

THE
PARLIAMENTARY DEBATES
OFFICIAL REPORT

IN THE HUNDRED AND THIRD SESSION OF THE RAJYA SABHA *Commencing on
the 14th November, 1977/the 23rd Kanika, 1899 (Saka)*

RAJYA SABHA

*Monday, the 14th November, 1977/the 23rd
Kanika, 1399 (Saka)*

The House met at eleven of the clock,

Mr. Deputy Chairman in the Chair.

OBITUARY REFERENCES

MR. DEPUTY CHAIRMAN: I have to refer with profound sorrow to the passing away of Kazi Syed Karim-uddin and Shri Abdul Rahim, ex-Members of our House.

Born in 1899 at Darwaha in Yeotmal District, Kazi Syed Karimuddin was educated at Nagpur and Aligarh. He was associated with many educational institutions. Kazi Syed Karimuddin was a Member of the Madhya Pradesh Legislative Assembly from 1947 to 1952 and of the Constituent Assembly from 1947 to 1950. He was a Member of this House from 1954 to 1958. A man of varied interests, Kazi Syed Karimuddin took active part in the proceedings of this House.

Shri Abdul Rahim, born in 1902 at Coimbatore, was educated at Madras. He started his career as a teacher but soon gave up the teaching job to take part in the freedom struggle. He was a veteran freedom fighter and was imprisoned for three years during the Quit India Movement. He was an active member of the Indian National Congress and a trade unionist. During his tenure of membership of the Rajya Sabha from 1958 to 1962, Shri Abdul Rahim actively participated in the day-to-day proceedings of the House.

We deeply mourn the passing away of Kazi Syed Karimuddin and **Shri** Abdul Rahim.

I would request Members to rise in their places and observe a minute's silence as a mark of respect to the memory of the deceased.

(Hon. Members then stood in silence for one minute)

MR. DEPUTY CHAIRMAN: Secretary-General will convey to the members of the bereaved families our sense of profound sorrow and deep sympathy at the passing away of Kazi Syed Karimuddin and Shri Abdul Rahim.

ORAL ANSWERS TO QUESTIONS

Inadequacy of platform space and Terminal Facilities at Delhi and New Delhi Railway Station

- 1. SHRI PIARE LALL KUREEL URF PIARE LALL TALIB: t SHRI JAGDISH JOSHI: SHRI IBRAHIM KALANIYA: SHRI KHURSHED ALAM KHAN:

Will the Minister of RAILWAYS be pleased to state;

(a) whether it is a fact that platform space and terminal facilities are highly inadequate at Delhi Junction and New Delhi Railway Station as a

+The question was actually asked on the floor of the House by Shri Piare Lall Kureel *ur*f Piare Lall Talib.

result of which there is frequent dislocation in the Scheduled arrival and departure of trains; and

(b) if so, what steps Government propose to take to solve this problem?

THE MINISTER OF RAILWAYS (PROF. MADHU DANDAVATE): (a) and (b) A statement is laid on the Table of the Sabha.

Statement

While it is true that the two main passenger terminals in Delhi, namely, Delhi Jn. and New Delhi are working to capacity, certain steps have been taken to increase the terminal capacity for passenger traffic in Delhi area as indicated below:

NEW DELHI:

(i) Works in connection with shifting of handling of coke, fruit and cement traffic from New Delhi station to Tughlakabad, Azadpur and Shakurbasti respectively are in hand. Completion of these works would permit expansion of terminal facilities at New Delhi.

(ii) Provision of an island platform, additional stabling lines, additional platform faces, sick lines and additional shunting neck etc. at New Delhi have been taken up.

(iii) A survey for shifting of the facilities for handling the entire goods traffic from New Delhi to other suitable location so that New Delhi station can be further expanded to handle the passenger traffic is being taken up.

DELHI:

A survey has been taken up to formulate proposals for providing additional terminal facilities at Delhi Junction.

HAZRAT NIZAMUDDIN:

A subsidiary terminal has been opened at Hazrat Nizamuddin and at present 6 pairs of Mail/Express trains are being handled at this station. This has enabled introduction of certain additional trains from and across Delhi in the recent past.

SHRI PIARE LALL KUREEL URF PIARE LALL TALIB: Sir, in view of the fact that almost all the platforms both at Delhi and New Delhi Stations are crowded and it is not possible for the passengers to get into or come outside the trains, do Government propose to construct some new platforms both at Delhi and New Delhi?

