

Government to immediately intervene and order to take up the plan to bring water to Kharagpur from Subarnarekha to save citizens from disaster.

and it can come forward with its proposals either of taxation or otherwise. Now they are entitled to present another budget, over and above that which is presented for the country as a whole by the Minister of Finance.

12.22 hrs.

RAILWAY BUDGET 1985-86
GENERAL DISCUSSION

[*English*]

MR. SPEAKER : Now, we will take up the General Discussion on Railway Budget.

SHRI S.M. BHATTAM (Visakhapatnam): Thank you for giving me an opportunity to initiate discussion on the Railway Budget. The decades old practice of presenting a separate Budget for Railways has been there. At the outset, I would like to raise a fundamental and basic question and ask if this is proper and if there is beneficial justification and a special purpose in allowing the Railway Ministry to present a separate Budget.

12.23 hrs.

[MR. DEPT. SPEAKER *in the Chair*]

It is known Sir that the Railways are owned and maintained by the Government, even though the operations are controlled and directed by the Railway Board. About Rs. 8500 crores have gone to the Indian Railways from the national exchequer. I also remember on a previous occasion when the then Railway Minister was giving a reply to the Debate in the House, he was mentioning that nothing could move unless it be with the permission, concurrence and consent of the Finance Ministry. That being so, where is the question of the Railway Ministry bringing in a separate Budget on its own and that too it has got precedence and priority over the General Budget. It is as if this a Government within Government, it is a parallel Government. I cannot conceive of such a situation. Therefore, I suggest that this procedure may be given up. Just as in the case of any other Department, this Department can also present its Demands under the usual manner

In this connection, I would also like to invite your attention to Article 112 of the Constitution. I quote-

“The President shall in respect of every financial year cause to be laid before both the Houses of Parliament a statement of the estimated receipts and expenditure of the Government of India for that year...”

I specially underline the words ‘a Statement’ of the estimated receipts and expenditure of the Government of India’.

There can only be one statement; there cannot be two statements; nor that two statements cannot be given. But what was visualised in the Constitution? What was envisaged in the Constitution? The presentation of only one composite budget and not two separate budgets to be presented here. Therefore, for the last about 60 years’ ever since the dawn of the independence, I am conscious of the fact that this practice obtains. Even for the last about 60 years, during the days of the British, this system obtained; and continuance of the practice for a period of 60 years alone provides justification. I think it is not proper; and this is the relic of the past; this is the reminiscence of the colonial rule and it better be given up. We should fall in line with the rest of the departments and let the Railway Ministry prepare and present demands of its own on par with the rest of the departments.

The next point is about exorbitant, abnormal and unprecedented hike in the taxes. This is the second biggest hike in the last two decades which they have done with impunity. I do remember that on a previous occasion, on the eve of election, the then Minister of Railways, while presenting a budget, imposed no burden on the tax-payers, on the common passengers. Now, immediately after the elections, they

came forward with a heavy taxation on the common passengers, passengers travelling by all trains, suburban as well as non-suburbans. The government has come out in its true colour, after the elections are over. So, at the time of elections, they got votes and after the elections are over, they get notes. This is the practice which is being adopted. This is not proper. They have not spared anybody; they have not spared even the common passengers, suburban passengers. They are mostly salaried people, fixed income group, the average middle class. Even those people suffer from the heavy imposition of tax burden on them. This cannot go on. The Minister while imposing heavy taxation on the common passengers is on the wrong track. This train is bound to be derailed. Let him come forward with suitable suggestions for suitable proposals for further reducing taxation proposals which were imposed on the people without any consideration or the premises extended to them that this government only stands to give some advantages and benefits and not impose any additional burden and responsibility.

Now, the total tax burden proposed to be levied on the people is to the extent of Rs. 495 crores. This is one of the highest hikes ever imposed in the last two decades. The Finance Secretary in today's daily has said, the increase in railway fare will have effect on increase in the prices oil, petrol, cooking gas and several other articles and this will have a multiplier effect. This will increase prices of all sorts of commodities which are required by the common people; and that is the situation which the Minister should have taken notice of while imposing new taxes.

The taxation on the common passengers is to the extent of Rs. 153 crores this year. In the total budget, can't the Minister save 2-3 per cent so this would be eliminated; this could have been avoided; if 2 or 3 per cent saving could be effected, the imposition of such heavy burden on the passengers would have been avoided, which he has not done? I am sorry, this is a sad state of affairs. The Minister, at one stage, has vaxed eloquent on the need for effecting economy in the Railway administration and said that he was committed to it. Where are the specific proposals for it? Is he not doing anything for that? Does it mean that

he cannot achieve a saving of 2 to 3 per cent of the total budgetary provision?

Here, I may give certain figures. The total working expenses for the year 1983-84 have come to Rs. 3,989 crores. In 1984-85 the figure has increased to Rs. 4,587 crores and in 1985-86 it goes up to Rs. 4,855 crores. So, between 1983 and 1985, in a period of two years the increase in working expenses comes to Rs. 869 crores. Such a heavy increase in working expenses should be reduced. And if the Minister is serious enough and if his commitment carries any conviction that he will be in a position to effect economy, he should come forward with a specific proposal. And in his speech there is no indication of any such attempt to effect economy.

The Railway Reforms Committee have made several recommendations. It consists of competent experts and specialists in the field. Very important recommendations have been made but they are lying in cold storage. Have any recommendations been implemented? Most of the recommendations are, I think, still lying in cold storage. I would request the Government to examine and see how best they could be implemented. They should give a specific reply about the implementation as early as possible.

Again, the question of providing the necessary amenities to the passengers comes up. What is going to be done in this respect? Nothing specific has been mentioned by the hon. Minister. It is not clear whether he wants to do something. He only speaks about cleanliness. Cleanliness, not of the type that the Prime Minister has been harping upon, day in and day out. That is different. He is talking of cleanliness on the platform and that is what is what is contemplated. Here also, he wants the people to come and cooperate. Of course, railway platform is a public place, and people have to cooperate. No doubt, the successful implementation of heavy programmes requires the people's cooperation but I want to ask the hon. Minister why the Railways have not introduced a single programme which will yield results and add to the benefits and amenities of the people? We do not find any inkling of it in the entire budget.

