

*12.15 hrs.

DEMANDS FOR GRANTS (RAILWAYS), 1975-76—contd.

अध्यक्ष महोदय : एक घंटे का वक्त है और इसी में मिनिस्टर को भी जवाब देना है। इस लिए दो-दो चार-चार मिनट मैम्बर्स को मिल पायेंगे। किसी मैम्बर का ज्यादा मे ज्यादा पांच मिनट।

मंत्री महोदय, आप बिना वक्त लेना चाहेंगे ?

रेल मंत्रालय में राज्य मंत्री (श्री मुहम्मद शकी कुरैशी) : भाधा घटा।

अध्यक्ष महोदय : तो हमारे पास है भाधा घंटा और पांच मिनट। उस समय शुरू होगा तो 2 बजे मंत्री महोदय का भाषण शुरू होगा। जहाँ तक माननीय टायोटर पाठे का सवाल है, उन को 10 मिनट मिल जायेंगे। बाकी किसी को 4-5 मिनट से ज्यादा नहीं मिलेंगे।

श्री बालोदर पांडे : (हजारीबाग) अध्यक्ष महोदय, रेलवे की जो मांग रखी गई है उस क्या में मसर्शन करना हूँ। मेरे बोलने में पहले जितने इस विषय पर भाषण हुए उन सब को मैं ने गौर से सुना, और जितनी नुक़्साचीनी हुई और जो कहा गया उस से यह ताज़्जुब लगता है कि आखिर यह रेलवे कैसे चल रही है? सब लोगों ने कहा कि सब कुछ खराब है। लेकिन उस के बाद भी जब रेल गाड़िया चलती हैं तो कुछ तो ऐसी बात है, कुछ अच्छी बाने इस में है जिस की वजह से काफी दिनों में रेल गाड़ियां चल रही हैं। हालांकि उस की अपनी रफ्तार है और वह अपनी रफ्तार में जरा भी घाने पीछे नहीं चलती है। इस का बड़ा दुखद अनुभव हम सीधों को होता है। आज मैं 20, 25 साल पहले जब मुझे दिल्ली घाने का मौका मिला था तो जितने समय में धनबाद

से दिल्ली घाता था। आज भी हजारों करोड़ ६० खर्च करने के बाद उतना ही समय धनबाद से दिल्ली घाने में लगता है। दिल्ली-कालका मेल घाप की मगहूर गाड़ी है। इसी तरह से डी-लक्स जब शुरु हुई थी उस समय जो उस की रफ्तार थी आज भी वही रफ्तार है, कोई परिवर्तन उस में नहीं हुआ। बल्कि अब अधिक समय लगने लगा है। पहले 24 घंटे में कलकत्ता पहुंचनी थी, आज 25 घंटे में पहुंचनी है।

मुधार की बहुत सारी बातें हुई हैं, जैसे कुछ स्टेशनों का विस्तार किया गया है, कुछ प्लेटफार्मों का विस्तार किया गया है, कुछ पानी के नल लगे हैं, लेकिन जितने खटमल पटना स्टेशन पर पहले रहने थे उतने ही आज भी है, चाहे वह गया स्टेशन हों, हावड या पटना स्टेशन हों। जिस तरह भी गन्दगी और अव्यवस्था उस समय हुआ करनी था, पैमेंजर्न के आवागमन के लिये जितनी भी नुकमानदेह बातें हो सकती थी, वह अभी भी मौजूद है। उन में कोई मुधार नहीं हुआ है। इस दिशा में आप कुछ विचार करें। आप डीजलाइजेशन करने हैं, इलेक्ट्रिकेशन करने हैं, लाइन का मजबूतीकरण करने हैं मिक इमलिए कि अधिक दूरी कम समय में तय करें। फिर क्या वजह है कि जो स्टील इंजन 20 साल पहले 24 घंटे में कलकत्ता से दिल्ली पहुंचता था वही समय आज के डीजल और इलेक्ट्रिक इंजन लेते हैं।

ट्रेन में जो खाने की व्यवस्था है दुर्भाग्य है हमारा कि रेलवे के जिनने रिजिस्टर्ड डिब्बे होते हैं वह कालका मेल में जोड़ दिये जाते हैं।

मैं चाहता हू कि इस मामले में कुछ मुधार हो। एक महम मंत्री ने इस सवाल पर जो जिम्मेदारी सम्भाली है। मैं प्रशा करता हू कि वह पना लगायें कि इतना इनवैस्टमेंट होने के बावजूद भी, इतना खर्च का बोझ होने के बाद भी क्यों गाड़ी की चाल कुछ बंद है, क्यों रफ्तार बदलती नहीं है।

[श्री दामोदर पांडे]

दो तीन साल में मैं मुझे रेलों को बहुत नज़दीक से देखने का मौका मिला है। एक कमेटी के सिलसिले में मुझे देखने का मौका मिला है। एक जो बहुत बड़ी बात मुझे खटक है वह यह है कि रेलवे बोर्ड के प्रस्ताव और कहीं किसी का भी कोई एकाउंटबिलिटी नहीं है। जिस बर्कसाप में मैं गया हूँ, जिस जोनल या डिविजनल आफिस में मैं गया हूँ मैंने पूछा है कि तुम काम तो करने हो लेकिन यह बताओ तुम्हारी प्राफिटबिलिटी तुम्हारी एकाउंटबिलिटी कुछ है। मुझे जवाब मिला हमारी परफॉर्मेस का कुछ हिसाब किताब नहीं है और हमारा हिसाब किताब यही है कि हम काम करते हैं, नफा हम करते हैं या घाटा करते हैं वह हमारी जिम्मेदार नहीं है। किसी भी कर्माधिकारी अडरटेविंग की, किसी भी यूनिट की अगर कोई एकाउंटबिलिटी न हो तो उससे ज्यादा दर्दनाक कुछ हो नहीं सकता है

MR DEPUTY-SPEAKER Your Minister of Parliamentary Affairs has said that not more than five minutes should be given, and the Speaker has left a note saying that more than five minutes should not be given

SHRI DAMODAR PANDEY. He has very kindly allowed me ten minutes.

MR. DEPUTY-SPEAKER I do not know whether he has

SHRI DAMODAR PANDEY. Before allowing me, he said 'You will have ten minutes'

MR. DEPUTY-SPEAKER: I do not know.

श्री दामोदर पांडे कोई भी यूनिट जिस की कोई एकाउंटबिलिटी नहीं है वह यूनिट किस तरह से फंक्शन करता है, उसको क्या जिम्मेवारी है वहाँ के कोल प्रफ़र और प्रधिकारी किस ढंग से यूनिट को चलाते हैं, ठीक चलाने हैं या नहीं, इसका कोई तो मापदंड होना चाहिए। कोई बोर्ड को आप रखेंगे या नहीं रखेंगे यह विवादास्पद बात हो सकती है। बहुत में मानन य मदस्यो ने कहा है कि बोर्ड का जो ढांचा है वह ठीक नहीं है। लेकिन मुझे निराशा इस बात को देखकर होत है किसी की भी एकाउंटबिलिटी नहीं है कहीं भी। मैं चाहता हूँ कि मंत्री महाशय कुछ बताए कि उन के प्रागे इन्क बागे में क्या मुसाव हैं और कैसे एकाउंटबिलिटी वह हर स्तर पर रखना चाहत हैं। हर स्तर पर एकाउंटबिलिटी होनी चाहिए।

तीसरे प्लान में हमने करीब 5336 करोड़ रुपया रेलों में इम्प्रोवमेंट लान पर खर्च किया। हमें आशा थी कि हम 249 मिलियन के करीब ब्रेट ऑरिजिनेटिंग ट्रेक्टरों की कनेसे। लेकिन एक्सपेंसरी हमने 20.5 मिलियन टन करी किया। चौथे प्लान में 1419 करोड़ रुपया फिर एड किया गया। दूसरे प्लान के एड में और तीसरे प्लान के शुरू में उसमें बढ़ती नहीं हुई और जो यह कहा गया था कि 37 मिलियन टन एक्सपेंसरी करेगे वह नहीं हो पाया। चौथे प्लान के एड में जो परफॉर्मेस रहा उस पर अगर आप गौर करें तो हमने टोटल करी किया 185 मिलियन टन। जो बड़ी होनी चाहिए थी दूसरे प्लान के एड में वह न हो कर चौथे प्लान के एड में करी

करीब हम लोगों ने खर्च किया तीन हजार करोड़ लेकिन उनका नैट रिजल्ट यह हुआ कि हम लोगों ने 19 मिलियन टन कम करी किया।

MR. DEPUTY-SPEAKER: I will make it very clear. If you want to speak, you can speak. I am not going to stand in the way. It was decided that the Minister will reply at 2 O' Clock. There is a letter from your Chief Whip that not more than five minutes should be given. There is a note from the Speaker here that not more than five minutes should be given to the speakers from the Congress Party. You have taken nearly 15 minutes. If you want to take the whole time yourself, you can go on because you take your stand on what the Speaker has told you. There is nothing more to say.

श्री बाबोबर पांडे : रेलों में जो कमी होनी है उसे जितना कुछ बढ़ाने के लिए जाते हैं। इस साल तक एक बहाना था कि मजदूर काम नहीं करने इसलिए ट्रेने नहीं चलती इस वास्ते कुछ ट्रेने केसल कर दी गई है। एक जगह हड़ताल हो गई इसलिए दूसरे जगह ट्रेने जे मल करनी पड़ गई। दूसरा बहाना था कि कहीं कुछ कमी हो गई इसलिए केसल करनी पड़ी। अब नया बहाना निकाला है। हड़ताल के बाद अब बढ़ाने इनके खत्म हो गए। अब कहते हैं कि कर्मचारी ठीक काम करने हैं। जब ठीक काम करने हैं तो काम भी ठीक होना चाहिए था। लेकिन इसके बावजूद भी अभी बहुत सी गाड़ियां केसल हैं। दो तीन महीने पहले लगातार इनके स्टेटमेंट निकलते रहे कि कोयला नहीं मिलता। नाजबूब की बात यह है कि जब फ्रंट ट्रेफिक में बल पड़ें इनका ट्रेफिक कोयले का है और जिस समय साढ़े सात हजार प्रतिदिन इन कोयला था उस समय कोयला इनको ठीक मिलता था लेकिन आज इनका लोडिंग 9200 बैगन पर डे है—यही कम की बात कर रहा हूँ, जो कि हाइन्ट रिपोर्ट

है और जिसके लिए आपकी तारीफ की जानी चाहिए—तो समझ में नहीं आया है कि जब साढ़े सात हजार बैगन आप लाइ करते थे तब तो सभी गाड़ियां ठीक चलती थीं लेकिन जब आपने साठ हजार लोड करनी शुरू कर दीं तो आपको कोयले की कमी महसूस होने लग गई।

कोयले के लोडिंग में हालांकि बढ़ती हुई है लेकिन बिहार बंगाल के अभी भी जो 1969 का लेवल था वह आज तक नहीं हुआ है। अब आप का जो हजार बैगन पर डे का रिकार्ड है। लेकिन आज भी बंगाल-बिहार में छ. हजार बैगन पर डे का जो हिमाचल या उतनी आज भी लान नहीं है। वहाँ आज भी उम में कम होती है। अब जब आप ने कोयले की इलाई का रिकार्ड वापस किया है तो ट्रेने क्यों कैमल पड़ी हैं यह बात समझ में नहीं आई। एक जनरल मैनेजर ने मैं ने पूछा कि आप बताए कि आप के यहाँ तो कोयले की कमी है लेकिन आप ग्राम के पास इन्स्टी में अब तक कोयले की कमी क्या अनुभव नहीं की गई है। उन की डिमांड सौ फी सदी बैमी भीट हो गई है? फिर आप जिन किसी कज्यूमर का कोयला चाहे इन्स्टी कर सकते हैं डाइवर्ट कर सकते हैं अपनी गाड़ियों को चलाने के लिए लेकिन उन के पास हम का कोई सन्तोषजनक उत्तर नहीं था . . .

