

ble public importance. On much more important matters like atrocities on Harijans, Short Notice Questions were tabled from this side and those questions were never allowed. That is my point. You are partial in allowing Short Notice Questions. I charge the Speaker with partiality.

MR. DEPUTY-SPEAKER: You should not make an allegation against the Speaker.

THE MINISTER OF RAILWAYS (PROF. MADHU DANDAVATE):

Sir, I want to make a submission on this. Already various committees are on the job to fix up the timetable and to fix up norms for the introduction of new stops and discontinuation of some old stops. And there are a large number of Members on both sides—I can quote their names—who have written to me that certain new stops must be introduced and certain old stops must be discontinued. To all of them I have told that this is an urgent problem and within one week, we are going to deal with the problem and I will consult various members. There are certain traditions and because there is an urgency to fix up the new time table and fix up norms for the introduction of new stops and discontinuation of certain stops particularly those which were introduced on the eve of the election, it becomes urgent.

SHRI C. M. STEPHEN: It is very unfortunate that the hon. Minister has chosen to intervene in the matter. Our main allegation is and which is very clear from this short notice question that there is some sort of collusion between the Minister concerned and certain Members. Therefore, when a question is put by somebody, the Minister is prepared to accept it. There is some pre-arrangement; that is the specific allegation.

Mr. DEPUTY-SPEAKER: It is no point of order. You kindly sit down.

SHRI C. M. STEPHEN: The point of order is whether this matter is a matter of urgent importance. Please see Rule 54 clause 5. The rule says:

“Where a member desires an oral answer to a question at a shorter notice, he shall briefly state the reasons for asking the question with short notice. Where no reasons have been assigned in the notice of the question, the question shall be returned to the member.”

Therefore the burden of my submission is that the short notice question has an exceptional procedure—the exceptional procedure to be resorted to only if there is an abundant specification and in order to underline this, the rules say that there must be reasons spelt out. If the reasons are not spelt out, the question has to be returned. There comes the question of judgment. But what is the urgency today to bring this matter which took place six months before (*Interruptions*)

MR. DEPUTY-SPEAKER: Please sit down. You have made your point. I have heard your point of order. I presume the Speaker must have taken into consideration all the facts before admitting the question. Therefore, the question will be proceeded with. Shri Kanwar Lal Gupta.

SHORT NOTICE QUESTION

Introduction of additional railway trains and stops

SNQ 16. SHRI KANWAR LAL GUPTA: Will the Minister of RAILWAYS be pleased to state:

(a) whether the former Railway Minister had introduced many stops of the Railway trains in a particular re-

gion on the eve of the Lok Sabha election in March, 1977;

(b) if so, the details thereof;

(c) whether it is true that the former Railway Minister had also introduced a number of additional railway trains to and from Varanasi; and

(d) if so, the details thereof?

THE MINISTER OF RAILWAYS (PROF. MADHU DANDAVATE):

(a) The former Railway Minister had introduced 30 stoppages of the railway trains particularly in U. P. and Bihar on the eve of the Lok Sabha elections in March, 1977.

(b) A statement is laid on the Table of the Sabha.

Statement

The following stoppages of trains were provided on an experimental basis in March, 1977:—