Again, he does not say anything about the benefits to be given to the Railway employees. Does he give any special help, any assistance or any guarantee about future benefits to those people? Nothing has been said in the budget speech of the hon. Minister.

Some time ago, the then Minister stated that he would set up a catering corporation for the Railways. What has happened to that pious idea? Has it been given up? What happened to that catering corporation? I would like to ask the hon. Minister to give serious consideration to that and to let us know in his reply what he is going to do about it.

Earlier the slogan was 'Safety, security and punctuality.' Now he has changed the slogan. Only safety and security are there. Punctuality is not there. Does it mean that he wants safety and security only now? Punctuality has been conveniently forgotten because it is very difficult to adhere to. Therefore, the new slogan is comfort, safety and security. Have you dispensed with the idea of having punctuality? Even this word does not find place in the slogan which was raised years ago. I would like to know the goals of the Railways and what they want to achieve for the benefit of the people. That is not mentioned anywhere in the Minister's speech. There has been no mention of any developmental activity. There is no target fixed in that direction. There is no hint of any development anywhere except a railway line in Madhya Pradesh, another in Uttar Pradesh and here and there. That means what? There is a lot of regional imbalance. The States are totally neglected. In certain parts of the country a number of schemes have been sanctioned years ago, but nothing has been done upto now. Therefore, I say that the development aspect was not given due attention which is required to be given.

Again, the main feature of the Budget is an all round failure of the Government to reach the target. I may mention about the traffic target. In the year 1984-85 the traffic target was 309 million tonnes. It was later on revised to 280 million tonnes. Later, it was brought down to 270 million tonnes. Again, it was scaled down to 260 million tonnes. And the latest revision was 245 million tonnes. Here, again there is a

likely shortfall of 8 million tonnes. Even after the revision, re-revision, there is still to be a shortfall to the extent of 8 million tonnes. So far as the coming year is concerned, the target now fixed is 250 million tonnes. The Minister finds fault with the core sector. He says that it is a failure on the part of the core sector not to give them the required load. He conveniently wanted to pass the buck on to them. He wanted to find a scapegoat. But if you ask the core sector, the reply is that the coal is being piled up at the pitheads and the Railways are not able to clear it. Therefore, their production is suffering. For this, they put the blame on the Railway Ministry. But here the Railway Minister says that it is the failure of the public sector not to give them sufficient load. They are not able to talk in a common voice. But there is a failure on the part of the Railway Ministry to achieve the target.

Again on the earning side, the estimated earning from goods traffic is expected to be Rs. 3689 crores in the year 1984-85. Now, here the shortfall is of the order of Rs. 32 crores. The expected earning from the passenger traffic is Rs. 1508 crores. Here the shortfall is Rs. 68 crores. There is a declining trend in the passenger traffic. That can be seen clearly. I can give some figures from their Annual Report. In the year 1978-79, railways carried 3719 million passengers.

The number of passengers in the year 1981-82.....

(Interruptions)

MR. DEPUTY-SPEAKER : Mr. Sreeramamurthy, the total time allotted to your group is forty minutes.

SHRI C. MADHAV REDDY (Adilabad) : The time allotted for discussion is ten hours or forty minutes?

MR. DEPUTY-SPEAKER : Total time allotted is ten hours and out of that, forty minutes are allotted to your party. Therefore, if he wants to continue, others will not...

(Interruptions)

SHRI C. MADHAV REDDY : He will take thirty minutes, others will take ten minutes.

AN HON. MEMBER : The member who initiates should be given a little more latitude.

MR. DEPUTY-SPEAKER : Yes, that is the convention.

SHRI S. M. BHATTAM : The number of passenger journeys in the year 1978-79 was 3,719 million which came down to 3,704 million in 1981-82, 3,655 million in 1982-83 and 3,325 million in 1983-84. That clearly shows that there is a decline. The passenger traffic in terms of kilometres has also decreased. The figures for this are also available in the Annual Report which was produced. In the year 1981-82, the number of kilometers was 370 million. In the year 1982-83, it came down to 3,655 million and in 1983-84 to 3,325. That shows that there is a consistent and gradual decline in the passenger traffic. However, the hon. Minister presumes that there will be an increase in the passenger traffic in the coming years. He expects an increase of two percent in the non-suburban traffic and four per cent in the suburban traffic. What is the basis for his optimism, I am not able to know today.

Now I come to the shortfall in the achievements of the Railway Ministry. In the year 1984-85, the revised gross traffic receipts are Rs. 5,390 crores. These are less by Rs. 67 crores than what was originally anticipated. With regard to the electrification, the Sixth Plan envisaged electrification of 2,800 Kilometres of railway line. In the first four years, they could electrify only 1,187 Kilometre leaving a balance of 1,613 Kilometres. Since they have achieved only 1,187 kilometres in the first four years, how can they achieve the balance of 1,613 kilometres? So, obviously there is going to be a very big gap which he will not be able to fill. Similarly, in terms of money also, an amount of Rs. 450 crores was allotted for electrification during the Sixth Plan. Out of this they have spent only Rs. 254 crores in the first four years, leaving a balance of Rs. 196 crores. If they have been able to spend only Rs. 254 crores, how can they spend Rs. 196 crores in the last years? It is impossible. So, there is going to be a shortfall here also. I must mention here that during the

last thirty years commencing from the year 1950-51, only 6,000 kilometres out of 61,000 and odd kilometres of railway line could be electrified. This is the achievement. That means only ten per cent could be electrified.

About the new lines, I may mention that during the Sixth Plan period, a provision of Rs. 380 crores was made for this. Out of this, they have spent only Rs. 228 crores during the first four years of the Plan, leaving a balance of Rs. 152 crores. How can they spend Rs. 152 crores in one year when they have taken four long years to spend Rs. 228 crores? It shows that there is definitely going to be a shortfall here also. Unless new lines are constructed, there will be no progress at all. It is not that money was not available, there is going to be a shortfall even when money was available. They have not been able to utilise the money fully and properly. . . .