PROF. MADHU DANDAVATE: Sir, as the hon. Member may recall, in the statement that has been presented to the House I have already made a similar mention. Firstly, it is true that the terminal capacity both at New Delhi and Delhi Stations is already saturated. To increase the terminal capacity at New Delhi/Delhi the coke, fruit and cement traffic from these stations is being transferred to Tughlakabad, Azadpur and Shakurbasi respectively in the shortest amount of time. About the suggestions which the hon Member has made, action is being taken for constructing a new island platform, provision of additional stabling lines, sick lines and shunting lines, and I am sure that this would relieve some saturated capacity, and new trains can arrive and new trains can also start from there.

SHRI PIARE LALL KUREEL URF PIARE LALL TALIB: My experience is that hardly any train comes to the platform directly; it has to stop either at the outer signal or the inner signal. This is my personal experience. I am asking whether some new platforms are going to be constructed both at Delhi and New Delhi. This is what I want to know.

PROF. MADHU DANDAVATE: In view of the hon. Member's experience we are introducing new changes. An island platform is also a platform. It is not an island. So it means that we are accepting this proposal.

श्री जगदीश जोशी : क्या माननीय मंत्री महोदय बताने की कृपा करेंगे कि क्या शासन को इस बात की जानकारी है कि जितनी गाड़ियां नई दिल्ली रेलवे स्टेशन पर आती हैं उन्हें ल-मूहाला मिटो ब्रिज स्टेशन पर 5 मिनट का स्टोपेज लेना पड़ता है और कभी-कभी ज्यादा भी और अधिकांश बिना टिकट यात्री वहां उतर जाया करते हैं। सरकार की आमदनी का नुकसान न हो और पूरी चेकिंग हो सके इस लिये क्या नई दिल्ली स्टेशन को मिटो ब्रिज में एक्सचेंज कर सकेंगे आप और जैसे आपने कुछ गाड़ियों का टर्मिनल निजामुद्दीन कर दिया है वैसे ही अगर मिटो ब्रिज को कर दिया जाय तो उस में आप को क्या आपत्ति है?

प्रो० मधु दण्डवते : जैसा मैंने पहले बताया दिल्ली स्टेशन पर संक्षिप्त क्षमता होने की वजह से बड़े पैमाने पर गाड़ियां नहीं आ सकती हैं और यह भी सही है कि कई मर्तवां मिटो ब्रिज पर गाड़ियां ठहरती हैं। लेकिन उस के लिये यह रास्ता नहीं है कि हम मिटो ब्रिज को ही परमानेंट स्टेशन बना दें। उस का रास्ता यह है कि जो संक्षिप्त क्षमता है उसे दूर किया जाय और जैसा माननीय सदस्य ने बताया कि नये प्लेटफार्म बढ़ाये जायें, वाशिंग लाइन्स आदि का विस्तार किया जाय उसे हम करने जा रहे हैं और यह होने के बाद आपकी जो शिकायत है उसे हल करने में हमें सफलता मिल सकेगी।

श्री इबाहीम कलानिया : क्या माननीय मंत्री जो यह बताने की कृपा करेंगे कि पिछले तीन महीनों में दिल्ली जंक्शन पर या नई दिल्ली रेलवे स्टेशन पर रेल लाइनों की कमी की वजह से कितनी ट्रेनों का मुद्दे में रुकावट आयी है ?

प्रो० मधु दण्डवते : निश्चित उत्तर तो इस का मैं नहीं दे सकता लेकिन इतना तो जरूर कहूंगा कि करीब करीब दस, बारह गाड़ियां ऐसी हैं कि जिन को रेलवे प्लेटफार्म पर लाने से पहले मिटो ब्रिज और उस से आगे ठहरना पड़ता है। लेकिन जो मैंने रास्ता बताया है होने के बाद हो सकता है कि यह दिक्कत हल हो जायगी।

SHRI KHURSHED ALAM KHAN: Sir, it is a fact, rather it is a regular irregular practice, that long-distance trains like Assam Mail and Kalka Mail are detained at these two places and people are annoyed because these Trains are every day detained there. The real problem is expansion of the platform capacity, and as the hon. Minister has mentioned, additional platform capacity is possibly there. So I want to know how much time will be taken in providing this additional capacity and what the additional capacity will be. I would also like to know whether the hon. Minister is aware that in the Master Plan, provision has been made for another terminal like Nizamuddin and, if so, whether the Railways have given any thought to establishing that terminal also.