Particulars of trains	Name of station where stoppage provided	Date from which stoppage provided
1. 88 Patna-Tatanagar South Bihar Express	Barh.	28-2-77.
2. 87/88 Patna-Tatanagar South Bihar Express	Jamtara	16-3-77.
3. 103/104 Howrah-New Delhi AC Express	Jasidih	10-3-77.
4. 9/10 Howrah-Dehradun Exp.	Kudra	11-3-77.
5. 9/10 Howrah-Dehradun Exp.	Babatpur	8-3-77.
6. 2 Kalka-Delhi-Howrah Mail	Bhabua Road	14-3-77.
7. 1/2 Kalka-Delhi-Howrah Mail	Phaphund	16-3-77.
8. 81/82 Howrah-New Delhi AC Exp.	Sasaram	14-3-77.
9. 3/4 Howrah-Bombay Mail	Saidraja	18-3-77.
10. 135/136 Patna-Bareilly Pass.	Bahora Chandil	17-3-77.
11. 13/14 Sealdah-Delhi Upper India Express	Sakaidiha	18-3-77.
12. 13/14 Sealdah-Delhi Upper India Express	Chaukhandi	14-3-77.
13. 39/40 Howrah-Delhi Janata Exp.	Kuchman	18-3-77.
14. 39/40 Howrah-Delhi Janata Exp.	Dheena	17-3-77.
15. 39/40 Howrah-Delhi Janata Exp.	Mandrak	15-3-77.
16. 351/352 Saharanpur-Allahabad Passenger	Harchandpur	8-3-77.
17. 351/352 Saharanpur-Allahabad Passenger	Lalgopalganj	8-3-77.
18. 351/352 Saharanpur-Allahabad Passenger	Atrampur	8-3-77.
19. 5/6 Howrah-Amritsar Mail	Amethi	8-3-77.
20. 161/162 Tatanagar-Amritsar Express	Manda Road	15-3-77.
21. 161/162 Tatanagar-Amritsar Express	Phaphund	16-3-77.
22. 17/18 Siliguri-Agra Fort Vaishali Express	Rudain	28-2-77.
23. 85/86 New Delhi-Barauni Assam Mail	Phaphund	16-3-77.
24. 51/52 Sealdah-Jammu Tawi Exp.	Katahari	17-3-77.
25. 17/18 Siliguri-Agra Fort Vaishali Express	Bankata	7-3-77.
26. 17/18 Siliguri-Agra Fort Vaishali Express	Agsauli	14-3-77.
27. 47/48 Gorakhpur-Lucknow Shane-e-Awad Express	Colonelganj	15-3-77.
28. 5/6 Gorakhpur-Allahabad City Triveni Express	Bhulanpur Halt	17-3-77.
29. 55/56 Farukhabad-Kanpur Exp.	Mani Mau	17-3-77.
30. 49/50 Gorakhpur-Allahabad City Purvanchal Express	Salempur	5-3-77.

(c) and (d). On considerations of traffic justification and subject to availability of requisite resources, the following additional trains were introduced to/from Varanasi:—

1. 157/158 New Delhi-Varanasi Kashi Vishwanath Express (daily) from 30-3-1975.
2. 165/166 Ahmedabad-Faizabad/Varanasi Sabarmati Exp. (5 days upto Faizabad and 2 days upto Varanasi) from 28-1-1976.
3. 139/140 Madras Beach-Varanasi Ganga Cauvery Express (Biweekly) from 16-2-1977.
4. 107/108 Jhansi-Varanasi/Mughalsarai Bundelkhand Express (daily) from 1-3-1977.
5. 49/50 Gorakhpur-Varanasi/Allahabad city Purvanchal Express (daily) from 1-1-1976 (MG).
6. 83/84 Delhi-Lucknow Express extended to run to/from Varanasi (daily) from 1-5-1976.

SHRI KANWAR LAL GUPTA: if you see the statement, in 18 days which were the days of elections 30 stops were introduced. A place of pilgrimage, Amethi, is also one of them. So, the then Minister of Railways introduced these stops and new trains as a vote-catching device for political considerations. But unfortunately, they failed in that. May I ask the hon. Minister what was the yardstick for introducing stops and new trains before, whether he has made any change in that or what is the yardstick adopted by this Government to introduce stops and new trains?

PROF. MADHU DANDAVATE: The hon. Member has asked what was the yardstick that was utilised by the previous Minister while introducing these additional stops. I am not aware of

what yardstick was used. But since within such a short duration or interval of time they gave the instructions to introduce these 30 additional stops which has never happened in the past and even now it is not happening, these stops were introduced indiscriminately. Generally, when the suggestions for introducing new stops come up, we are required to examine the problem. We send it to the Department concerned. We are required to find out what is the traffic available at that particular station. Therefore, fully probably realising that this was an indiscriminate step, the suggestion was that, as an experimental measure try all the 30 stops or halts.