(Interruptions)

SHRI P. KOLANDAIVELU (Gobichettipalayam) : On a Point of Order, Sir. When the main discussion is going on railways, both the Railway Ministers,

(Interruptions)

AN HON'BLE MEMBER : One is there.

SHRI P. KOLANDAIVELU : Of course, one is here but he is not taking any interest in the discussion. . . .

(Interruptions)

MR. DEPUTY-SPEAKER : I would request the hon. Railway Minister to pay attention. . . .

AN HON. MEMBER : He is not taking note of any of the discussion.

MR. DEPUTY-SPEAKER : I would request the Railway Minister to take note of the discussion.

SHRI S. M. BHATTAM : This is how railways are functioning, by-passing all the discussion that is taking place here.

Coming to expansion or construction of new lines, the total construction of new lines was 7,864 km. This is the total new

construction during the last 33 years, the net addition to 61,000 km. which was the figure in 1950-51. This is the achievement ever since independence. The Minister should take note of it. Otherwise, how can he effective reply to our criticism ?

The expansion of railway lines depends upon track renewal. It prevents accidents and provides safety to passengers. During the Sixth Plan period the track renewal envisaged was 14,000 km. The achievement for four years was 6,796 km, leaving a balance of 7,304 km. So, not even 50 per cent of the target was achieved as far as track renewal is concerned. So far as the expenditure part is concerned, against a provision of Rs. 500 crores, they have spent Rs. 774 crores. Therefore, so far as the expenditure part is concerned, they have exceeded the original allocation ; but, so far as the performance is concerned, it is less than 50 per cent of the target.

The railways had about 18,000 km of track to be renewed ; at the beginning of the Sixth Plan, the track required to be renewed was 14,000 m. During the Sixth Plan another 15,000 m. were added to it, making a total of 29,000 km. Out of this, only 6,000 km. were renewed, leaving a balance of 20,000 km. So, while the Sixth Plan started with a backlog of 14,000 km. to be renewed, the Seventh Plan starts with 20,000 km. This is how we are 'progressing.' This is what is happening.

Now I come to level crossings. As on 31.3.84 the number of level crossings is 41,518, out of which 14,680 are manned. Out of the remaining 22,531 unmaned level crossings, 1,600 are declared to be accident-prone. Here, again, we do not seem to have made considerable progress. Why not allocate a certain percentage of the outlay for these things, which are basic ? You cannot conveniently ignore them. There is no excuse for that.

During the year 1985-86 the total amount available for the annual plan would be of the same order as that of previous year. Then, how can there be improvement ?

There cannot be any improvement whatsoever in view of the heavy arrears in renewals and replacements of tracks. If

you want to do that, then adequate provision has to be made. That is what the Minister has said. But in the same breath he said that it will be of the same order and it will not exceed that. And he says if you ask for more, less will be given. I suppose the Planning Commission should also take notice of the very bad situation. Previously its total allocation in the Railways used to be 32 per cent. Now it is far reduced to about five per cent or even 2 to 3 per cent. Now, that its per centage in the Railway Budget has increased the Planning allocation for this also should be increased and that it should be completed.

When the Sixth Plan began, 29 projects were under construction. Money required for that purpose was Rs. 402 crores. Now 46 lines are under construction and only Rs. 1,000 crores have been allocated. In spite of this, in actual allocation only Rs. 90 crores have been made available. Then how the railway Ministry he expected to complete all this ? Unless you engaged the Minister for personal favours, even on the floor of the House you cannot draw his attention. He is so busy in conversation that you cannot draw his attention to the subject proper.

SHRI PRIYA RANJAN DAS MUNSHI (Howrah) : If the Opposition Members are troubling him, what can he do?

SHRI S.M. BHATTAM : Now, you have almost stopped all the fresh surveys and the development has come to a staggering halt.

Now I come to one or two more topics. This is about passenger amenities. Provisions for amenities do not increase the same manner as the revenues. They increase the revenue but do not take the responsibility for providing more amenities to the people.

We have about 67.68 railway stations, out of which only 376 have got retiring rooms. Majority of them do not have even drinking water facilities. There are no toilet facilities in most of the stations. The whole thing there is so untidy, very unhealthy dirty and filthy. I do not know what measures will the Minister like to take to see that proper amenities of this nature are

provided to the public. Now, security and punctuality of trains are at stake and I am not sure if the Minister will be able to do that even.

Towards the end of my speech I will refer to one or two things which relate to my State.

Visakhapatnam is a city known throughout the world. It is on the world map and on the national map as well. It is known more particularly because there is a steel plant and that the South Eastern naval Headquarter is also there. But the most surprising thing is that the name of its railway station is Waltair Railway Station. If somebody wants to go to purchase a ticket for Vishakhapatnam, then he has to purchase a ticket for Waltair and not Visakhapatnam, because there is no Visakhapatnam Railway station. Therefore, I would request the Minister to change the name of Waltair to Visakhapatnam. This will be a facility for everybody, because after all the passengers are going to Visakhapatnam. But in spite of such a demand every year, this small thing has not been done yet.

Moreover, I would request that the city of Visakhapatnam should be directly linked with New Delhi. Several other towns are being linked with Delhi, but it has not been done in the case of Visakhapatnam.

PROF. MADHU DANDAVATE (Rajapur) : There is no Waltair.

SHRI S.M. BHATTAM : Waltair is the name of a small village.

PROF. MADHU DANDAVATE : Name Waltair has been kept out of respect for the great French revolution leader Waltair, but it does not exist there at all.

SHRI S.M. BHATTAM : But Visakhapatnam does not exist in the map of the Indian Railways.

In the end, before concluding, I would like to urge upon the Minister to give consideration to various developmental activities through his Budget and give necessary

amenities to the people instead of taxing them heavily. This is the first gift of the newly elected Ministry to the people who reposed confidence in them. Before the elections they said that there would not be heavy taxation, but after the elections people are taxed heavily and they go on merrily and peacefully not caring for the reactions of the people. And therefore, before the House concludes discussion and debate on the Railway Budget, let the Minister come forward with concrete proposals by drastically reducing or slashing down the rates of increase in the charges of passenger traffic and goods traffic.

MR. DEPUTY-SPEAKER : Shri Sharad Shanker Dighe.