उपाध्यक्ष महोदय : अब आप समाप्त करें।

श्री बाबोबर पांडे : अपनी कास्टीट्यूएन्सी की बात कह कर मैं समाप्त करता हूँ। स्वर्गीय ललित नारायण जी मिश्र ने बिहार में कहा था कि बिहार के सिर्फ दो ही डिस्ट्रिक्ट हैण्डवार्टर रेल में सम्बन्धित नहीं है और मैं कोशिश करूंगा कि इस प्लान में कम से कम इन का रेल से सम्बन्ध स्थापित कर दूँ। जबाब भी लिख कर दिया था शफी माहब ने ज. हजार की बात को रेलवे लाइन में जोड़ने के बारे में सर्वे करवा रहे हैं। पिछले सप्ताह एक

[श्री दामोदर पांडे]

ब्रह्म के उत्तर में कहा गया है कि सर्वे करा लिया गया था सब ठीक है लेकिन पैसा नहीं है जिस की वजह से काम नहीं हो रहा है। मैं कहूँगा कि हजारी बाग को प्राप पोर्टेबिलिटी को देख कर पैसा खर्च अगर करेंगे तो मैं समझता जल्दी उत्स का रिटर्न प्राप को मिलने भी लग जायेगा। और इस पर अगर सर्वेमेंट इस दृष्टि से विचार करे तो मैं समझता कि जो रिटर्न होनी उसी पैसे से यह काम करवाया जा सकता है।

*SHRI J. MATHA GOWDER (Nilgiris): Mr. Deputy Speaker, Sir, throughout the country 258 pairs of trains have been cancelled throughout the country on account of coal shortage. Sir, out of this 124 pairs of trains have been cancelled on the Southern Railway. What else can you call this except by the name of discrimination towards Southern Railway? It is inexplicable to me how it happened that 50 per cent of the cancelled trains should be on the Southern Railway. I would appeal to the hon. Railway Minister that all the cancelled trains numbering 124 pairs of trains on the Southern Railway should be immediately restored, especially in view of the prevailing drought and famine conditions in Tamil Nadu.

Nilgiris is my constituency. As you know, it is a significant place of tourist importance. In spite of that, on one pretext or the other, the train from Mettupalayam to Ootacamund had been cancelled twice. On the ground of coal shortage, this train was cancelled last time for nearly six, seven months. I would like to stress the point that the people living in the Nilgiris belong to hill tribes and the area is also backward. They depend primarily on the tourist traffic for their livelihood. If this train is cancelled on one ground or the other, they are deprived of their livelihood. I would request the hon. Minister or

Railways that this train from Mettupalayam to Ootacamund should not become the casualty of coal shortage or any other such shortages, in view of its importance to the livelihood of the backward people living in this hill area.

I have repeatedly mentioned on the floor of this House and I have also written to the hon. Minister of Railways, Shri Quereishi, that since Nilgiris is a potato growing centre, adequate number of wagons should be made available during the season for transporting the potatoes to Northern States. During the past three years I have seen personally that adequate number of wagons are not made available to the potato growers in the Nilgiris during the season. After I personally take up the issue with the Railway Minister, the wagons are made available. As you know, potato being a perishable commodity cannot brook inordinate delay in getting the wagons. I take this opportunity to request the hon. Minister of Railways that a permanent arrangement should be made for making available to the Nilgiris adequate number of wagons during the season for transporting the potatoes.

Sir, similarly, I have been requesting the hon. Minister of Railways that diesel traction should be introduced on Madras—Mettupalayam track. He also gave me an assurance that diesel traction would be introduced as soon as the diesel locomotive is made available. I wonder whether diesel locomotive has not become available only for this track or all the available diesel locomotives are being taken to other areas where the diesel traction is being introduced. I stress this point because of the tourist importance of the Nilgiris. I would appeal to the hon. Minister of Railways that he should introduce immediately diesel traction on Madras—Mettupalayam track.

In conclusion, I would draw the attention of the hon. Minister of Rail-

*The original speech was delivered in Tamil.

ways by summarising that 124 pairs of trains which have been cancelled on the Southern Railway should be restored immediately, that on no account the Mettuppalayam—Nilgiris train should be stopped in future, that adequate number of wagons should be made available during the season to the potato growers in the Nilgiris and that diesel traction should be introduced on the Madras-Mettuppalayam track.

With these words, I conclude my speech.

श्री बलुना प्रसाद बंडल : (समस्तीपुर) .
अध्यक्ष महोदय मैं डाई महीने से अस्पताल में रहा हूँ और अभी बिलक्रेयर के अस्पताल से आ रहा हूँ। बहुत कमजोर हूँ। समस्तीपुर में जो घटना घटी वह भेरा क्षेत्र है। मुझे एक-दो मिनट और दे सके तो अच्छा हो।

MR. DEPUTY-SPEAKER: We congratulate you on your recovery.

श्री बलुना प्रसाद बंडल उपाध्यक्ष महोदय यह हत्या की राजनीति शुरू की गई है मेरे क्षेत्र में और बिहार के उस इलाके में जहाँ लोग चाहते थे कि बड़ी लाइन हो रेल तीव्र गति से बढ़ी तेजी से चले। इस सम्बन्ध में मैं कुछ नहीं कहना चाहता कि किस तरह से हम लोगों के 3 साथियों की हत्या की गई हम लोगों को मौत के दरवाजे लौटा दिया गया और 25, 27 साथी अभी पड़े हैं। जस्टिस के 0 के 0 मध्य साहब उम की पूरी जांच कर रहे हैं। मैं अपने बयोबूट नेता श्री त्रिपाठी जी से बिलुगा और सारी व से उन से कहनी है। मैं हाउस में केवल यह कहना चाहता हूँ कि कम और परसों प्रभाव उच्चन्यायालय में और सर्वोच्च न्यायालय में जो दोहराया जा रहा है कि आज की राजनीति में देश का काम किस तरह से अभी क्लोबा मुझे बड़ी तकलीफ है। वार्षिक रिपोर्ट एनुअल रिपोर्ट में कहा गया है कुछ

विकित्सा सम्बन्धी बातों के बारे में। हम लोगों को किस तरह से वहाँ समस्तीपुर में फ़्लैट एड दी गई यह मैं स्वयं रेल मंत्री से मिल कर कहूंगा। मुझे उन बातों को बहा कहते हुए लज्जा आती है।

हमारे स्वर्गीय रेल मंत्री (ललित बाबू) ने दानापुर में दम नोड दिया कैसे और क्या कुछ महायत्ना मिली दरभंगा में मैं इन सब बातों को अभी बहा नहीं कहना चाहता। समस्तीपुर के बारे में मैं यह अब कहना चाहता हूँ कि जो दुखटना हुई जो हत्या हुई, जो महादना दी गई यह रेल के इतिहास में सर्वप्रथम एक ऐसे व क्लि की महादन मिली जो महान थे।

देश के महान आदमी के नाम पर गोरखपुर में आप ने एक बड़ा अस्पताल शुरू किया ठीक है। उस बड़े अस्पताल का नाम आप ने रख दिया मगर समस्तीपुर में उस अस्पताल के विकास की ओर आप कुछ ध्यान दें जिन में कुछ लोगों की उम सारे इलाके में वह सेवा कर सके और उन के नाम पर कुछ हो सके।

मैं रेल मंत्रालय से पहले से ही कह रहा था कि स्वर्गीय रेल मंत्री के नाम पर बहा एक केन्द्रीय विद्यालय खोला जाय। बिहार सरकार भी उस सम्बन्ध में जमीन देना चाहती है। केन्द्रीय विद्यालय संगठन के बेयरमैन भी आश्वासन दे रहे थे वे भी चाहते हैं कि कुछ उस में मदद करेंगे लेकिन गेनबे बोर्ड को बहा पर एक अच्छा मकान बना कर देना है। इस में मागे केन्द्रीय कर्मचारियों के बच्चों की शिक्षा से बाकी मदद मिलेगी और इस के साथ ही 75-76 की जो अनुदानों की मागे है उन सब का मैं सहर्ष अनुम दन करना हूँ। उन भागों के भाग। मैं पृष्ठ 13 पर जो 6 योजनाएँ दी गई हैं उन में योजना न 0 3 में लिखा गया है। लौकहा बाजार से यह लौकही नाम की

[श्री यमुना प्रसाद मजूम]]

जगह केवल 6 किलोमीटर की दूरी पर नेपाल के किनारे बटन पिछडा इलाका है। बराबर हमारे स्वर्गीय मंत्री जी की इच्छा थी कि पिछडे इलाके में पर्वतीय इलाके में कुछ न कुछ किया जाये। 22 दिसम्बर को हिमाचल प्रदेश के सुन्दर पर्वतीय प्रदेश में नहाने एक नई लाइन का काम शुरू किया था। मैं समझता हूँ कि उसे जारी रखा जायेगा।

इन बातों के साथ साथ मैं शहीद रेल मंत्री के जन्म के जिले महरसा जक्शन के बारे में कुछ कहना चाहता हूँ। वहाँ डिबीजन भी है सिविल डिबीजन भी है मगर उम जक्शन स्टेशन के सुधार की ओर ध्यान दे। वहाँ लोगों की जायदादाद में जा लोग रह रहे हैं उम महान आदमी (मलिन बाबू) को स्मरण कर क धामू बहा रह है मुझे आशा है कि हमारे वयोवृद्ध नेता श्री त्रिपाठी जो उन के धामुओं को पीछन की कृपा करके एक बार बहा जायेगे देखें। और अगर पूर्वोत्तर रेलवे के लोगों के लिये बहा (महरसा में) कुछ कर सकेंगे तो एक बड़ा काम होगा।

एक इन्जन द ह्वार धामू पीछे ही नहीं बल्कि धामुवा का मुस्कान में बदलेगे।

श्री यमुना प्रसाद मजूम:
Wiping tears, that will be the best service to the country