I would like to inform the House that the very fact that these stops were introduced indiscriminately is borne out by the fact that when afterwards all the experts and the various Department heads went into the examination of all the stops, they were forced to discontinue 13 stops immediately. Only 10 stops were found to be all right. 7 stops are to be reviewed. That itself indicates that in advising the stops, no definite norms were followed.

I do not want to repeat what I said in my statement. A very interesting aspect of the entire problem is that the dates which have been mentioned on which the stops were introduced—it was even done by a telephonic message—they were just within a duration of one week or ten days or sometimes even within two days prior to the elections. The elections had taken place on the 16th, 17th and 18th... (Interruptions) I would like to inform the House that even I am not able to emulate the efficiency of the previous Minister. If and when such suggestions come, I tell the hon. Members on both the sides of the House that these are to be examined first. Only because the hon. Members happen to be the Members of the Janata Party, I am not going to introduce a stop.

I am going to have well-defined norms according to which only the stoppages will be introduced.

SHRI KANWAR LAL GUPTA: The hon. Minister has stated that he has deleted some stops. He should not delete the name of Amethi because that is also a place of pilgrimage. That is my request to him.

वाराणसी एक यात्रा का स्थान है और हमारे देश के अन्य हिस्सों में और भी यात्रा के स्थान हैं, जहां विभिन्न मतों के लोग जाते हैं। क्या मंत्री महोदय सारे देश में ऐसे यात्रा के स्थानों का कोई सरवे करायेंगे और यह विश्वास दिलायेंगे कि उन सभी यात्रा स्थानों के लिए ट्रेनों की उचित व्यवस्था की जायेगी।

मंत्री महोदय ने यह नहीं बताया है कि नई ट्रेनों या स्टाप इंट्रोड्यूस करने का क्या यार्डस्टिक है।

प्रो० मधु दंडवते : माननीय सदस्य ने सवाल किया है कि देश के विभिन्न प्रदेशों में जो तीर्थ-स्थान हैं, वहां जाने के लिए कोई मरवे किया जायेगा या नहीं। मैं माननीय सदस्य को यकीन दिलाना चाहता हूँ कि इस सिलसिले में सर्वेक्षण किया जाएगा। इस देश में धार्मिकता के प्रति लोगों की जो भावना है, उस को ध्यान में रखते हुए इस सर्वेक्षण की आवश्यकता होगी। लेकिन मैं यह नहीं मानूंगा कि ऐसे तीर्थ-स्थान केवल एक प्रदेश में होंगे; ये धार्मिक स्थान काम्मोपालिटन हैं और वे उत्तर से ले कर दक्षिण तक हैं, और उन सब का ख्याल रखा जायेगा।

जहां तक स्टापेजिज के बारे में यार्डस्टिक का प्रश्न है, मैं बताना चाहता हूँ कि इस सदन के दोनों तरफ के माननीय सदस्यों ने नये स्टाप बनाने और पुराने स्टाप बन्द करने के बारे में कई मुद्दाव भेजे हैं। इस बारे में हम अलग-अलग कमेटियों में चर्चा करेंगे—टाइम-

टेबल कमेटी में चर्चा होगी और यूजर्स कमेटी में भी चर्चा होगी, जिस में एम० एल० एज० और एम० पीज० हैं। जिन एम० पीज० ने हमारे पास मुद्दाव भेजे हैं, उन की बैठक बुला कर, मैंने जो एक ढांचा तैयार किया है कि नये स्टाप रखने के बारे में हमारी कसौटी क्या होगी, उसे मैं उन के सामने रखूंगा। एम० पीज० की विभिन्न कमेटियों के साथ चर्चा कर के हम कोई राशनल तरीका तैयार करेंगे, जिसे हम माननीय सदस्यों को दिखायेंगे। हो सकता है कि कुछ स्टाप समाप्त करने से कुछ माननीय सदस्य नाराज हों, लेकिन एक राशनल माध्यम पर स्टाप्स का निर्धारण किया जायेगा।

SHRI N. SREEKANTAN NAIR. May I ask the hon. Minister through you—conceding the importance of Mr. Kanwar Lal Gupta's question and conceding the importance that he was a victim of MISA, because I have met him twice in the police custody—how many Short Notice Questions during this session have been given by him and admitted by you?