SHRI SHARAD DIGHE (Bombay North-Central) : Can I speak now or after Lunch?

MR. DEPUTY-SPEAKER : You can speak for five minutes now, and then you can continue after Lunch.

PROF. MADHU DANDAVATE : He cannot finish the Railways in five minutes.'

MR. DEPUTY-SPEAKER : You know, he can continue after Lunch.

SHRI NARAYAN CHOUBEY (Midnapore) : Shri Bansi Lalji is finishing Railways' so he cannot finish'.

SHRI SHARAD DIGHE (Bombay North Central) : Mr. Deputy-Speaker Sir, I rise to express my views on the Railway Budget which has been introduced by the hon. Railway Minister.

There are several salient features in the Budget. I will refer to them first, and thereafter there are certain points on which I am a little unhappy and I will comment upon them, and finally, I will make certain suggestions mainly as far as Bombay city is concerned.

The Railway Budget which has been introduced in this august House has generally to be welcomed. The hon. Railway Minister was under certain constraints and had certain compulsions. As

he already stated in his speech, the last budget for the financial year 1984-85 was a little soft budget, naturally because it was the pre-election budget and therefore, in that budget no enhancement in freight rates was proposed and there was only a nominal increase in the passenger fares with the result that the financial health of the Railways had further deteriorated and further resources had to be gathered in the present budget. Sufficient funds are necessary to replace the over-aged track and rolling stock. Several grievances have been expressed by the hon. Member who spoke earlier, but in order to meet those grievances, it would be necessary to mobilise the resources, raise funds and for that purpose this Budget has been aimed at. 14,000 kilometres of track are overdue for replacement. Locomotives, coaches, bridges, signalling equipment—all need overhaul and replacement. In fact, as stated, the Indian Railways are financially sick and therefore, it is necessary to raise further funds and invest them for all these purposes.

13.00 hrs.

Several accidents are occurring and the main reasons for these accidents are said to be the over-aged tracks and rolling-stock. I may refer to the ghastly accident at Byculla, which took place in Bombay on 22nd November 1984. In that accident at least 25 passengers were killed; they included many women, many working women who were going to their offices. And, at least, 95 persons were injured. It was a ghastly scene at Byculla station in Bombay on that day. Now, it is said that the three coaches which were involved in the derailment were over-aged as they belonged to 1950-51 category imported from Britain. It is also stated that nobody was bothered to send them, at least, for their overhauling which was due in July of that particular year.

MR. DEPUTY SPEAKER : You can continue after lunch. We adjourn for Lunch and we are meeting at 2.00 P.m.

13.01 hrs.

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

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

[MR. DEPUTY SPEAKER *in the Chair*]

RAILWAY BUDGET, 1985-86—GENERAL DISCUSSION—CONTD.

[*English*]

MR. DEPUTY SPEAKER : Shri Sharad Dighe shall continue his speech.

SHRI SHARD DIGHE : Mr. Deputy Speaker, Sir, before we rose for lunch, I was dealing with the ghastly accident which took place at Byculla Station on 22nd November, 1984. After the accident, a statutory enquiry was made by the Commissioner of Railway Safety, Eastern Circle; and he also scribed the accident to "failure of equipment, that is, mechanical axle of an EMU "Trailer Coach"; he has also commented adversely on the continued use of over-aged EMU stock which was also overdue for periodical overhauling. The Commissioner has also stressed the urgent need for testing of axles of over-aged and imported EMU stock to detect any incipient flaws, since there has been nine cases of accidents of axle breakage during the past few year. Therefore, I want to stress that it has been really necessary to check and examine the over-aged tracks and the over-aged rolling stock and also supply equipment so that the accidents can be minimised.

The hon. Railway Minister has already promised in his speech, to see that the accidents are hereafter minimised; and from that point of view also, it was necessary to raise resources so that these needs can be met and these demands can be met. Therefore, as I was stating, the Railway Minister had several problems before him not only to minimise accidents but also to cover deficit of Rs 403 crores and had to provide for works chargeable to development and other things like interest, dividend. He has also to raise an accident compensation safety and passengers 'amenities' fund, which has gone down to a great extent. It is therefore justified that a Surcharge of 12 1/2 per cent be levied on all the classes of passenger tickets and that a charge of 10 per cent on the total freight in respect of goods traffic should be there. He has also made certain other increases to which I will come

later on. There are also some very good proposals made by him. He has referred to the International Year of Youth and has given concessions to youth in the nature of 50 per cent concession in the tickets for youths between 13 and 23 years of age who go in a group. Certain concessions have been given to them for staying in hotels at holy places.

I would, however, be failing in my duty to my constituency if I do not comment upon or do not show my unhappiness with respect to the increase in the season ticket fares, as far as suburban railways are concerned.

Though the amounts appear to be small, I was very much perturbed by the observations made in this respect by the hon. Railway Minister. In paragraph 27 of his speech, Part II, he has categorically stated :

“A number of expert committees like Railway Convention Committee 1973, the High Level Committee on Social Burdens, the National Transport Policy Committee, the Rail Tariff Enquiry Committee and the Railway Reforms Committee have commented on the highly concessional nature of the Monthly Season Ticket fares in the Railways, leading to losses ”

He has not stopped there, but has gone further and said :

“The Rail Tariff Enquiry Committee, the Railway Reforms Committee and the High Level Committee on Social Burdens have urged the Government to adjust the season ticket fares in a phased manner so as to bring them equal to 24 or 25 single journey fares at all distances. If an effort is made to increase the season ticket fares at one stroke, the burden on passengers travelling on monthly season tickets will be very heavy.”