मुझे इस बात की बड़ी प्रसन्नता है कि आप ने यह निश्चय किया है कि पर्वतीय क्षेत्र और जो पिछडे क्षेत्र है उन की ओर आप का विशेष ध्यान रहेगा मैं और बहुत सी बातें कहना चाहता था मगर यह रक्षा के क्वान से बहुत जरूरी है कि पर्वतीय और पिछडे क्षेत्र जो नेपाल के किनारे पड़ते हैं जिन के किनारे पड़ते हैं उन के बारे में हमारे वयोवृद्ध-मन्त्री महोदय कुछ सोचेंगे। और उन लोगों के ऊपर भी ध्यान देने जिन लोगों को काफी

हत्या का सामना करना पडा है। यह हत्या की राजनीति जो देश में शुरू की गई है। भगवान करे उन की कृपा से या आशीर्वाद से देश के नवयुवकों का मनोबल कुछ हदों तक बढ़ेगा और यह जो हिंसा की राजनीति है यह अहिंसा की ओर प्रवृत्त होगी। यह मेरी प्रार्थना है कि देशवासियों से और सभी पार्टियों के नेताओं से कि इस रास्ते पर चल कर हम देश का हित नहीं कर सकेंगे मैं समझता हूँ कि उस महान बलिदानी ललित नारायण मिश्र के नाम पर 2, 4, 10 काम होने चाहियें।

SHRI SAMAR GUHA (Contal):
Mr Deputy-Speaker, Sir, I have waited for long just to make a few observations

I only want to inform the hon Railway Minister that his Budget Speech and his attitude towards the railway employees has been very much appreciated by the railwaymen I have been informed by hundreds of them and even their leaders I would only make a request to him to please have some kind of an attention to that bureaucratic vindictiveness, and diabolism and see that every 15 days he gets a report about his promise to them in regard to victimisation and how it has been implemented Then, in respect of cases of violence and sabotage, the cases which have been instituted, if they are acquitted in the lower court, the cases may not be taken to the higher court

Another point that I want to make is about the Calcutta Tube Railway. It has been exercising my mind for long I had a long discussion recently with the Minister in-charge of the C M D.A, Mr C Bhola Sen, and I say, with all sense of responsibility that it is baffling to me and I should

say, not only it is an instance of bankruptcy of intelligence but even the bankruptcy of commonsense because by just spending at the moment Rs. 215 crores which will, ultimately, become Rs. 800 crores, it will touch only 8 per cent of the traffic problem of Calcutta. In the wake of it, it will create a tremendous problem of dislocation and many other allied problems and, ultimately, they will not be able to complete it.

Now-a-days, in all parts of India, the tramways have been removed because the tramways today create the worst type of congestion in regard to traffic mobility. In no other part of the world there is the tramways. In Hong Kong and Tokyo, it is there. But they have other mass transit arrangements also.

MR. DEPUTY SPEAKER: I think you made that point yesterday.

SHRI SAMAR GUHA. Sir, I would only remind you that in 1951 I wrote 13 articles saying that Bangladesh will become independent. I was dubbed as a mad man. Even my closest friends dubbed me as a mad man. That is why I say, 5 years or 10 years after, everybody will be saying that we created a problem by having the idea of the Tube railway. So, it is better you have a second look at it.

Just remove the tramways, introduce the trolley buses. Make use of tram engines for introducing trolley buses and provide more buses. Already, there is a semi-circle and the other semi-circle can be completed by having a circular railway. By introducing trolley buses and more buses, within Rs. 250 crores which have been allocated, within two years, 50 per cent, if not more, of the traffic problem of Calcutta can be tackled. Therefore, I would again make a request to you. I again repeat that this is a bankruptcy of commonsense to have this fantasy of

the Tube Railway which will only create a traffic problem and solve only 8 per cent of the traffic problem by spending such a huge amount.

I have another request to make. The issue concerns my constituency, but that is not the main reason why I am raising it. There should be a connecting link of the Kharagpur-Madras line to Digha; it is only a question of 20 to 25 miles, and the connection can be had either from Jaleshwar or some other place. Digha is the only outlet for Greater Calcutta, particularly for the common man, for the low-income group. Now the traffic to Digha has increased six times. But the bus service is horrible, it is very bad; and people who want to go to Digha cannot go easily. Here, Sir, I want to draw attention to the fact that many people complain that Calcutta is a city of procession, a city of extremism. But many people do not know that, due to the rush of the refugees, suddenly the population of Calcutta got doubled and Calcutta has to bear the burden of the refugees. Not even one per cent of the people of Calcutta have any scope for any kind of relaxation; there is no park, there is no game. What will they do? There is the political problem; there is the problem of extremism. It is a psychological problem due to environmental conditions. For this, Digha is the only way-out, for the weekend they can go and come back and that will refresh them a good deal. It will have a great effect on the whole psychological atmosphere, on the social atmosphere, of Greater Calcutta if there is an easy channel to go to Digha and come back. As I said, it is only a question of 20 to 25 mile-connection. Economically also, it is feasible. Digha pan goes all over India; it is also rich in mat fish, cashewnut and coconut. I have made a rough calculation; the exports from there are to the tune of Rs. 30 to 35 crores every year. So, it is also economically feasible. I would

[Shri Samar Guha]

request you to make a feasibility study at least. Recently, a report has been sent to you from the Digha Development Project. Please see whether this 20 mile-connection to Digha from Jalashwar or some other place can be given. That will solve the social problem of Greater Calcutta.

SHRI A S KASTURE (Khamgaon): I am thankful to you for giving me this opportunity to speak on the Demands for Grants for Railways for 1975-76.

In this connection I would like to bring to the hon Minister's notice some problems of my constituency. There is a proposal regarding construction of a new broad-gauge railway line between Khamgaon and Jalna. Khamgaon is in the Vidharba part of Maharashtra and Jalna is in the Marathwada part. This part is a cotton-producing region and hence there is a great demand for this line. This proposal was considered feasible and a traffic-cum-engineering survey of this line was made during 1912-13. Then the actual work was started in 1933-34 and was in progress upto 1939. Even to-day, the earthwork between Khamgaon to Chubih side and stone bearing GIP can be seen on both sides of the earth-work and even this line is shown on the topographical map of that area. I had written to the hon Minister last year and had received a reply from him that the proposal was not feasible. But the fact is that the work was undertaken and some work was also done. If these are the facts, I request the hon Minister to send some experts to that area and consider this proposal favourably as this is an urgent need of that area.

There is also a need for a new line between Jalgaon and Sholapur via Ajanta and Aurangabad. Ajanta caves are not so far connected by railways whereas Aurangabad serves the Ellora caves. A large number

of tourists visit these caves every year. They come from even outside the country also. If this line is provided, the tourist traffic will increase considerably.

Then, Sir, there is a proposal for having an Express train between Nagpur and Ahmedabad via Bhusawal and Surat. At present there is not a single express train on this line. Between Surat and Bhusawal there are passenger trains only at present. I request the Minister to consider the problems of this area and start an Express train between Nagpur and Ahmedabad via Bhusawal and Surat.

There is also a proposal for construction of a new railway station at Jamwasu between Amanwadi and Lohagad railway stations on the Khandwa—Hingoli metre gauge line. I had written to the Minister and the Minister was kind enough to inform me that the proposal was feasible and that station would be there very soon. But since the last 2-3 years there is no progress regarding the construction of that railway station.

There is another proposal regarding 30 Up and 29 Dn Express. At present only two berths in II class are allotted for Malkapur in 29 Dn. Malkapur is an important station and two berths are not sufficient. I request the Minister to enhance the quota for Malkapur to at least 10 berths.

There is one more proposal, that one bogie should be attached to 29 Dn from Khamgaon to Bombay. Khamgaon is a big station in Buldana district which is my constituency also. It is also connected to Jalna. If a separate bogie is attached to 29 Dn from Khamgaon then the problem of accommodation of passengers from Buldana district and my constituency will be solved.

With these words, I thank you very much for giving me an opportunity to speak.

की सिफारिश दिह (मुम्बुनु) उपाध्यक्ष जी, जब भी इस सदन में प्रवक्ता गिला है, रेलवे प्रशासन की मेरे ख्याल से सभी तरफ से आलोचना की गई है लेकिन रेलवे प्रशासन में जो रेलवे बोर्ड है वह बिलकुल गेंडे की बाल पहने बैठा है, उस पर कोई प्रभार नहीं होता और रेलवे मंत्रालय अपने को असहाय पा रहा है। ऐसी स्थिति में हमारी स्थिति क्या हो सकती है आप समझ सकते हैं।

(अध्यक्ष)

रेलवे के सम्बन्ध में मैं सक्षेप में अपने प्वाइंट्स रखना चाहता हूँ। सब से पहले मेरी नाराजगी यह है कि जहाँ समूचा भारत एक होना चाहिए रेलवे के हिस्से से बड़ा राजस्वान के साथ एक बहुत ही सीतेला व्यवहार हो रहा है। आजादी के बाद राजस्वान में दस बीस मील के अन्तरा कोई भी रेलवे लाइन नहीं बनी है। दूसरी बात यह है कि जितनी भी फास्ट ट्रेन्स हैं वह राजस्वान में एक भी नहीं दी गई हैं न कोई डीजल इंजन एक दो गाड़ियों को छोड़ कर किमी ग्राही में लगाये गये हैं। इस प्रकार से राजस्वान की जो हवहेलना हो रही है वह राजस्वान के लिए तो दुखदायी है ही, समूचे हिन्दुस्तान के लिए भी दुखदायी हो सकती है। क्योंकि राजस्वान खनिज का भण्डार है। बहुत नई नई खोज बड़ा खनिज का हो रही है। तांबे का कारखाना बड़ा पर है पायराइट्स के भण्डार बड़ा पर हैं जिन्मम में भंडार हैं तो इसके ऊपर टाइम रहने का उचित ध्यान नहीं दिया गया और सर्वेक्षण नहीं किया गया रेलवे लाइन के लिए तो राजस्वान का विकास तो रुक ही रहा है समूचे हिन्दुस्तान के विकास में भी बाधा पड़ेगी। इसलिए मैं रेल बोर्ड और रेलवे बोर्ड में निवेदन करूंगा कि राजस्वान की इस तरह में उपेक्षा न की जाए। राजस्वान को भी हिन्दुस्तान का भाग माना जाय और समुचित विकास उमका भी हो इस दृष्टि से उसकी तरफ देखा जाय।