प्रो० मधु दण्डवते : माननीय सदस्य ने जो पहला सवाल पूछा है उस संबंध में मुझे कहना है कि नवम्बर 1977 तक इस काम का पहला चरण पूरा हो जायगा और दूसरा जो सवाल उन्होंने उठाया है, स्टेशन में उस का जिक्र मैंने किया है। हम लोगों ने दोनों स्टेशन्स पर इस दिक्कत को दूर करने के लिये मिक्स पेपर्स थाफ ट्रेन्स, जिन में मेल और एक्सप्रेस दोनों हैं, उन का टर्मिनल हजरत निजामुद्दीन स्टेशन को बनाया है और हम लोगों का अनुभव है कि यह टर्मिनल बनने से काफी दिक्कत कम हुई है और आगे चल कर कुछ और इस दिशा में करता होगा। लेकिन मेरी एक ही दरवास्ता है कि जब से हजरत निजामुद्दीन को इन ट्रेन्स का टर्मिनल बनाया

है उस के बाद से कुछ लोगों की शिकायत आती रही है और उन में पार्लियामेंट के मੈम्बर्स भी हैं कि टर्मिनल वहाँ न रखा जाय। तो मैं आप का मुझाव मान लेता अगर इस मुझाव से सहमति माननीय सदस्य करें। उस से हमें काफी सुविधा हो जायगी।

SHRI KHURSHED ALAM KHAN: My other question is whether there is a recommendation in the Master Plan for a similar terminal somewhere else in the built-up area of Delhi.

PROF. MADHU DANDAVATE: In the Master Plan there is already a reference that in order to relieve the terminal capacity of its present saturation point, some other avenues must be opened, and one of the other avenues is having some other stations where better terminal capacity can be built-up.

MR. DEPUTY CHAIRMAN: Next question.

*2. [The questioner (Shri S. Kumaran) was absent. For answer, vide col. 40 infra].

Compulsory Cost Audit of Textile Mills

*3. SHRI DEORAO PATIL: Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state:

(a) whether Government have taken a decision to bring the textile mills under the compulsory cost audit system; and

(b) if not, what are the reasons therefor?

विधि, न्याय और कम्पनी कार्य मंत्री
(श्री शान्ति भूषण) : (क) हाँ, श्रीमान जो। इस उद्देश्य के लिये, लागत लेखांकन अभिलेख (सूती वस्त्र) नियम, 1977, जुलाई, 1977 के प्रथम दिन से लागू हो गये हैं ;

(ख) उत्पन्न नहीं होता।

[THE MINISTER OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI SHANTI BHUSHAN): (a) Yes., Sir, For this purpose, the Cost Accounting Records (Cotton Textiles) Rules 1977, have been brought into force from the 1st day of July, 1977.

(b) Does not arise.]

श्री देवराव पाटील : इसका इंप्लीमेंटेशन कब से शुरू हो जाएगा ?

श्री शान्ति भूषण : कृपया सवाल फिर से पूछिये, मुनाई नहीं पड़ा।

श्री देवराव पाटील : इसका इंप्लीमेंटेशन कब से शुरू हो जाएगा ?

श्री शान्ति भूषण : पहली जुलाई, 1977 से यह रूल लागू हो गए हैं यानी टैक्सटाइल मिल्स को इस तरह के रेकार्ड्स रखने होंगे जिससे कास्ट अकाउंटिंग देखा जा सके। अभी तक प्रावधान यह रखा गया है कि वह कास्ट अकाउंटिंग करें, करीब साल भर बाद उसका कास्ट आडिट किया जाता है कि जो कास्ट रेकार्ड्स रखे गये हैं वह ठीक हैं कि नहीं। यह रूल जुलाई, 1977 से लागू हो गए हैं।

श्री देवराव पाटील : सेक्शन 233 बी कम्पनी रूल के मुताबिक कुछ कम्पनियों को आप ले सकते हैं। क्या उसमें सब टैक्सटाइल मिल्स लिये हैं। यह रूल सब टैक्सटाइल के लिए लागू हो गए हैं ?

श्री शान्ति भूषण : जी हाँ। यह रूल जुलाई, 1977 से सब टैक्सटाइल कम्पनियों को लागू हुए हैं। ये रूल बनाये गये हैं 209(1)(डी) में जिसमें यह कहा जाता है कि जो कम्पनी किसी चीज को मैनुफैक्चर करती हैं, जैसे टैक्सटाइल कम्पनी जो भी

[] English translation.