That indicates that this is only a beginning, and the aim is to increase the fares to the level of 24 or 25 single journeys. I would urge upon the Railway Minister to give a second thought to this aspect. There may be several Committees which might have said so as far as this concession to the season

ticket holders is concerned. But I do not know whether these Committees have taken into consideration one important aspect in this respect as far as a city like Bombay is concerned, Bombay suburban trains are used mainly by the working class people and the lower middle class people, and they are forced to use this transport. There is acute scarcity of housing in Bombay, so that a citizen of Bombay has to find out a house at a far-off place, far away from his place of work or place of employment. He does not go to a suburb voluntarily but is forced to go and stay there, and every day he has to come from the suburb travelling a long distance to his place of work to earn his livelihood. It is the basic function of the Government, it is their basic duty, it is their primary duty, to give food, clothing and shelter to the citizens. If we are unable to give suitable houses to the citizens of Bombay, it would not be fair on our part to make the transport dearer to them. I may go further and say that it would amount to adding insult to the injury. They do not travel for pleasure, they do not travel casually for some work here and there, but they have to travel every day only to earn their livelihood. And these wage-earners have got a fixed wage packet, and if you go on increasing the season ticket fares, then the value of their wage packet will be eroded. If this is the aim of the Government that ultimately they will make the season ticket equal to 24 or 25 single journeys, then I am afraid this will put a great hardship on the commuters. This appears to be only the beginning of it. Therefore, I will, with all sincerity, appeal to the Railway Minister to withdraw this or drop this proposal from the Budget, so that the commuters of Bombay City will not be put to great hardship as far as this aspect is concerned.

One suggestion as far as Bombay city is concerned. There was a Citizens' agitation by the residents of Bhyandar. That was on 5th of February 1985. Ultimately there was firing to disperse the irate mob and in that firing about 5 people have been killed. Their demand was simple. The demand of the residents of the suburban areas was that there should be shuttle services from Borivali to Verar or from Andheri to Verar so that they can easily attend on time their places of employment and reach there punctually. I do not know what has happened and what is

the difficulty. But I will urge upon the Government to consider this small demand of the residents of the Bombay suburbs and accede to that demand as early as possible.

There are certain projects as far as Bombay city is concerned. These projects are not new. They have been pending for a long time. They were discussed and suggested also as far back as, I should say, 1972 or so. Even in the report of the National Transport Policy Committee which was discussed at great length in this House some days ago, these projects have been referred to at page 233 of that report and it has been specifically mentioned that 3 schemes were urgently needed as far as Bombay city is concerned. (1) The optimisation of the Western and Central Railway suburban services. (2) A fly-over at Raoli Junction and a pair of additional lines between Bandra and Andheri along with the ancillary works on the Harbour Branch and (3) which is most important is the East-West corridor that is connecting Kurla, Mankhurd, Belapur and Panvel. As far as the last scheme is concerned, very good comments have been made by the National Transport Policy Committee itself in paragraph 12.7.6. They have categorically stated;

“We are of the view that an East-West corridor connecting the suburbs of Bombay with New Bombay should receive the highest priority as this, in our judgment, will help disperse commercial and industrial activities away from the City and also facilitate development of New Bombay”

As far as this project is concerned, I was sorry to say that a very small amount has been provided in this budget. In the book, ‘Explanatory Memorandum on the Railway Budget’ on page 30, item No. 79, I find that only Rs. 2 crores have been provided and the balance of sanctioned cost is Rs. 72.49 crores. Therefore, with this Rs. 2 crores I do not think not much progress can be made as far as this project is concerned. This project connects New Bombay with old Bombay and unless transport is provided, the establishment of New Bombay will have not much meaning at all. There is no transport for those citizens. Even the CIDCO buses which have been running have been

practically stopped and there is absolutely no transport for all those who have been forced to reside at the far off places at New Bombay.

If we want to development New Bombay and relieve South Bombay of the congestion and the other difficulties then it is quite necessary to give top priority to this Mankhurd-Belapur railway line. There my submission is that this provision of Rs. 2 crores is very meagre and substantial increase will have to be made immediately as far as this project is concerned.

Another project to which I referred to was fly over at Raoli junction and a pair of additional lines between Bandra and Andheri along with ancillary works on the barhour branch. As far as this also is concerned the report of the National Transport Policy Committee had categorically commended this project and has said :

“The provision of a rail fly-over at Raoli junction and an additional pair of lines between Bandra and Andheri, together with ancillary works on the barhour branch line, will also be necessary as this would provide substantial relief on the already congested western and Central railways suburban systems.”

For this also only Rs. 10 lakhs have been provided whereas the balance of sanctioned cost is Rs. 45.05 crores. Therefore, practically this project is kept in cold storage by providing a nominal amount of Rs. 10 lakhs. This project is very much important considering the suburban railways and the commuters who are travelling by that railway for their place of work. Therefore, my submission is that this amount of Rs. 10 lakhs may have to be substantially increased so that this project can be immediately taken in hand with a great speed.

There are several other suggestions which I want to make. One small suggestion which I will put before the hon. Minister is that at present the position in the suburban railways is that there is more crowding of the first-class compartments than even the second-class compartments. Therefore, it may be considered to increase the first-class

compartments also as far as these suburban trains are concerned.

There have been several projects of Maharashtra pending for a long time. Fortunately, west-coast konkan railway project is taking shape and it is proceeding in the right direction. But there are two-three more projects. First one is Manmad-Mudkhed (B.G. conversion) project, that is, Manmad-Aurangabad-Parbhani-Parli-Vaijanaith. For conversion of Manmad-Aurangabad-Parbhani-Parli-Vaijanaith to broad-gauge only Rs. 1 crore has been provided whereas the amount required is Rs. 19.94 crores. Then about another project of broad-gauging of narrow-gauge line, namely, Murtzapur-Achalpur, Murtzapur-Yavatmal, Pulgao-Arui, I do not find any reference here. I am subject to correction. Now, about conversion of Miraj-Latur into broad-gauge line and construction of railway line from Latur to Latur road, I do not find any reference in this Explanatory Memorandum here. I am again subject to correction. But these projects are pending for a long time before the Central Government.

They are very much vital as far as Maharashtra State is concerned. Therefore, I urge upon the hon. Railway Minister to look into the matter and provide more funds urgently so that these projects can be completed quickly.

With these words I conclude. Thank you.

SHRI M.R. JANARDHANAN (Tirunelveli) : Mr. Deputy Speaker, Sir, I thank you very much for giving me this opportunity to make my maiden speech on the Railway Budget.

Sir, the Railway Minister presented this constrained and compulsive budget.