बार बार यह कहा जा रहा है कि इन बजट में हम ने रेलवे फेसर्स नहीं बढ़ाए। लेकिन यह बात भी सही है कि बढ़ाने की गुंजाइश नहीं थी। आज राजधानी एक्सप्रेस जो गाड़िया हैं उनके एयर कंडीशन्ड क्लासेज में हवाई जहाज से अधिक किराया प्राप्त होते हैं। मेरे ख्याल से कोई भी प्रादमी जो पामल हो गया होगा वही शायद इन गाड़ियों से यात्रा करेगा वरना हवाई जहाज से यात्रा करेगा। क्यों 24 घंटे इन गाड़ियों में यात्रा करने में लगायेगा? आप ने इस प्रकार की एक लिमिट ला कर रख दी है, पिछले दो तीन सालों के अंदर फर्स्ट क्लास का किराया दुगुने से अधिक बढ़ा दिया गया है, आज आप कहते हैं कि रेलवे में रक जवादा है और कम यात्री यात्रा करे इसलिए हम किराया बढ़ा रहे हैं, वह कोई आर्गुमेंट नहीं है। यह तो बेल्-फेयर स्टेट का काम नहीं है। बेल्फेयर स्टेट को तो यह देखना होता है कि जो यात्रा करता है उसकी पाकेट कितना अन्नाऊ करनी है, उस हिसाब से किराया रखें। यह आप करे तो बात समझ में आती है लेकिन क्योंकि रक जवादा बढ़ रहा है इसलिए या आप के ऐड-मिनिस्ट्रीशन में कमी है, आप का ऐडमिनिस्ट्रीशन अच्छा नहीं है चोरिया होती हैं, वर्कर्स काम नहीं करते हैं, रेलवे में घाटा होता है। इसलिए आप पब्लिक की जब काटकर उस घाटे को पूरा करना चाहें किराया बढ़ा कर तो यह बात समझ में आने वाली नहीं है। लेकिन यह हो रहा है। इसका कोई इलाज नहीं है। न रेलवे मंत्रालय का इलाज है न पब्लिक का इलाज है और न ससद् का इलाज है। बार बार किराया बढ़ना रहा है। इस और भी आप ध्यान दें। आज आवश्यकता इस बात की है कि रेलवे में किराया घटाया जाय, बढ़ाने का सवाल नहीं होता है। जनता की पाकेट में तना एन्नाऊ करनी है इस और आप को ध्यान देना चाहिए।

एक तरफ आप ने रेलवे का किराया बाड़ा बढ़ाया है लेकिन इसके साथ साथ उसका

[श्री शिवनाथ सिंह]

दुगुना जलटे उसकी सहायित्व कम कर दी है। इसलिए आज रेलवे के अंदर कोई भी यात्रा करता है तो वह मजबूरी में करता है। बाकी सब बसों में चलना पसंद करते हैं क्योंकि वहां उनको थोड़ी बहुत सहायित्व तो मिलती है। रेलवे में भेड़ बकरी की तरह में यात्री भर जाते हैं। हमारे रेल मंत्री जी नये भाय हैं। मैं उनसे निवेदन करूंगा कि वह रेलवे बोर्ड पर अपना थोड़ा इन्फ्लुएंस एक्सप्लाइड करे, थोड़ा सा उसको कंट्रोल करने की कोशिश करे। हटाना तो उनके वश की बात नहीं है, लेकिन उसको कंट्रोल करने की चेष्टा करे।

दिल्ली हिन्दुस्तान की राजधानी है। दिल्ली से रिवाड़ी मेकान जो है इसमें इनका ट्रिफिक चलना है उन लोगों का जो रेलवे में या दिल्ली के अंदर विभिन्न विभागों में नौकरी करते हैं कि जिनके कारण गाड़ी के अंदर बड़ी भीड़ हो जाती है। इन लोग से जोधपुर में जाने और अहमदाबाद में जाने वाली है। रिवाड़ी के बाहर किसी भी यात्री का इन गाड़ियों में यात्रा करना मुश्किल हो जाता है इनमें लोग उसमें भर जाते हैं। तो मैं निवेदन करूंगा कि एक दो या तीन शटल गाड़ियां जो कि मॉनिंग एक्सप्रेस में यहा पहुंचती हो रिवाड़ी में दिल्ली के बीच चलाई जाये। इसमें रिवाड़ी मुहगांव साइड के उन लोगों को भी सहायित्व हो जायेगी जो दिल्ली में नौकरी करते हैं और बाकी यात्रियों को भी सहायित्व हो जायेगी।

अपनी कार्टीट्यूएसी के बारे में एक बात मैं निवेदन करूंगा। बार बार मैं मांग करना रहता हूँ कि सीकर में लोहाक तक एक शटल गाड़ी चलाइए। यह गाड़ी 1947 में पहली बार की गिनी हुई थी। हम यह मांग करने के कि देश में आजादी के बाद हमें और सहायित्व मिलेगी, लेकिन उसके बजाये हमारी एक सहायित्व थी 47 में पहली होने गिनी हुई थी वह भी हम में बिदहा कर दी गई और वह शटल गाड़ी जो पहले चला करती थी

सीकर से लोहाक उने भाय में बन्द कर दिया है। उसको भाय दोबारा इंटीग्रियुस कीजिए।

शांखिरी वान में निवेदन करना चाहता हूँ, पहले भी मंत्री महोदय से यह कहूँ था कि डिबीखनन हेडक्वार्टर्स जितने हैं वहां पर पब्लिक सर्विस कमीशन के हेडक्वार्टर या आफिस रखे जायेंगे ताकि छोटी श्रेणी के कर्मचारी जो हैं उनका वहां इंटर्ब्यू हो सके। इसके लिए आप न आश्वासन दिया था। लेकिन अभी तक उसका कार्यान्वयन नहीं हुआ, आप इस शीघ्र ध्यान दें और उसका इम्प्लीमेंटेशन कीजिये। जैसे जयपुर है या और भी जिनमें स्थान ऐसे है वहां पर हेडक्वार्टर रखिए पब्लिक सर्विस कमीशन का ताकि छोटी श्रेणी के लोगों का इंटर्ब्यू वहां हो सके। बम्बई बेस्टन जोन का हेडक्वार्टर आपने रखा है। बम्बई में छोटी लाइन कोई नहीं जानी। आप उसका वहां में बेंच कीजिए। बम्बई में रखने में कोई फायदा नहीं है।

ए.० मानवी, सदन, रतनाम रत्न दीजिए।

श्री शिवनाथ सिंह, बम्बई के अलावा कहीं पर रखिए। बम्बई में उस शिफ्ट करके किसी भी कन्वीनिएंट प्लेस पर रख दीजिए। इन्हीं शब्दों के साथ मैं अपनी मांग पुन दोहराना हूँ और मंत्री महोदय में मांग करना हूँ कि वह कुछ न कुछ इसमें सुधार अवश्य करें।

14.00 hrs

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MOHD SHAFI QURESHI) Mr Deputy-Speaker Sir, this is the second time that we are discussing certain matters pertaining to the railways. There are certain other matters which concern the entire country. Some hon Members have taken up points with regard to their own local problems. Some points have already been replied to by the hon Minister. There are certain

points which need clarification and some being of local nature, we shall see that the replies are sent to the hon. Members, with a view to seeing that the problems are solved. An impression that is going round is that the railways are closing their eyes to the realities of the situation existing in the country and the demands of the hon. Members are not given due consideration. I wish to assure the House and the hon. Members that due consideration is given to their requests and representations either with regard to their areas where they want new railway lines or other matters which normally they take up although they are strictly within the purview of the railways. That is a matter pertaining to the staff.

The development of railways in the country is based on the concept that it has to take into consideration the overall economic development of the country. The expansion of the railways and the conversion of the gauges is considered purely from the economic point of view and from the viewpoint of their development. But, it is never given consideration on the basis of a region or State. So, any misgiving that a region is particularly developed or a state is being given a favourable treatment, I think, is not justified. If you look at the entire map of the country, you can see that the railway network in the country has spread like arteries in the human body. This is the system which we want to keep alive in order to evolve the economic solution of the country. It is true, that, when we take up the economic development of the country, we cannot ignore the backward areas of our country. These have also to be brought into the mainstream of economic development of the country as a whole. We on our own, in certain areas, to which Sir, you also belong, particularly, the North-Eastern Region, which has to be opened up for its own development and for the sake of integration, as part of this great country, made a

provision of Rs. 500 crores in the General Fifth Five Year Plan for the development of hilly areas. It was suggested to the North-Eastern Council, to Government of Orissa and other concerned States also, that they should give priorities and earmark certain amounts for the development of transport in the backward areas. We have been pursuing with the State Governments and, on our own, have also been taking initiative to see that this demand is accepted. But, much depends upon the response of the State Governments themselves.

Sir, as you know, development of rail facilities in our country cannot be done in isolation. We have to do that in coordination with road transport and, may be, with other modes of transport like sea that are available to us. For instance, we have to take salt from the western coast to the eastern region. Now, it is a matter of thought and we have to see whether it could be carried better by sea or by road or by train. It needs, coordination between different ministries and various States. So far as railways are concerned, I can assure the hon. Members that all the commitments made by the late L. N. Misra in the House and outside the House will be fully honoured. Despite the fact that we may not be able to take up the construction work of new railway lines in backward areas, the Railways, on their own, have started surveys in various backward areas. Even in the North-Eastern region several areas for the railway lines have been surveyed. These surveyed lines would have a length of 3420 Kms and the approximate cost of construction of these railway lines would be about 700 crores. So, the hon. Members can really understand the problem that the total allotment for the development of backward areas is Rs. 500 crores and for construction of railway lines alone the cost would be Rs. 700 crores. So, the question is one of fixing priorities. We are not

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adhering to the old concept that an area should develop first and then the railways should move in. We feel Railways have to develop as part of the infra-structure for the development of the area and it is with this in view that we have been looking at the opening of new railway lines and expansion of the railways in the country.

The other important point which was raised by the hon Member is regarding operational efficiency of Indian railways which has to improve. There are no two opinions in this regard that if the railways have to function as an effective transport medium in this country then optimum utilisation of the existing rolling stock and the equipment is a must. This involves the whole machinery of our employees who are working in the railways. The Minister stated in his budget speech that we are at the end of the tunnel and at that time some hon Members remarked: Can he see the new track beyond the tunnel?

Sir, we have to be optimistic so far as our future development is concerned and the hon Members would agree that it needs concerted efforts on all fronts to see that our railway transport system attains the efficiency for which it was known not only within the country but outside the country also. With regard to operational efficiency of the railways I would like to give certain figures to the hon Members so that they can understand as to how gradual improvement has been brought about in the functioning of the railways. During the year 1973-74 the Indian railway, moved a total of about 1849 million tonnes of traffic which includes about 1021 million tonnes of revenue earning traffic. The revenue earning traffic is one for which freight is paid by the public and the rest is our own material like coal, stones and other raw-material which we carry for our own purposes.

The year 1973-74 was a really difficult year for us because we had all the troubles during that period, namely, strikes, go-slow, gheraos, etc and the railways were the main target of that attack. But immediately the strike was over, corrective measures were taken and we could see a marked improvement in the operational efficiency of the railways. As I have already stated in the House our own employees deserve congratulations for the way in which they have worked to improve the functioning of the railways.

