृपा होगी और मैं आशा करता हूँ कि वे इसके बारे में सोचने की कृपा करेंगे।

इस साल जो 8.91 करोड़ रुपये का सरप्लस बजट मन्त्री जी ने बनाया है, उससे वाकई सब लोगों को बड़ा उत्साह हुआ है और मैं आशा करता हूँ कि जैसी अब तक वो साथ में उन्होंने रेलवे में प्रगति दिखाई है बावजूद इन सब तकलीफात के होते हुए, भविष्य में वे और ज्यादा प्रगति दिखलायेंगे।

मैं उनका इस बात के लिए धन्यवाद करता हूँ कि स्ट्राइक में जो बहुत से लोगों को नौकरी में से निकाल दिया गया था और उनके घर तबाह हो गये थे, उनमें से काफी लोगों को उन्होंने राहत दी है। सिवाय उन लोगों के जिन्होंने मेमोटेज में भाग लिया, डिस्ट्रिक्शन में भाग लिया, आपने राहत दी, उसके लिए मुबारकवाद के पात्र हैं।

पहले पकचुएलिटी रेलवे में नहीं थी। ट्रेनें बहुत लेट होता था। आजकल देखा गया है कि पकचुएलिटी बहुत है। टिकटलेस ट्रेवलिंग में भी बहुत कमी आई है। स्टेशनों पर सफाई बहुत अच्छी है। कोल, फर्टिलाइजर, जितनी भी ऐसी जरूरत की चीजें हैं, उनके लिए जो आज तक बेगम की कमी होती थी, वह आजकल कहीं नहीं दिखाई दे रही है। कारपोरेशन जो यहाँ से फारन कन्ट्रीज को बेगंस सप्लाई करके रेलवे लाइन बनायेगा, यह हम लोगों के लिए उत्साहवर्धक चीज है। इसके अलावा डबल ट्रेकिंग रेलवे लाइन का जो काम हो रहा है, इसके लिए भी मैं उनको मुबारकवाद देता हूँ। ये कई ऐसी चीजें हैं जो उनको कीर्ति को बढ़ा रही हैं।

इसके अलावा कुछ बातें ऐसी हैं जिनकी ओर मैं उनका ध्यान विशेष रूप से आकर्षित करना चाहता हूँ बैकवर्ड हिल रिजेंस में, खास कर मेरे पहाड़ी जिले में जो कि यू० पी० में है और हिमाचल के इलाकों में अंग्रेजों के जमाने से जो हिल स्टेशन बने हैं, उनमें आज तक एक इंच भी रेल नहीं गई है। मैं सरकार का ध्यान इस ओर आकर्षित

करना चाहता हूँ। बैकवर्ड हिल रिजर्व में, बात कर देते पहाड़ी जिले में जो कि यू० पी० में है और हिमाचल के इलाकों में अंग्रेजों के जमाने से जो हिल स्टेशन बसे हैं, उनमें आज तक एक इंच भी रेल नहीं बई है। मैं सरकार का ध्यान इस ओर आकर्षित करना चाहता हूँ। कहा जाता है कि बैकवर्ड एरियाज की तरक्की होगी यदि आवागमन के साधन अच्छे होंगे, एन्फास्ट्रक्चर होगा तो इण्डस्ट्री पनपेंगी। मगर जब तक सड़क बचैरह, रेल बचैरह नहीं बनती, वहाँ के लिए यातायात के साधन मुहैया नहीं होते तब तक इण्डस्ट्रीज का बनना भी बहुत मुश्किल-सा मालूम होता है। इसलिए मैं सरकार का विशेष ध्यान इस ओर आकर्षित करना चाहता हूँ।

मैं यह प्रार्थना करना चाहता हूँ कि जो लाइन रामपुर से काठ गोदाम जाती है, ब्राडगेज में कन्वर्ट करने के लिए जिसका उद्घाटन प्रधान मन्त्री महोदया ने किया था, उस काम को शीघ्रातिशीघ्र टेक ग्रप किया जाय ताकि देहरादून की तरह काठगोदाम तक सीधे गाड़ी जा सके। इसके अलावा रामनगर-टनकपुर की जो मीटर गेज की लाइन है इसको भी जल्दी ने ब्राडगेज में कन्वर्ट किया जाना चाहिए।