Though some of the new railway lines which have been introduced are to be welcomed, at the same time, I have to comment upon the passenger traffic because it is the only traffic communication available for the common man throughout India from Kashmir to Kanya Kumari.

The index of Passenger Traffic shows that in 1982-83 it was 3,655 millions; in

1983-84 it was 3,325 millions. So the percentage fall is 9. The Kilometre percentage is 1.76 only. It is clear that the ordinary passengers are evading the railway traffic day by day just to save their money and time because the railway freight was very high but now it is too high because he has put a surcharge of 12 1/2 per cent over and above the charge. I want the hon Railway Minister to reduce it.

Now, Sir, so far as the season ticket holders are concerned, the drop in this year is 194 million. That only shows that the season ticket holders (who consist of mostly students, labourers workers and poor farmers) are just unable to bear the season ticket fare which is already existing. Now, the hon. Minister says, we are going to charge 24 single charges in a month. Now, I respectfully submit, this is too much, because 30 days minus 4 Sundays comes to 26. Then, there is no concession at all. I request the Railway Minister to make it 15 single fare. Another point is this, The hon. Minister said that there is no increase in the fare for travellers upto 50 Kilometres. Now I request that this should be made 100 Kilometres in 1985-86.

Sir, in this connection, I congratulate the Railway Minister for encouraging the youth who travel in groups of 10 to get the concessional fare. I make a request to the Minister that instead of 10, the minimum number should be 6. At this juncture, I recall the words uttered by our beloved, late Prime Minister, Shrimati Indira Gandhi, Shrimati Indira Gandhi in 1971 was laying the foundation stone of Kanya Kumari to Trivandrum line. I was also present there on that occasion as a humble political worker.

I remember that Shrimati Indira Gandhi stressed the importance of this communication which connects Kanya Kumari to Kashmir. This is a line which helps not only the unity of the country, but also the economics of the whole country.

She stressed the importance of any new plan to be time-bound so to say because without fixing the target-time the railway line construction is delayed or incomplete, and the net result would be that the fruits of the economic development cannot be

reaped by the common people. Mr. Deputy Speaker, Sir, I am coming from Tamil Nadu and I would therefore like to bring to the notice of this august House that Karur-Dindigul railway line is pending for a long a time. The budget allotment for this project this year is quite insufficient and very meagre. I would therefore, request the hon. Railways Minister to speed up the Karur Dindigul railway line construction work by providing more funds.

Sir, Milavittan-Tirunelveli line is going to be completed this year. But at the same time, it should not be taken lightly that Karur - Dindigul - Tuticorin line can be delayed. I would request the hon. Railway Minister kindly to consider completing this line also very soon and this will go a long way in the economic development of the area. Sir, Karur Dindigul line is a very important connecting line and for that only an amount of Rs. 3 crores is provided in the present Railway Budget. As compared to the total allotments for the entire Railway Budget for the development of Railway throughout country, this small amount of Rs. 3 crores is hardly adequate for this railway line. The people in that constituency which is also my constituency, were having high hopes that the hon. Railway Minister would provide at least Rs. 10 crores for this railway line construction, this year. But to their dismay, only a small amount of Rs. 3 crores has been allocated for this line. I would, therefore request the hon. Minister Kindly to consider increasing this allocation to Rs. 10 crores at least.

Sir, in all the new line construction, Government is very keen in constructing sub-ways and over-head bridges at all the important level crossings. But, at the same time, in the existing lines in the crowded industrial areas like Melur-Tuticorin 652 Km/11 and 12, no subways or overhead bridges have been constructed so far. The people in those areas are finding it extremely difficult to move from one side to the other wherever the lines are existing. The area is so congested and there is always the question of law and order problem. I take this opportunity of requesting the hon. Minister to consider construction of sub-ways and overhead bridges in these existing railway lines wherever necessary.

Sir, about three months back, the railway line construction work between Milavittan-Tirunelveli was going on with great speed. But now there is slackness and delay in the construction work. The importance of this line cannot be set aside. I would request the hon. Minister to lock into this and expedite the work. I would again stress that our trains run with speed and steady, instead of 'slow and steady' so that the new India can win the time race. I would once again remind the hon. House that the time budget and finance budget must go together, at least in the matter of Railways. Thank You.

SHRI PRIYA RAJAN DAS MUNSHI (Howrah) : Mr Deputy-Speaker, Sir, I rise to support the Railways Budget presented by the hon. Minister of Railways, Shri Bansilal. I would like to make the following observations and suggestions. Sir, while initiating the debate, the hon. Member from the opposite side, from Telugu Desam, stated that the Party in power goes to the people for votes and after getting back the power, they try to collect notes. But I would like to inform the House that after our party was voted back to power, the Government's first objective was to collect notes, that is, to mobilise fund so that it is properly distributed through developmental schemes throughout the country. It is a fact that we are collecting notes and that is way we are a little worried. But at the same time we shall distribute the notes and the share will also go to Telugu Desam also.

Now, what I want to say is this. If my observations are proved to be wrong by any hon. member, I will try to correct myself; rather I should learn. I do not know why, but somehow it has become a practice that at the end of every plan year, the railway budget becomes a most difficult one. I have been watching it very carefully and at the end of the Third Five Year Plan, at the end of the Fourth Five Year Plan and at the end of the Sixth Five Year Plan, I find almost similar patterns and the same constraints with regard to the mobilisation of revenues and so on. I do not know whether there is any basic reason behind it. I have been reading the budgets at the end of the Third, Fourth and Sixth Five Year Plans. I am sorry, I missed the Fifth Five Year Plan. May be, in the beginning of the Plan Development,

the Railway Administration or the hierarchy do not take care in totality, the perspective of the whole five year approach and they rather try to take an *ad hoc* approach, resulting which at the end of every Plan year, this kind of a crisis develops.

Mr. Deputy Speaker, Sir, I am quite confident that the Railway Minister, who once proved his ability in administration by helping in the overall development of Haryana when he was the Chief Minister and who once again provided tremendous strength to Defence Administration, would certainly do something for the Railways too. I hope so and we should all render our cooperation to him.