In the first two months of this year, that is, 1974 the revenue earning traffic carried by the railways was less by about 358 m tonnes, as compared to the corresponding period of last year but after the post-strike recovery we have made considerable recovery and we have wiped out this shortfall by the month of September, 1974. Now at the end of January 1975 that is in the first ten months of the financial year the Indian railways have loaded 688 m tonnes of additional revenue earning traffic as compared to the corresponding period last year. There has been a record wagon loading on the broad-gauge and this trend of wagon loading in the month of February has been very high. The post-strike period of traffic revival on the Indian railways has thus witnessed an eminently successful performance and wagon loading has improved over the successive months reaching an all time record of 8912 of coal wagons a day in January, 1975. The trend is even better in February 1975. A daily average loading of 9254 mark has been achieved and we hope that it will go up to 9300 this month which will be a sort of all time high record so far as coal loading is concerned. The hon. Member has raised a very pertinent point when he said that when we were loading 7000 wagons per day, we were running the full compliment of our trains and he had asked that with the improved trend in the coal loading position, why are we having so many

trains cancelled and why are we not restoring these trains. This is a very relevant point. But, the hon. Member has to understand that so far as railway coal is concerned, coal which the Railways are using, our own stock, had depleted considerably. At that time, when there was shortage of loco coal and Railways used steam coal, Railways had only two options, either to build up their own stock or to see that the industry which is using steam coal is kept running. In the overall interest of the country, a deliberate decision was taken by the Railways that the coal supply to the industries using steam coal should get the first priority even at the cost of depletion of our own stock with the result that on certain railways, railway stock of coal came down to the level of two days, or even 1-3 days or lower in certain sheds. This is a very low inventory for Railways. We have to build up our inventory before a large number of trains which were cancelled are gradually restored. I think at a particular point of time, more than a thousand trains were cancelled and today the position is that not more than 200 trains remain cancelled. As the hon. Minister has already stated in the House, with the gradual improvement in the inventory position of coal together with improved coal supply, when we are able to build up our stock to about seventeen days, we shall be able to gradually restore all the trains. It is not that the coal supply position has improved to this extent, and still we have not been able to run our trains.

SHRI DARBARA SINGH (Hoshurpur): What about the diesel cars?

SHRI MOHD SHAFI QURESHI: I will come to that. I have here with me a note which gives complete information about the coal supply position to steel plants, to power plants and to the industries. There is hardly any sector of the industry which has any complaint about the supply of coal. Therefore....

SHRI DAMODAR PANDEY: Sir, I would like to seek clarification from

the hon. Minister. Is it true that 15 million tonnes of coal are being moved only by trucks, and Railways are not in a position to move this 15 million tonnes of coal and that the small consumers including small scale industries are not in a position to get railway wagons for their requirement? You will take care of big industries. It is all right. But, what about small consumers?

SHRI MOHD SHAFI QURESHI: The fact is that the Railways with the improved mobility of rolling stock, are in a position to carry all the coal which is made available to them presently by the Coal Mines Authority. It is true that some coal is being moved by trucks.

SHRI DAMODAR PANDEY: 15 million tonnes

SHRI MOHD SHAFI QURESHI: May be. But, so far as we are concerned, if the production of coal goes up to 80 or 90-91 million tonnes this year Railways' share that is about 60-70 per cent which the Railways are moving by train, will be fully met. The only thing is that some portion of coal will be moved by road and the other portion may go by sea even. So far as Railways' share is concerned, I can assure the House that there is no dearth of wagons on our part and we will move any quantity of coal which is given by the concerned authorities to us presently.

SHRI DAMODAR PANDEY: What about the small consumers?

MR. DEPUTY-SPEAKER: Mr. Pandey, it should not be a running dialogue. You have made the point. He has tried to answer.

SHRI MOHD SHAFI QURESHI: With regard to the distribution of coal normally, it is not done by the Railways. The distribution of coal to various industries and other plants is done by the State Governments. It is the State Governments which sponsor the distribution of coal to various in-

[Shri Mohd. Shaif Qureshi]

industries and the Railways are only acting as carriers. Of course, in one particular field, steam coal, a little bit of responsibility for distribution has been taken over by the Railways. Whatever is being sponsored by the State Government, is being moved by the Railways. Of course, there was some difficulty so far as slack coal was concerned. Now, the position of the slack coal has improved and the loading figures today are very satisfactory and we have been able to move a large quantity of slack coal also to various States.

Sir, in regard to passenger traffic I have stated earlier also in this House that it is true that we are not in a position to cope up with the increasing traffic because the increase in traffic is about 4-5 per cent per year and we do not have the requisite technical capacity and line capacity in certain routes for moving such a large number of people. Whatever capacity is available with the Railways, it is our endeavour to see that this is properly utilised and the amenities and facilities which have been promised to the passengers are given to them in full. Of late, we have been noticing some deterioration in the maintenance of trains. We have received a large number of complaints that the fans are missing; there are no proper lighting arrangements and that the food served in the trains is not good. These complaints are not new. These are old and there is some truth in them. I do not say these are baseless complaints. It needs constant vigilance, constant endeavour and effort on the part of the supervisors to see that the maintenance of Indian railways is kept at the top.

The efficiency of the railways is the responsibility of the railway administration itself. But this efficiency has to match with the efficiency of our users also. Unfortunately, what has been happening is that a large number of thefts are taking place of rail-

way equipment. Honourable members know that in some coaches even the seats are being stripped and Dunlop pillows are being taken away by some of our customers.

SHRI SHIVNATH SINGH: With the connivance of railway staff.

SHRI MOHD. SHAFI QURESHI: I am not denying it. Connivance of our own men cannot be ruled out. We have recently seen this trend. We are not concealing anything from the honourable House. This trend which is now developing of pilferages and thefts in connivance with our own staff is a very serious matter and it needs very serious thought. We cannot get ourselves absolved by saying that the protection of the goods entrusted to the railways is not the responsibility of railways. We have to take responsibility also of safeguarding the security and safety of the passengers who travel in our trains in conjunction with the State Governments who are in charge of law and order in the areas traversed by the Railways. We have also to assure the general public that whatever goods are sent by the railways reach destination intact. But there have been certain cases in certain identified areas where organised gangs, outsiders and some of our own people indulge in this malpractice. This means enormous loss to the railways. In the last two years in one particular division, the losses have gone up from Rs 4 lakhs to Rs 16 lakhs a year. This is a very serious matter because, firstly, we are losing this property. This is being taken possession of by unsocial elements, who sell it in the black market. Secondly, the railways have to compensate the owners for the loss. This is a matter which is receiving our topmost attention. But this has to be done in collaboration with the State Governments.

We are now organising a seminar on security and safety on Indian railways which will give us an opportunity to meet the various officials of the police departments of various States.

It is in collaboration with them that we shall be able to face this menace. It is a big menace and a very serious problem and we are seized of it.

We have decided to appoint a committee which will be headed by a very senior ex-railwayman who knows the problems of the areas and who knows the problems of the railways to look into this whole matter and suggest ways and means as to how best we can curb this unsocial activity on the Indian railways.

Another feature which is now developing in certain areas is this. I am not blaming any State Government; I am identifying the areas. In the eastern sector, Bihar and eastern UP, the incidence of dacoities and thefts and pilferages is on the increase. This is not a compliment to the railways; it is a challenge to them which has to be met. We are issuing directions to Zonal Railways that passenger trains in which marriage parties travel should be encouraged to ask for special escort on payment to the State Government, because this is one of the attractions for the thieves who enter these trains, to loot the property of these marriage parties. So full protection will be given to these parties. Also other passenger trains and long-distance passenger trains which travel during night are being given police escorts. Still I would request hon. members for their co-operation in meeting this big challenge because we need it.

Some hon. members raised the question of certain lines which have become unremunerative, which are run by the companies which have served notice that those lines have to be closed.

One of these lines is the Arrah-Sasaram Light Railway. The broad details of the agreement which has been reached with this Railway are that they will keep the Light Railway in operation for a period of three years from April, 1975 and that the Central Government will reimburse

them only their working losses, which may be in excess of Rs. 85,000 per annum payable to the Company by the Bihar State Government. In computing this reimbursement the Company will not be entitled to any return on their capital investment. As the Light Railway Company had threatened closure of the line due to non-availability of working capital it has been agreed to provide them with an amount of Rs. 2 1/2 lakhs which represents about one month's working expenses. This way and means advance will carry interest at 6 per cent per annum and is repayable by 31st March, 1976. If the full repayment is not effected by the prescribed date, the amount will be adjusted from the subsidy due to the Company towards working losses. The Company has also accepted the scrutiny of its annual budget by the Ministry of Railways and also the co-optation of an official of the Railway Ministry as Director on their Board.

This would have created a very serious problem in that area. This would have meant the retrenchment of a large number of Light Railway employees. So the Government has taken steps to see that this Light Railway is kept running and the employees are not thrown out of the jobs.

One other problem which I would like to touch in the end is the problem of our employees. I know that these problems have been raised in the House both from the opposite and from our own side. If you have a look at the developments after the strike, you will find that a liberal view has been taken about the reinstatement of the employees and I have stated that all those people who were arrested during the strike, excepting four, have been released and everybody is back at his work. So many times this thing has been repeated in the House and I do not know why hon. Members do not understand how liberal we have been and how effective the Co-operation between the Railway Administration

[Shri Mohd. Shafi Qureshi]

and the employees has been. They should be rather glad about it. I can say that a new atmosphere is being created.

The strike which came in 1974, which was a very unfortunate event, started. With certain demands raised by this unions and the reaction of the Government at that time. I have said that almost everyone of the reasonable demands placed by the unions before the Government has been accepted, excepting that we have not gone into a detailed examination of certain demands and that some demands have been rejected outright and this was very clearly mentioned to the unions and the employees at that time

So far as the Mianbhoy award is concerned, I would like to state, and I have stated earlier also in this House, that the Government have accepted the recommendations made by the Federation of Indian Railwaymen. The financial implications of the acceptance of these demands is about Rs. 35 crores. This is one aspect which is ignored by the hon. Members.

SHRI RAMAVATAR SHASTRI (Patna): Please implement them.

SHRI MOHD. SHAFI QURESHI: Orders in acceptance of the recommendations have all been issued and all of them are under implementation. The recommendations pertaining to the hours of employment require considerable preparatory work and the process of implementation will naturally take sometime, but even then I may tell you what we have done. One demand was that there should be equalisation of pay scales so far as Firemen and Shunters are concerned. This matter was referred to an arbitrator and the arbitration award was given in October, 1974; for the revised scales of Firemen "B" it was said that the minimum should be improved from Rs. 225 to Rs. 260, and Rs. 350 should be maximum as

admissible to Firemen "A". The revised grade for Shunters "B" should be given Rs. 290 to Rs. 400 like the grade for Shunters "A". This award has been accepted by the Government and the improved scales were notified on 10-1-75. You can see. The award was given in October. It was discussed in the ministry and implemented on 10-1-75. The pay-scales of shunters A and B have been equalised. This was one of the major demands.

There were certain anomalies which crept in because of the third Pay Commission's recommendations. The unions demanded the appointment of an anomalies committee. This committee has been appointed. This committee has met on a number of occasions and its deliberations are expected to continue for some more time. As soon as this committee submits its report to the ministry, it will be considered and its recommendations will be accepted. But the financial implications of the implementation of the Third Pay Commission's recommendations, excluding DA amount to Rs. 57.18 crores. The annual expenditure on 9 instalments of DA amounts to Rs. 162 crores. The overall annual expenditure per annum based on 9 instalments of DA would be Rs. 219 crores approximately. Hon members would understand that the implementation of the decisions means a lot of money to be spent. But that does not mean that we are not going to implement these recommendations. We are doing it with speed.