PROF. MADHU DANDAVATE: Let there be no misunderstanding. As far as my question is concerned, I have received mostly from this side of the House seven Short Notice Questions, I have rejected six; I have accepted only one.

SHRI M. SATYANARAYAN RAO: I am happy that the hon. Minister has assured this House that seeing this sort of things happening, at least he or the Janata Party will not misuse any power. In this connection, I would like to know from the hon. Minister whether it is not a fact that when he was travelling—because Mr. Raj Narain happens to be the Minister before he became the Minister, he used to say that the Ministers were misusing their power—from Varanasi to Delhi, for him, for the sake of Mr. Raj

Narain, the train was detained for half an hour?

(Interruption)

PROF. MADHU DANDAVATE, I want to refresh the memory of the hon. Member that this issue was raised in the House in the form of a question. (Interruptions) This issue was already raised in the other House. This question was already raised and I have given a categorical answer. I have said that partly due to mechanical fault, but largely (Interruptions). Please listen to me. I have said that this 15 minutes duration (train detained) may be due to vacuum fault in the coach. But I have said that mainly the detention was due to Shri Raj Narain who was supposed to travel by the train. I said, this is a wrong thing which has happened. I express my unqualified regret to the House, and I give an assurance to the House that, in future, not only for Ministers but for any VIP or any other Member, such a contingency will never arise. That is the categorical assurance I wish to give.

DR. SUBRAMANIAM SWAMY: Obviously, with this kind of *ad hoc* and haphazard introduction of stops, the Railways must have made a net loss. I would like to ask the Minister whether the Railway Ministry is initiating action to estimate the extent of loss and also to make available to this House the exact amount the country has lost by this process.

PROF. MADHU DANDAVATE: We are opposed to all *ad hocism*, whether they are *ad hoc* appointments or *ad hoc* stops. Therefore, *ad hocism* will end.

As far as the second aspect of the question is concerned, we will place before the House what exactly are the financial losses that have been incurred as a result of this.

श्री निर्मल चन्द्र जैन : अध्यक्ष महोदय, इस प्रश्न में भूतपूर्व रेल मंत्री श्री वाराणसी का अचानक एक सम्बन्ध स्थापित हो गया

क्योंकि वे वाराणसी के थे। मेरा निवेदन यह है कि बहुत सी गाड़ियां जो चलायी गईं उन में कुछ ऐसे महत्वपूर्ण स्थानों को छोड़ दिया गया है जैसे जबलपुर है जहां कि सुरक्षा संस्थान बहुत अधिक मात्रा में हैं, वहां पर पचास वर्षों से लगभग दो तीन गाड़ियां ही चला करती हैं। इसके अलावा एक गंगा-कावेरी और चलती है मगर वह भी हफ्ते में केवल दो दिन। इसलिए मेरा प्रश्न यह है कि क्या मंत्री महोदय जबलपुर को कोई सीधी रेलगाड़ी देने का प्रस्ताव रख रहे हैं या यह प्रश्न उन के विचाराधीन है ?

प्रो० मधु बंडवते : जो प्रश्न माननीय सदस्य ने उठाया उस का मूल प्रश्न से कोई सम्बन्ध नहीं है। लेकिन मैं उनको यकीन दिलाना चाहता हूं कि अगर उनका सुझाव मंजूर भी करना है तो उसकी जांच कर के ही उसे हम मंजूर करेंगे। सिर्फ उन्होंने मुझे यह सुझाव दिया है इसलिए उसे स्वीकृत नहीं किया जाएगा।

श्री मुहम्मद शफी कुरेशी : पिछले एक वर्ष में तकरीबन 311 नयी गाड़ियां चलायी गईं और 700 गाड़ियों की स्पीड तेज कर दी गई। मुझे मालूम नहीं कि मंत्री महोदय ने यह सवाल कैसे मंजूर किया है। अगर स्टापेज दिए हैं तो अगर उन स्टापेजेज का फायदा कांग्रेस को होता तो उन को शिकायत हो सकती थी, मगर स्टापेज हम ने दिए और एलेक्शन उन्होंने जीता तो उन को तो हमारा शुक्रिया अदा करना चाहिए। जहां तक स्टापेजेज का मामला है टाइम टेबल कमेटी भी इस को हल कर सकती है। क्या मंत्री महोदय यह बताएंगे कि ये जो 30 स्टापेजेज थे उन में से एक्सप्रेस मेल और पैसेजर ट्रेन्स के कितने कितने स्टापेजेज हैं ?