Now, in dinner and lunch, the food habits are changed. Nowadays in India, if the course in a dinner or a lunch is without a dish which is neither sweet nor sour, it just cannot be relished properly. I think that the General Budget presented by the Finance Minister is a sweet one and I consider the budget presented by Bansi Lalji as our one. And in totality, the Budget both the General and Railway, is a sweets-our dish. I think if you taste just a part of it, then it will not be good.

PROF. MADHU DANDAVATE :
Chinese style !

SHRI PRIYA RANJAN DAS MUNSHI : That is right. Chinese style. If you just taste the sour part of it, it may not be good, though it may help in digestion and will have a positive reflection on your health. But in totality, you will see the Government's positive view. Do not judge only in a singular way. We are confident that we can fulfil our promises. If you want to judge the total of permanence just within three months, expecting it here in the railway budget, then I think, you are doing injustice to the total approach of the Government.

I have said in the beginning that somehow there is something wrong. At the end of the every Plan Year, the budget becomes a difficult one. No doubt, it is a very difficult budget. While the passengers are very adversely affected, being a representative of the people, I will also have to join my voice with them. I wonder whether we can

manage some other arrangement to provide some relief to them. I share the sentiments expressed by our hon. friend Shri Dighe. I request the hon. Railway Minister to consult his office and his Ministry further and see whether a review of the total budgetary exercise can be once again made, at least to consider two aspects. The first aspect is, whether we can totally relieve the second class passengers from the total passengers' price hike as well as the rise in the suburban passengers' season tickets. You can revise the whole budgetary exercise for mobilisation of resources. The way it is organised, I think it is a very difficult one. If I say increase tariff on the goods, obviously it will adversely affect the prices of the commodities and I cannot suggest that to you. But I can only suggest one aspect. I do not know whether you have included it, because I have not so far seen that aspect.

In every part of the world, wherever there are big railway establishments, one of the major revenue sources of the Railways comes from advertisements and displays of various kinds of business organisations within the railway compound and on coaches and nowadays railway station is one place, where this commercial publicity is gaining tremendous momentum, more than I think, the airport. If you think little, as to how you can mop up the resources, there is wider scope for mobilising resources within the railway station compound. In big stations like Bombay, Howrah, Madras, Bangalore, Ahmedabad, etc. a good amount of revenue can come. So far as I know, the rate at the moment is very cheap and very poor. I do not know why it be so. This is one of my suggestions for your consideration.

Secondly, in the budgetary exercise, there are some good points and there are some really sad points. For example, the restoration of the dismantled lines. There is no provision for this. It is shown as 'nil'. Do I take it that not a single line of the dismantled lines will be taken up this year? You should do at least some thing. There may be one point, one kilometre, where there may be a sort of urgency. I do not know who are preparing it. If something is 'no', then it is 'NO' for the whole year. It is not a fair practice

You have to apply your social and political wisdom and consider the actual need. It may be one point, may be a particular spot, where restoration is very necessary. Since the officers decide to say no, so it is 'no'. Once you decide that you will not invest a single penny for this, nothing will be done in any part of India. It is not a fair practice, to present the budgetary document in this manner. Therefore, I request that it should be looked into.

There are so many railway lines like this. I know at least of one. In 1968, there were severe floods in North Bengal, in Jalpaiguri. Morarji Bhai, who was the Finance Minister or the Deputy Prime Minister, had been there. He witnessed the floods. Then Indiraji also went next time. You know that the tea industry is the most important one in North Bengal. The railway line connecting the areas Changravandan and Damohini was washed away and till this day, it has not been restored. There was no programme and several times people came and requested. If a line is washed away by floods, it means that it will not be restored. This is not fair. This is so for years together. Last year the Railway Minister, your predecessor had been there and he was also surprised. Some work was started. I do not know whether it is in progress because I find that no provision is made in the railway budget.

I must congratulate and I think the whole House should congratulate unanimously the Indian engineers, technicians and other workers who had built the miraculous and marvellous Metro Transport Railway System in Calcutta. It is a pride for whole of India, not for a party or a government. The entire nation should be proud that our engineers did it showing their excellence to London, Moscow and Paris. They have done a miracle. You can imagine, in a city like Calcutta, when the roads are closed for years together, how the pedestrians, the commuters from Sealdah and Howrah and the people as such living in Calcutta, have faced all the constraints. What a wonderful achievement they have made. I think the whole House should adopt a resolution so that the future

engineers and technicians of the country will be much more encouraged. They have done a commendable thing. In a short duration, they have done a few kilometers and they would complete it in two or three years.

The hon. Railway Minister should see to it that the Metro System remains always a pride of our nation. It should not get polluted. Do not allow any vendor, any shop or any kind of business inside the metro railway platforms.

PROF. MADHU DANDAVATE : No underground activities ;

SHRI PRIYA RANJAN DAS MUNSHI : I am mentioning it because only yesterday I have myself seen it. A biri-wala with two other friends entered into it somehow. And then he was asked to go away. But why do they not post the RPF right at the gate ? They should enter only with a ticket. Otherwise, if the metro system is polluted, you cannot manage it. I do not know whether some political procession can enter it in future and create a HULLA.

(Interruptions)

We should always maintain a strong vigil to keep the underground metro system clean and beautiful. It will attract tourists in future. It is a pride of Calcutta. I am grateful today to Late Indiraji and I also pay my homage and salutation to her, because it was her dream and she saw to it that it was implemented. I also thank your predecessor Shri Ghani Khan Chowdhury, who really did a wonderful job supervising it every day. I know that the State Government and their political partners may not be happy. When the Metro railway was introduced, instead of congratulating the Metro, they say that they only want the people to take care of themselves as it may collapse any time. I do not understand this attitude. This is not the way to pay compliments to the engineers whether the Government in the State is Congress or Communist. What I want to say is that the Metro system should be kept free from all modern contaminations for ever.

In regard to some important railway programmes and project, I have seen in the Budgetary explanatory memorandum some development projects that you have included for Bengal. I am glad of that. The North-East and the Eastern India is neglected in the railway map for the last so many decades. I am thankful to a predecessor who really tried to do something for that part of the country. But I only say that he should continue this tempo and see that is implemented.