There have been complaints that we have only upgraded Class I and Class II posts. The expenditure on upgradation of Class III and Class IV staff would amount to Rs. 12.5 crores. I can assure the House that the upgradation of the non-gazetted cadre is under active consideration and we have made further progress in it. But it will take some more time to make the final recommendations.

SHRI RAMAVATAR SHASTRI:
How much more time will it take? Officers have been upgraded, but not Class III employees.

SHRI MOHD SHAFI QURESHI:
It would mean an expenditure of Rs. 12.5 crores. Naturally it takes some time. Class I and Class II officers were smaller in number and so it took lesser time. Here the number is much larger and we want to see that no injustice is done to anybody. Therefore, we need some time. We would not delay it even for a minute more than is necessary. We are discussing all these matters. I cannot give a specific date by which it will be implemented. It will be done very soon.

Coming to scheduled castes and scheduled tribes, it is true the quota reserved for them has not been fulfilled in certain categories and this needs very serious thought and action. The minister has already announced that so far as railway jobs are concerned, not only scheduled castes and scheduled tribes have been given fixed quota but other minority communities like Muslims, Christians etc. should also be given their due share in railway services. We have already given certain concessions to the scheduled castes and scheduled tribes candidates. Their age limit has been relaxed by five years. They are given free passes whenever they come for sitting in an examination. Standards of efficiency are lowered so that they get an edge over others. Particularly from the scheduled tribes, candidates are not attracted. This is a serious matter which needs consideration. With this vast media at our disposal, people have to know how many jobs are available in the railways. Through newspapers, radio and other advertisements, we are trying to send this information to backward areas so that people who are qualified may get into the railways.

श्री रामवीर राम (मकबरपुर) : प्राप यह बताएं कि प्राप कौन से क्लर्क स्टैज इसके बारे में लेने जा रहे हैं।

SHRI MOHD. SHAFI QURESHI:
Special steps are being taken in the matter of recruitment to bring up the quota of Scheduled Castes and Scheduled Tribes.

I would take this opportunity to congratulate the railway employees, five of whom have participated in the World Hockey Championship. They are Birender Singh, Ashok Diwan, Phillips, Kindue and Surjeet Singh.

The railways have decided to give each of them Rs. 2,000.

श्री बरबारा सिंह : 5-5 हजार तो पंजाब सरकार ने दे दिये हैं प्राप तो सेंटर के हैं।

श्री रामवीर राठे : 5 हजार से कम मत दीजिए।

AN HON. MEMBER: Revise your statement, please.

SHRI MOHD. SHAFI QURESHI:
If it is the desire of the House, I will raise it to Rs. 3,000.

श्री बरबारा सिंह : प्राप कितने कंजूस हैं? कंजूसी से काम मत कीजिये।

SHRI MOHD. SHAFI QURESHI:
If I had made an announcement that I will consider the matter, hon. Members would have possibly pounced on me, saying that I am subservient to the Railway Board. That is why I have made a statement here of my own accord, of course with the permission of the hon. Minister. Hon. Members would be glad to know that they will get other benefits like increments, which are being considered. For instance, we will give them one promotion.

SHRI J. MATHA GOWDER: Two.

SHRI MOHD. SHAFI QURESHI:
No, only one.

Various problems have been raised by hon. Members. Coming to catering, we have changed the catering system in one way. Earlier we had decided that in the case of all those who had been holding contracts for the last six to ten years, after every six years their cases should be re-examined and fresh tenders should be called. We have noticed that this has created a lot of difficulty for those people, whose services have been satisfactory and who have been working for the railways for a long time. So, we have reverted back to the old pattern. It has been decided by the Minister that the old system will continue, which means that the contracts of all those people whose services are not satisfactory will be terminated by the Ministry at any time; but, in the case of those caterers, whose arrangements are satisfactory, the contracts will continue.

SHRI RAMAVATAR SHASTRI:
Who will decide it?

SHRI MOHD. SHAFI QURESHI:
We will decide it. You will decide it, because you will be giving certificates to these people, not the Railway Board. After all, the services of a contractor or a vendor are to be judged by the consumers, by the public. We have provided a machinery now to see that the complaints which are made against these people are brought to our notice. So, if the services of any contractor are found to be not satisfactory, his contract will be rescinded.

It may be asked why we have reverted back to the old system. There are some very well known contractors and vendors, who have been doing good service for the railways. We do not want to disturb them. Wherever the railways are running catering at a profit departmentally, we are not going to disturb that system.

They should be given some time to improve the standard of catering in the railways. I know a number of complaints have come from the hon. Members. At every level at the zonal level and at the divisional level, the machinery has to be geared up to see that the standard of catering is brought to the level of efficiency.

With regard to book-stalls, I have already said that we are prepared to give book-stalls to our young people. But, unfortunately, the response has been rather very poor. We are trying to again re-advertise and see whether we can attract the young boys to take book-stalls.

With regard to creation of public service commissions, as has been announced by late Shri Mishra Ji, I have told the House that we stand by the commitment which he has made. The only thing is that we are having certain financial difficulties. But the idea of providing the public service commissions in various regions, more specially in backward areas, is still alive. It is not a dead issue. We are considering to see that it is expedited.

SHRI DINESH CHANDRA GOSWAMI (Gaubati): Why don't you scrap all and revive them when the financial conditions improve?

SHRI MOHD. SHAFI QURESHI: I do not understand what the hon. Member means, whatever we have should be scrapped. Whatever we have is there and, in addition, we must have more.

I think, other points have already been replied to by my senior colleague, the Minister of Railways.

As regards other small matters which were raised by the hon. Members, I think, replies will be sent to them.

SOME HON. MEMBERS rose—
(Interruptions).

MR. DEPUTY SPEAKER: Order, please. I wonder whether he hears what you say. Kindly sit down.

Now, let us do everything according to a certain order. If all of you just want to talk at the same time, you can do that. I will give you 5 to 10 minutes to do that. But nobody will understand anything. I would allow just a question each but it should be only a question, and not for everybody in this House. There must be a limit to that also.

Shri Krishna Chandra Haider

SHRI KRISHNA CHANDRA HALDER (Ausgram): There was an agreement with the representatives of the Indian Railway Signal and Tele-communication Staff Association and Member (Staff) on 13-12-1973 on the following demands:—

- (1) Standard Approved Yard stick for provision of the Signal and Tele-communication staff on the basis of work load and lever units.
- (2) Removal of anomalies in pay-scales.

MR. DEPUTY-SPEAKER: He has already dealt with that.

SHRI KRISHNA CHANDRA HALDER: Thirdly, relieving Inspectors of Store responsibilities

- (4) Signal and Tele-communication failures to be treated as break down.
- (5) Staff Quarters on par with Traffic Staff. Provisions to be made in estimates.

What you have agreed has not yet been implemented. I want to know whether it will be implemented. If it has not yet been implemented, when it will be implemented.

श्री विश्वसि मिश्र (मोतिहारी): उपाध्यक्ष जी मैंने अपने वाक्य में भी कहा था मैं महोदय से जानना चाहता हूँ कि

मुजफ्फरपुर से मोतिहारी सुगौन होते हुए रकतौल बड़ी लाइन से जाने के बारे में क्या हुआ और दूसरी एक लाइन मुजफ्फरपुर से मोतिहारी, बेतिया होते हुए गोरखपुर से जाने के बारे में उन्हें कोई जवाब नहीं दिया है। वह कहते हैं कि लिखकर घर पर भेज देंगे। मैं चाहता हूँ कि वह इस बारे में हमें बतावें।

AN HON. MEMBER: Let the Minister also reply.

MR DEPUTY-SPEAKER: This is not the way, every time, a Member gets up, the Minister gets up, a Member gets up and the Minister gets up; again another Member gets up and the Minister gets up. It will be like an endless story. One grass-hopper comes, he takes the grain and goes away. Another one comes, takes the grain and goes away and so on. Do you want to run the House that way? I am permitting members to put questions, and according to the time-old practice, the Minister will note down those points and answer those points. That should conclude the matter.

श्री कमला मिश्र 'मधुकर' (कैसरिया): उपाध्यक्ष महोदय मुजफ्फरपुर से नरकटियागंज जाने वाली तमाम गाड़ियों को तीन को छोड़कर बन्द है जिसके कारण मुजफ्फरपुर मोतीहारी और बेतिया जाने वाले लोगों को भारी कठिनाई का सामना करना पड़ रहा है। मैं यह जानना चाहता हूँ कि उन गाड़ियों को कब तक चालू किया जायेगा।

हाजीपुर से एक बांचलाइन खोली जाये जो हाजीपुर, सासनगंज, बैताली, दाहबगंज कैसरिया और धरैराज होते हुए सुबोली में मिले। पंडित जी जानते हैं कि बैताली एक प्राचीन नगर है जो लिच्छवियों की राजधानी था। इस लाइन को बनाने से वह स्थान एक टूरिस्ट सेंटर के रूप में विकसित हो सकेगा।

[श्री कमल मिश्र "मधुकर"]

इस लाइन पर सरकार का काम खर्चा लगेगा। उस लाइन के काम कामशिल सैटर्ज तक जाने की बजट से रेलवे को काफी मुनाफा होगा। यह लाइन गंडक एरिया के विकास में भी सहायक होगी। मेरा निवेदन है कि कम से कम इस लाइन का सर्वे कराया जाये और इस बात की जांच की जाये कि क्या यह लाइन उपयोगी है या नहीं।

हड़ताल के पीरियड में जिन लोगों को नौकरी से हटा दिया गया था और जिनको फिर काम पर रखा गया है, कुछ रेलवे में उन को मबसिस्टेस एलाउस दिया गया है। लेकिन एन० ई० रेलवे, इस्टर्न रेलवे और एस० ई० रेलवे में अभी तक सबमिस्टेस एलाउस नहीं दिया जा रहा है। मंत्री महोदय यह स्पष्ट करें कि यह भेदभाव क्यों किया गया है।

समस्तीपुर डिबिजन में जिन लोगों को हड़ताल के बाद काम पर रखा गया है उन में से टी० यू० सी० से सम्बन्धित लोगों को ट्रांसफर कर दिया गया है और ए० आई० आर० एफ० से सम्बन्धित लोगों को रखा गया है। क्या यह श्री जयप्रकाश नारायण की मूवमेंट को मदद देना नहीं है ?

SHRI D. D. DESAI (Kaira): I would like the hon. Minister to reply about the Bhavnagar-Tarapur railway line, about which a lot has been said, and the Kapadvan-Mudasa line, which have been hanging fire for a long time, and also about the Western Railway Headquarters at Ahmedabad.

SHRI H. N. MUKERJEE (Calcutta-North-East): May I know what has happened to the Ministerial assurance, nearly two years old or even more, that there would be a special cell to look after the problems of the Sealdah Division which, as the recent Utdanga accident showed, is a prolific

source of all kinds of railway infirmities, accidents and so on?