काठगोदाम से नैनीताल का डिस्टेंस केवल 20 मील का है। जैसे शिमला में ट्रेन जाता है, स्विट्जरलैण्ड में भी ट्रेनें जाती हैं, उसी तरह से यहाँ भी ट्रेन बननी चाहिए ताकि मसूरी और नैनीताल जैसे हिल स्टेशन पर, जो कि अंग्रेजों के समय से बने हुए हैं, आयात, निर्यात के साधन हो सकें। ये साधन अच्छे होने से ये हिल स्टेशन भी तरक्की कर पायेंगे जैसे कि काश्मीर ने की है, और भी हिल स्टेशन ने की है।

इसके अलावा टनकपुर से बागेश्वर तक की रेलवे लाइन का सर्वे हो रहा है इसलिए कि इस लाइन पर खनिज पदार्थ हैं। बहुत अर्थ से यह काम पूरा नहीं हो रहा है। इसके लिए भी जनता की मांग है। मैं आशा करता हूँ कि इसको भी जल्दी से टेक ग्रप करने की कोशिश की जायेगी।

मसूरी जैसे हिल स्टेशनों के लिए तीन महीने के रिटर्न टिकट के रूप में जो रेलवे कन्सेशन यात्रियों को दिया जाता है, वह कन्सेशन नैनीताल, अल्मोड़ा और पिबौरागढ़ जैसे हिल स्टेशनों के लिए भी दिया जाय ताकि ये स्टेशन भी तरक्की कर सकें।

पहाड़ के लोगों को नौकरियां नहीं मिलती हैं सिवाय मिलिट्री के। जैसे हरिजनो और बैकवर्ड लोगों के लिए स्थान सुरक्षित किए गए हैं, उनके साथ हिल पिपुल को भी जोड़ दिया जाय ताकि इस श्रेणी में वहाँ के लोगों को भी नौकरियां मिल सकें। आप से मेरी करबद्ध प्रार्थना है कि ऐसा करके रेलवे यादि स्थानों पर वहाँ के लोगों को भी नौकरी दी जाय।

स्लोपर जो आप लकड़ी के इस्तेमाल करते हैं इसकी बजह से पेड कटते जा रहे हैं। इसके बजाय अगर स्टील के स्लोपर सरकार बनाए जिसका प्रोडक्शन भी हमारे यहाँ सी परसेंट होने लगा है तो लकड़ी बच सकती है और पेड़ कटने से बच सकते हैं। लोहे के स्लोपर एक्सपोर्ट करने के बजाय यहाँ उनको लगा दिया जाए तो पहाड़ों पर जंगल कटने से बच सकते हैं और उन पर बहुत कुछ रोकथाम लग सकती है। इससे जंगल जहाँ के तहाँ बने रहेंगे।

मेरी प्रार्थना यह भी है कि रेलवे लाइनों के किनारे किनारे जो जमीन खाली पड़ी हुई है उसको खेती के काम में लाया जाए, वह जमीन लीज या पट्टे पर भूमिहीनों को, हरिजनों को, रेल कर्मचारियों को, एक्स सर्विसमें को जिस को आप चाहें दे सकते हैं। इसके बारे में मैंने एक रेजोल्यूशन भी दिया था। मैं चाहता हूँ कि यह ग्रप करें ताकि उनको खेती की जमीन मिल सके और हमारा उत्पादन बढ़ सके।

बरेली से टनकपुर तक मीटर गेज लाइन जाती है। उसकी बहुत बुरी हालत है। उसमें न तो सीटें अच्छी हैं, न पंखे चलते हैं, रेलवे टाइमिंग भी ठीक नहीं है, वैटिंग रुम नहीं है,



[ श्री नरेन्द्र सिंह बिष्ट ]