प्रो० मधु बंडवते : मैं शुरू में ही बताना चाहता हूं कि टाइम टेबल कमेटी के सामने तो ये सवाल कभी गए ही नहीं, न नयी ट्रेन्स के बारे में और न स्टापेजेज के बारे में और इसलिए मैं समझता हूं कि यह इर्रगुलर स्टेप्स

हैं लेकिन फिर भी मैं किसी की नीयत पर हमला नहीं करना चाहता।

दूसरी बात यह है कि जिन ट्रेन्स का इन्होंने जिक्र किया है उस में जो सदन के सभा पटल पर मैंने बयान रखा है उस में इसके बारे में जानकारी दी है। अगर आप चाहें तो मैं वह फेहरिस्त फिर पढ़ कर सुना दूँ लेकिन जो बयान मैंने दिया है उस में यह बताया गया है।

श्री उपसैन : माननीय मंत्री जी ने अभी कहा है कि 30 स्टापेज दिए गए थे भूतपूर्व रेल मंत्री के द्वारा, उन में से कुछ को रोक दिया गया है और यह भी कहा कि बहुतों में जांच नहीं हुई है, तो मेरे यहां भी तीन स्टापेज थे पूर्वांचल एक्सप्रेस के, वे रोक दिए गए हैं, क्या माननीय मंत्री जी उन को तब तक चालू रखेंगे जब तक पूरी जांच कर के यह चीज फाइनल न हो जाए ?

श्री० मधु दंडावते : आप वह काम करवाना चाहते हैं जो दूसरों ने किया है इसलिए मैं आपको यकीन दिलाना चाहता हूँ कि आपका मुझाव आने के बाद भी, ताकि अगली मिनिस्ट्री में मेरे खिलाफ इस प्रकार का इन्जाम न आ जाए इसका प्रबन्ध कर लेना है तो आपके मुझाव के बारे में मैं जांच करूँगा और उसके मुताबिक काम करूँगा।

SHRI JYOTIRMOY BOSU: Will the Hon. Minister kindly tell us whether the former Minister of Railways was requested to introduce two stops in Shialda Division, South Section, near Taliganj Bridge and Dakuria Lake, but because the request came from the Opposition Members it was turned down? If it is so, will he look into the matter and take a fresh decision?

PROF. MADHU DANDAVATE: Firstly, I have no information as to whether the request for introduction of these stops was rejected because it

came from Hon. Members like Shri Jyotirmoy Bosu. Of course, though he belonged to the Opposition, I think he had a bigger voice than many a ruling Party Member! Anyway, I will look into it and if we find that it fits into the norms we are going to decide upon we will take a decision accordingly.

SHRI VAYALAR RAVI: Two special trains were running to Ernakulam, not for the passengers but for the RSS volunteers who were attending a meeting there and for the RSS leaders. They never paid any money, but these trains were run, blocking the entire route. So, such special favouritism has been shown to the Janata Party and its para-military forces. May I know how many complaints were received about these thirty stoppages involved?

PROF. MADHU DANDAVATE: As far as these thirty stoppages are concerned, people had voiced their grievances publicly.

As regards the second issue raised, only some time back I had clarified that there will be no distinction so far as the facility of special trains are concerned. Whether they belong to the Congress Party or RSS or the Trade Union Congress or the Hindu Maha Sabha, special facilities will be available to them on the basis of definite norms to be fixed up.

WRITTEN ANSWERS TO QUESTIONS

Miabhoy Railway Labour Tribunal Award

*426. **SHRI KRISHNA KUMAR GOYAL:** Will the Minister of RAILWAYS be pleased to state:

(a) whether the Miabhoy Railway Labour Tribunal award relating to hours of employment has been fully implemented;

(b) if so, the details thereof; and