SHRI D. BASUMATARI (Kokrajhar): Last time, extension of the broad gauge line from New Bongaigaon to Gauhati had at least been mentioned. But it is not in the Budget now. I want to know from the Minister categorically whether they are going to abandon this or they want to take this line to Gauhati.

Secondly, last time we insisted, and I have mentioned yesterday also, that the Tinsukhia Express is a long distance train and it should have a diesel engine.

SHRI K. GOPAL (Karur): I would like to know whether the Karur-Dindigul-Tuticorin line will be taken up and if so when. The survey was made ten years ago and as far as I understand, the report is favourable. This has been kept pending for a long time. I would like to know whether this has been shelved or whether this will be taken up, or, for that matter, any line in Tamil Nadu.

SHRI P. G. MAVALANKAR (Ahmedabad): I would like the Minister to tell the House categorically as to what precisely is the policy of the Government with regard to opening of new lines; in specific terms, I mentioned, as my hon. friend Mr. D. D. Desai has also pointed out, that the construction of Bhavnagar-Tarapur line should be advanced by some years in view of the acute scarcity conditions in Gujarat. What is the policy of the Government?

Secondly, he talked about cancelled trains. I appreciate what the Minister has said about the problem of the cancelled trains and the position about special coal. Would he tell us as to when the cancelled trains in Gujarat, which number more than 50 or even 70, especially in Gaurashtra, will be restarted? Can he give some time limit?

SHRI M. RAM GOPAL REDDY: (Nizamabad): Sometime ago our Minister of State for Railway, promised to reduce the running time of the Dakshin Express, but, so far it has not been done.

Secondly, with regard to the new Bibinagar-Nadikude railway line, the foundation-stone has been laid. I want to know what progress has been made, how they are going to complete it and in how many years they will complete this new line.

I want a reply from the Minister to these two points of mine.

SEVERAL HON. MEMBERS rose—

MR. DEPUTY-SPEAKER: If the whole House gets up, how can we go on? I see with each question, other members get inspiration and the whole House gets up. Where do we end? You tell me.

Moreover, I think the Minister has said, and he has correctly said, that with regard to all the Small and little items he could not deal with in his speech, he would write to the members. Many points have been made and that should be enough. What else do you want? I think we should put an end to it. You should voluntarily exercise some self-restraint. (Interruptions). I see from one Party three or four members would like to put questions. How is it possible? (Interruptions). Then, in that case, I cannot allow any more. There is no question of Group or Parties. I have already allowed ten members. That should be enough. (Interruptions). Please sit down. I am giving you a choice of exercising some self-restraint because we have to put a limit somewhere. But, if everyone wants to get up and take advantage of this, then it becomes impossible. I will allow three more from this side and three from this side and that should end the matter.

THE MINISTER OF RAILWAYS (SHRI KAMLAPATI TRIPATHI): May I make a suggestion with your permission? I would request the hon. Members to write down their questions and send them on to me. I shall reply to them. It is not at all possible, to reply to all these local and individual questions here. (Interruptions).

MR. DEPUTY-SPEAKER: Order, please. Please allow me to regulate the business. Now, I have said that I will call three from this side and three from this side and that should end the matter. (Interruptions). Mr. Ramavatar Shastriji, what is all this? You do not hear what I am saying. (Interruptions).

AN HON. MEMBER: That is why he is called a Shastri.

MR. DEPUTY SPEAKER: If you keep a little more quiet, you will be able to put on some weight and you will look a little more handsome. And the Minister also has made a handsome offer that, if any of you who could not put his questions, writes to him, he will reply to it.

SHRI DINEN BHATTACHARYYA (Serampore): I would not have insisted on putting my question had the Minister replied to the cut motions I have given. (Interruptions).

MR. DEPUTY-SPEAKER: I will put those cut motions.

SHRI DINEN BHATTACHARYYA: But no reply is given. One of the cut motions was—I am repeating it as this matter is raised ever since I came here—that there are certain level crossings on the national highways. At least that level crossing should be taken up by the Centre. Overbridge should be built by them. If you depend upon State Government it is not possible to take charge of that even to the extent of fifty per cent of the cost.

SHRI K. RAMAKRISHNA REDDY (Nalgonda): Since independence Andhra Pradesh could not get a single inch of railway line. 2 years back Nadikude-Bibinagar line was sanctioned and it was inaugurated by Prime Minister. But nothing has been done. Now only 50 lakhs have been allotted in the current budget. When H. E. Nizam railway merged with Indian Railway, 6 crore surplus was there and it was merged with Indian Railways. Promise was given that this will be taken up in the erstwhile Hyderabad State. But nothing has been done.

डा० लक्ष्मीनारायण पंडेव (मददौर) : मेरे द्वारा तथा माननीय सदस्यो द्वारा उठाई गई बहुत सी बातों का उत्तर मंत्री महोदय ने दिया लेकिन बहुत सी बातें अभी अनुसरित हैं। मैं जानना चाहता हूँ रिजर्वेशन के मामले में आजकल भारी छद्माचार चल रहा है ट्रेबल एजेंसियाँ रिजर्वेशन करने वालों से मिल कर इसमें बहुत छद्माचार कर रही हैं उनके कारण सामान्य नागरिक बहुत परेशान हैं माननीय मंत्री, जी इस विद्या में सुधार लाने के लिए जिसमें लोगों को रिजर्वेशन प्राप्त करने में कठिनाई न हो कौन से कदम उठाने ज रहे हैं ?

SHRI B. V. NAIK (Kanara): I repeat the point which I made yesterday. Will the hon Minister kindly tell us when the Hubli-Karwar line will be taken up for construction?

THE MINISTER OF RAILWAYS (SHRI KAMLAPATI TRIPATHI): Why not write to me?

SHRI BIREN DUTTA (Tripura West): Sir, for connecting Tripura with Bangla Desh, a survey has already been made. What is the stage of this line at present?

SHRI DINESH CHANDRA GOSWAMI: Sir, what has happened to the almost ten years' pending proposal of the Rangiya Division, I want

to know. When will it be taken up? And number two is this. There is a proposal, we hear, for the North-East Frontier Railway to surrender a part of your traffic to road transport, which is against the national policy. What is your stand? Will you please tell this?

SHRI THA KIRUTTINAN (Sivaganja): Of the total cancelled trains fifty per cent goes to the Southern Railway. What is the fate of these cancelled trains? How much time is the Minister going to take?

श्री रामाचतार झास्वी : उपाध्यक्ष महोदय मैं समझता हूँ कि आप ने बहुत जलत काम किया है। माफ कीजिएगा आप ने एक पार्टी के तीन-तीन छादमियों को मौका दिया, यह निम्नकुल डिस्किमिनेटरी आपकी पालिसी है। मैं इसका विरोध करता हूँ।

MR. DEPUTY-SPEAKER: Even on the face of it that charge is unfair. Two have already spoken from the same party. I called Mr. Madhukar. I called Mr. Dinen Bhattacharyya. I have called the hon Member there. I have called Dr. Laxminarain Pandeya. I have called Mr B V Naik. I have called the hon Member here. I have called Mr. Goswami, altogether six I have called. What more do you want? Order please.

श्री रामाचतार झास्वी : आप हमारी बात तो सुनते नहीं हैं, बाकी आप ही बोलते हैं।

MR. DEPUTY SPEAKER: Order please. I don't like this kind of charge. I have already allowed Mr. Madhukar. Does Mr. Madhukar belong to your party or not? Kindly sit down. I am on my legs. I would listen to you. Shri Madhukar belongs to your party. Then, our respected Prof. Mukarjee, does he or does he not, belong to your party?

श्री रामाक्षर कास्त्री : प्राप ने कहा कि तीन इधर के तीन उधर के माननीय सदस्यों को प्राप बुलायेंगे । वह पहले वाली बात तो प्राप ने खत्म कर दी । उसके बाद तीन इधर के बत्तों के लोगों को बुलाना चाहिए था ।

MR. DEPUTY-SPEAKER: I do not want to enter into arguments. Now, the hon. Minister.

SHRI MOHD. SHAFI QURESHI: Sir, I would like first to take up the question of underbridges and levelcrossings and overbridges. One thing that has been told to the House so many times is that whenever there is a request from State Government for the construction of an overbridge or an underbridge, the railways normally ask them to bear fifty per cent of the expenditure. But, this has to be understood in the light of the development which has been there for a long time. The railways have a safety fund which today, amounts to about Rs. 10 to 12 crores. Each State has a share in this railway safety fund. This is the money which has been collected by the railways, but it is lying to the credit of the State Governments. The State Governments have to bear fifty per cent of the expenditure for the construction of an overbridge or an underbridge. This money they have to take from this fund and not from their own exchequer. In fact, the expenditure is borne by the railways. The State Governments have not either tried to understand this problem or they do not know that this money is lying at their disposal. If the hon. Member wants any overbridge or an underbridge to be constructed in his own constituency or in his State (Interruptions) the proper course for him is to ask the State Government to write to the Ministry of Railways so that these works may be taken up

SHRI DINEN BHATTACHARYYA: I tried these avenues.

SHRI MOHD. SHAFI QURESHI: You have not utilised the proper avenue. With regard to reservation, it has been stated that there are certain malpractices. So far as reservation is concerned, the Government has appointed a Committee. Almost all the recommendations of that Committee have been accepted. The first part of the report has been received and most of the recommendations they have made to the Government those have been accepted and on implementation of the accepted recommendation, the malpractices in reservation will come to an end.

With regard to Bhavnagar-Tarapore, it is very difficult to give any information. I recollect that it is 141 k.m. in length and it entails about Rs. 125 crores of expenditure. A survey is in progress and once the survey report is received, then the matter of construction work will be considered.

As regards Konkan Railway, the point has been touched by Shri Naik and by Shri Dandavate I have given a detailed answer to all the points raised by the hon. Members.

PROF. MADHU DANDAVATE (Rajapur): Konkan railwayline should be constructed.

SHRI MOHD. SHAFI QURESHI: Prof. Mukerjee raised a point about a cell in the Sealdah Division. The idea of the cell has not been given up. When the conditions there, as pointed out, are deteriorating, we shall have no objection to opening a small cell to look into the problem. (Interruptions)

MR. DEPUTY-SPEAKER: What is it that you are heckling the Minister in this way?

SHRI MOHD. SHAFI QURESHI: I shall read out the new lines. The point raised by Shri Bibhuti Mishra is this. He has suggested a rail link which would eliminate the distance of about 10 miles. Originally, this was said by me in Parliament that we

[Shri Mohd. Shafi Qureshi] should take up the rail link. Now he has been pressing it. I have the permission of the hon. Minister to see that this matter is sympathetically considered.

15.00 hrs.

So far as Bongaigaon-Gauhati railway line is concerned, we have taken up that line and a crore of rupees has been allowed this year and this will be spent. We are going to start. We may even get more funds and thus spend more money on it.