कोई भी व्यवस्था वहां ठीक नहीं है। इस ओर आपका विशेष ध्यान जाना चाहिये। बरेली और टनकपुर के बीच में रेलवे टाइमिंग में भी अन्तर लाने की जरूरत है, उसकी व्यवस्था को भी सुधारने की जरूरत है, दूसरी सब प्रकार की सुविधायें देने की जरूरत है। मैं आप से प्रार्थना करता हूँ कि उस ओर आप ध्यान दें।

मैं यह भी चाहता हूँ कि कंटेनिंग डिपार्ट-मेंट की भी व्यवस्था वहां अब तक नहीं हो पाई है और इस ओर भी विशेष ध्यान देने की जरूरत है।

जहां तक लेबर के मैनेजमेंट में पार्टिसिपेशन का सम्बन्ध है, वह जरूर होना चाहिये। ऐसा हुआ तभी रेलों का जो काम है सुधर सकेगा और स्ट्राइकें वगैरह नहीं होंगी। इस वक्त एमरजेंसी का पीरियड है, इस वास्ते स्ट्राइक वगैरह नहीं हो रही है। बाद में फिर यह चीज हो सकती है। मैं आशा करता हूँ कि सरकार इन ओर भी ध्यान देगी। जो भी लेबर के प्राबलैम हैं उनको हल करने की अब कोशिश होनी चाहिये। लेबर को मैनेजमेंट में पार्टिसिपेशन का मौका दिया जाना चाहिये।

चोरियां, थैप्ट्स आदि रेलों में बहुत होती हैं और बहुत ज्यादा कम्पेसेशन आपको देना पड़ता है। रेलवे की पुलिस फोर्स का काम भी अब तक काफी अतन्तोषजनक रहा है। इस ओर भी सरकार का ध्यान जाना चाहिये। ऐसा आपने किया तो रेलों के डिफिसिट को बहुत कुछ और भी कम किया जा सकता है।

**श्री० कलाश (बम्बई दक्षिण) :** इसके पहले कि मैं 1976-77 के रेलवे बजट पर अपने विचार सदन के सामने रखूँ मैं हृदय से रेल मन्त्री श्री कमलापति त्रिपाठी को बधाई और धन्यवाद देना चाहता हूँ क्योंकि उनके शल नेतृत्व की वजह से तथा जो अनुशासन

एमरजेंसी के कारण बं रेलों में ला सकते हैं जिसकी वजह से 1974-75 को अनुमानित घाटा 128.19 करोड़ से बट कर 113.82 करोड़ रह सका। इसके आडिनरी बकिंग एक्सपेंसिस को भी अगर धांप देखें तो धांप पाएंगे कि उनको भी घटाने में बं काफी सफल रहे हैं। इसके लिए भी वह बधाई के पात्र हैं।

माननीय रेल मन्त्री जी ने रेलों में बैंगल के कोटा वगैरह या दूसरी कावटों की वजह से क्ररप्शन फैल रहा था उसे भी बिल्कुल समाप्त कर दिया यह एक बंध सूचना है। अपने भाषण में यह कहा है कि :

"This is indeed a truly moments year. There is a new spirit and a sense of purpose in the nation".

यह एमरजेंसी के कारण है। इसे बराबर व्यवस्थित रखने की जिम्मेदारी मन्त्री जी और मन्त्रालय की है। इसी प्रकार से पेज 2 पर जो मन्त्री जी ने कहा :

"New heights have been attained in transporting freight traffic and 'qutas' and other restrictions via all routes have been removed".

अगर इस प्रकार से पूरा ध्यान रखा गया तो फिर देश को कोरे सिस्टम की ओर जाना नहीं पड़ेगा अर्थात् क्ररप्शन रेल कर्मचारियों में नहीं आ सकेगी।

**MR. CHAIRMAN:** The hon. Member might continue on the next day. The House now stands adjourned to reassemble at 5 p.m.

16.00 hrs.

The Lok Sabha then adjourned till seventeen of the clock

The Lok Sabha re-assembled at seven-teen of the Clock