Mr. Goswami raised a point that we are surrendering to the road transport what normally is our share. There is no question of surrender to road transport. It is a question of coordination between the two. Wherever we feel railways will be more economical and useful we ask the road transport not to develop there.

Mr. Halder raised a point about signal and tele-communication staff. No such agreement has been reached between the staff and the Railway Ministry. Certain suggestions have been made by the tele-communication staff and those suggestions are being considered now by the Railway Board.

डा० लक्ष्मीनारायण वाडेव : रिजर्वेशन के बारे में आप ने कुछ नहीं कहा। आप स्पष्ट करे कि कठिनाइयाँ खत्म होगी या नहीं; केवल कमेटी की सिफारिश की बात न करें।

श्री मुहम्मद शफी कुरेशी : आप ने तबज्वह नहीं दी, मैं रिजर्वेशन पर दो मिनट बोला हूँ। एक कमेटी मुकर्रर की गई— श्री कृष्णकान्त जी की सदारत में, उन्होंने अपनी रिपोर्ट दी है, उसको हम ने पूरी तरह से लागू कर दिया है, उससे रिजर्वेशन की जो दिक्कतें हैं, वे खत्म हो जायेंगी। आप उस बयान ध्यान नहीं दे रहे थे।

MR. DEPUTY SPEAKER: The Minister has said that he would write

and reply to the rest of the points. That should be enough. Unless any Member wants any particular cut motion to be put individually, I will put all the cut-motions together.

I put cut motion No. 59 to the vote of the House.

Cut motion No 59 was put and negatived.

MR. DEPUTY-SPEAKER: I now put cut motion No. 21 to the vote of the House.

Cut motion No. 21 was put and negatived.

MR. DEPUTY SPEAKER: I again put cut motion No. 266 to the vote of the House.

Cut motion No. 266 was put and negatived.

SHRI DINEN BHATTACHARYYA: Sir, what about my cut motion No. 275.

MR. DEPUTY-SPEAKER: I want to oblige everybody and the Members just want to trip me every time. I do not have the time to look into all these papers. But, I had been told by the Table that this cut motion has not been moved. How can, it be put to the House?

SHRI DINEN BHATTACHARYYA: Sir, it has been moved.

MR. DEPUTY-SPEAKER: If you challenge, I will check up. You know the practice. When the Debate starts, we always ask the Members to send their slips to the Table within fifteen minutes indicating the cut motions that they would like to move and they will be treated as moved. Here is a letter from Mr. Dinen Bhattacharyya which says that he would like to move cut motion Nos. 340, 335, 333, 341, 637, 632, 639, 630, 794, 785, 795, 797 and 787. Where is your cut motion No. 275?

SHRI DINEY BHATTACHARYYA:
That is my misfortune.

MR. DEPUTY-SPEAKER: Order please. I expect hon Members to be more responsible. I do not like this. You should not mis-lead the Chair in that way.

Now, I will put cut motion No. 366 moved by Dr. Laxminarayan Pandeya to the vote of the House.

Cut motion No 366 was put and negatived.

MR DEPUTY-SPEAKER: I will now put the rest of the cut motions to the vote of the House

The cut motions were put and negatived.

MR DEPUTY-SPEAKER: Now, the question is:

"That the respective sums not exceeding the amounts shown in the third column of the Order Paper be granted to the President out of the Consolidated Fund of India to defray the charges which will come in course of payment during the year ending the 31st day of March, 1976, in respect of the following demands entered in the second column thereof—

Demands Nos 1 to 11, 11A and 12 to 22."

The motion was adopted.

[The motions for Demands for grants (Railways), which were adopted by the Lok Sabha, are reproduced below.—Ed.]

DEMAND NO. 1—Railway Board

"That a sum not exceeding Rs. 228,90,000 be granted to the President out of the Consolidated Fund of India to defray the charges which will come in course of payment during the year ending the 31st day of March, 1976 in respect of 'Railway Board'."

DEMAND No. 2—Miscellaneous Expenditure

"That a sum not exceeding Rs. 10,11,63,000 be granted to the President out of the Consolidated Fund of India to defray the charges which will come in course of payment during the year ending the 31st day of March, 1976, in respect of 'Miscellaneous expenditure'."

DEMAND No 3—Payments to Worked Lines and Others

"That a sum not exceeding Rs. 19,44,000 be granted to the President out of the Consolidated Fund of India to defray the charges which will come in course of payment during the year ending the 31st day of March, 1976 in respect of payments to Worked Lines and others'."

DEMAND No 4—Working Expenses—Administration

"That a sum not exceeding Rs. 137,86,69,000 be granted to the President out of the Consolidated Fund of India to defray the charges which will come in course of payment during the year ending the 31st day of March, 1976, in respect of 'Working Expenses-Administration'."

DEMAND No. 5—Working Expenses—Repairs and Maintenance

"That a sum not exceeding Rs. 513,83,41,000 be granted to the President out of the Consolidated Fund of India to defray the charges which will come in course of payment during the year ending the 31st day of March, 1976, in respect of 'Working Expenses—Repairs and Maintenance'."

DEMAND No. 6—Working Expenses—Operating Staff

"That a sum not exceeding Rs. 292,34,01,000 be granted to the President out of the Consolidated Fund of India to defray the charges which will come in course of payment during the year ending the 31st day of March, 1976, in respect of 'Working Expenses—Operating Staff'."

[Mr. Deputy-Speaker]

DEMAND No. 7—Working Expenses—Operation (Fuel)

"That a sum not Exceeding Rs. 247,15,26,000 be granted to the President out of the Consolidated Fund of India to defray the charges which will come in course of payment during the year ending the 31st day of March, 1976, in respect of 'Working Expense—Operation (Fuel)'."

DEMAND No. 8—Working Expenses—Operation other than Staff and Fuel

"That a sum not exceeding Rs. 78,55,31,000 be granted to the President out of the Consolidated Fund of India to defray the charges which will come in course of payment during the year ending the 31st day of March, 1976 in respect of 'Working Expenses—Operation other than Staff and Fuel'."

DEMAND No. 9—Working Expenses—Miscellaneous Expenses

"That a sum not exceeding Rs. 51,72,88,000 be granted to the President out of the Consolidated Fund of India to defray the charges which will come in course of payment during the year ending the 31st day of March, 1976 in respect of Working Expenses—Miscellaneous Expenses."

DEMAND No. 10—Working Expenses—Staff Welfare

"That a sum not exceeding Rs. 46,94,72,000 be granted to the President out of the Consolidated Fund of India to defray the charges which will come in course of payment during the year ending the 31st day of March, 1976, in respect of 'Working Expenses—Staff Welfare'."

DEMAND No. 11—Working Expenses—Appropriation to Depreciation Reserve Fund

"That a sum not exceeding Rs. 115,04,00,000 be granted to the President out of the Consolidated Fund of India to defray the charges which

will come in course of payment during the ending the 31st day of March, March, 1976 in respect of 'Working Expenses—Appropriation to Depreciation Reserve Fund'."

DEMAND No 11—A—Working Expenses—Appropriation to Pension Fund

"That a sum not exceeding Rs. 17,00,00,000 be granted to the President out of the Consolidated Fund of India to defray the charges which will come in course of payment during the year ending the 31st day of March, 1976 in respect of 'Working Expenses—Appropriation to Pension Fund'."

DEMAND No 12—Dividend to General Revenues and Contribution for Grants to States in lieu of Passenger Fare Tax

"That a sum not exceeding Rs. 197,88,49,000 be granted to the President out of the Consolidated Fund of India to defray the charges which will come in course of payment during the year ending the 31st day of March, 1976, in respect of 'Dividend to General Revenues and Contribution for Grants to States in lieu of Passenger Fare Tax'."

DEMAND No. 13—Open Line Works Revenue

"That a sum not exceeding Rs. 7,50,29,000 be granted to the President out of the Consolidated Fund of India to defray the charges which will come in course of payment during the year ending the 31st day of March, 1976, in respect of 'Open Line Works (Revenue)'."

DEMAND No. 14—Construction of New Lines—Capital and Depreciation Reserve Fund

"That a sum not exceeding Rs. 47,10,55,000 be granted to the President out of the Consolidated Fund of India to defray the year ending the 31st day of March, 1976, in respect of

'Construction of New Lines—Capital and Depreciation Reserve Fund.'

DEMAND No. 15—Open Line Works—Capital, Depreciation Reserve Fund and Development Fund

"That a sum not exceeding Rs. 869,85,54,000 be granted to the President out of the Consolidated Fund of India to defray the charges which will come in course of payment during the year ending the 31st day of March, 1976 in respect of 'Open Line Works—Capital, Depreciation Reserve Fund and Development Fund'."

DEMAND No. 16—Pensionary Charges—Pension Fund

"That a sum not exceeding Rs. 18,07,29,000 be granted to the President out of the Consolidated Fund of India to defray the charges which will come in course of payment during the year ending the 31st day of March, 1976 in respect of 'Pensionary Charges—Pension Fund'."

DEMAND No. 17—Repayment of loans from General Revenues and interest thereon—Development Fund

"That a sum not exceeding Rs. 6,77,02,000 be granted to the President out of the Consolidated Fund of India to defray the charges which will come in course of payment during the year ending the 31st day of March, 1976 in respect of 'Repayment of loans from General Revenues and interest thereon—Development Fund'."

DEMAND No. 18—Appropriation to Development Fund

"That a sum not exceeding Rs. 18,00,00,000 be granted to the President out of the Consolidated Fund of India to defray the charges which will come in course of payment during the year ending the 31st day of March, 1976 in respect of 'Appropriation to Development Fund'."

DEMAND No. 19—Appropriation to Revenue Reserve Fund

"That a sum not exceeding Rs. 5,02,79,000 be granted to the President out of the Consolidated Fund of India to defray the charges which will come in course of payment during the year ending the 31st day of March, 1976 in respect of 'Appropriation to Revenue Reserve Fund'."

DEMAND No. 20—Payments towards Amortisation of Over-Capitalisation, Repayment of Loans from General Revenues and interest thereon—Revenue Reserve Fund

"That a sum not exceeding Rs. 109,23,77,000 be granted to the President out of the Consolidated Fund of India to defray the charges which will come in course of payment during the year ending the 31st day of March, 1976 in respect of 'Payments towards Amortisation of Over-Capitalisation, Repayment of Loans from General Revenues and interest thereon—Revenue Reserve Fund'."

DEMAND No. 21—Appropriation to Accident Compensation, Safety and Passenger Amenities Fund

"That a sum not exceeding Rs. 7,53,20,000 be granted to the President out of the Consolidated Fund of India to defray the charges which will come in course of payment during the year ending the 31st day of March, 1976 in respect of 'Appropriation to Accident Compensation, Safety and Passenger Amenities Fund'."

DEMAND No. 22—Accident Compensation, Safety and Passenger Amenities Fund

"That a sum not exceeding Rs. 2,11,62,000 be granted to the President out of the Consolidated Fund of India to defray the charges which will come in course of payment during the year ending the 31st day of March, 1976 in respect of 'Accident Compensation, Safety and Passenger Amenities Fund'."