(Interruptions)

SHRI PRIYA RANJAN DAS MUNSHI : Fortunately or unfortunately, I represent a Constituency which is one of the major railway establishments called Howrah. The North-Eastern Railway and the Eastern Railway meet there. You might have visited the Howrah Railway Station many times. A number of foreign tourists come to the Howrah Railway Station. They come in the morning every day at peak hours. There is nobody to help, guide and protect them. So, they just get mixed up with the other commuters. There is a complaint to this effect from the foreign tourists. I am sorry the officials of the Railway Board are not wise enough to make any arrangements for the guidance, help and protection of the foreign tourists who arrive in large numbers at Howrah Railway Station.

I would request the Minister of Railways to maintain a special enclosure for all the foreign tourists and to make regular announcement by a Railway officer to see that the foreign tourists are properly entertained and given all the guidance needed. It would add to the prestige of our country.

This year is the International Youth Year. I am grateful to you that you have given some concessions to the youth. I would like to remind you that our Prime Minister inaugurated Youth Year in India while observing the birth day of Swami Vivekananda. As you know, there is a great monument for Swami Vivekananda in Belur Math called Belur.

(Interruptions)

SHRI PRIYA RANJAN DAS MUNSHI : As a token of respect to Swamiji, why not all the Mail and Express trains make a stop for half-a-minute or a minute at Belur Railway Station ? Why not we start this observance from this International Youth Year ? I made a request to this effect to the Ministry several times. Why not this arrangements be made at Belur Railway Station when the number of tourists and pilgrims is so large and especially when such an arrangement already exists in case of Dakshineswar to enable tourists to pay respects to Lord Ramakrishna Paramahansa ? So why not this arrangement be made at Belur Math ? Lots of representations have been made to this effect. I would request the hon. Minister to consider this request especially because it does not involve any financial burden.

There is a railway station called Liluah at which everybody travelling to Bengal will have to stop. All the trains come and go through Liluah Railway Station but there is no fly-over bridge with the result every year not less than 60 casualties take place there. I am glad that yesterday the railway authorities confirmed that they are prepared to construct the railway over-bridge provided the State Government also make the arrangements. The General Manager of Railways confirmed it.

I would request the Minister of Railways to take up this matter with the chief Minister of Bengal and see that it is done immediately to save the people from hazards and casualties.

The Northeastern railway is the only railway in the whole of the country which is outside the jurisdiction of railway electrification. We talk of national unity and so many other things. But one should ponder over and feel how long a time did the people of North-Eastern zone will have to travel on North Eastern Frontier Railway as they have no electrification of the track facilities ? Not a single track is electrified ! Not a single one ! If not, you should give more diesel engines. If you go there *in cognito*; to Barsity station, Mr. Railway Minister, you will find that some steam engines are coming and going out, I do not know what crime the people of North Bengal have committed. If you have any electrification programme you should distriute

universally. You should provide some thing to the Western Railway, something to the Central Railway and something to the North East also. Why do you concentrate in one area decade after decade? That is not a fair practice. This is not the way to promote national unity and fight regional imbalance.

There are many other projects also. I know that there are several projects which have been awaiting clearance from the Planning Commission. But it does not mean that those proposals are abandoned. For example, Eklachi-Belur Ghat line is one. That is one district headquarters without a single railway line called Then Budge-Budge Balurghat Namkhanan line in the Sundarbans area and Tomluk Contai are also there. They, were initiated by the former Railway Minister. I know without proper clearance from the Planning Commission. I know that in this country we start projects without the proper clearance; we take the initiative, start them and then get the clearance. I want the Railway Minister to give an assurance to this House that he will carry on with those projects, today or tomorrow, and that they will find the light of the day.

Mr. Deputy-Speaker, I further submit another important point concerning sports and then I conclude. Mr. Railway Minister, you have mentioned in your speech about the performance of the Railway sportsmen and women. It is nice Railways is now one of the most important organisations in the field of sports. But do you know what is happening? Recently I was present at a prize-giving ceremony when your present Railway Board Chairman was there. I witnessed their condition there. When they perform so well here and there, and when you are asked to absorb them or they ask for little quarter, they are just refused. No Railway official listens to them. Only when somebody comes up, they say, "Oh, you are P.T. Usha, you have just crossed the mark, we will go along with you." But you do not care for those who can be P. T. Ushas tomorrow. It is not fair. It is not good for us. They should be taken care of properly. And after they cross the age of 45 years they are told that they should retire and do not get jobs. Is this fair? You must take care of those

people. It is one of the most common things for the Railway administration to do.

Also, why do you not get some foreign coaches to train them? Why are you appointing old coaches? Especially for hockey and foot-ball you can get some foreign coaches because the Railways' can afford to get them. They can be utilised for other disciplines also, in the country.

Recently I happened to see the blazers of the sportsmen of the Railways, and I felt very sorry that the people from such an organisation are coming in such a state. You should take care of them.

Also, you have stopped the concession for short distance travel by sportsmen. The concession for 100 km. is withdrawn now. Why? You are allowing only on the long distance journey. You should continue the concession for short distance journeys also.

There is one other matter for immediate consideration. Our late Prime Minister Indiraji herself laid the foundation stone for the Howrah-Amta Railway line, instead of the Martin line. But only Howrah-Bargachia is completed, the other line between Howrah-Sheakhale and Howrah-Champadonji line are not completed. I request Shri Bansi Lalji to see that they are also completed. Because the poor people of that area believe that Indiraji herself laid the foundation stone to help them. you have to consider their hardships and take care of them. We talk of Centre-State relations. But my friends in the opposition may get angry if I refer to what happened in Calcutta yesterday. The Chief Minister of West Bengal while addressing a rally in the Maidan yesterday, inspired his party men to support the *rail-roko* movement from tomorrow. You can very well imagine the plight of the people when the confrontation begins and the trains are stopped. When the State Government itself is sponsoring this movement, who will take care of the security of the passengers? I like to advise the hon. Railway Minister to negotiate with the Chief Minister of West Bengal tonight and make arrangements for the security of passengers. Otherwise, if any untoward thing happens (*Interruption*) You cannot cow down me like this. The Railway Minister must give the

guarantee. If anything happens, the responsibility lies on the Chief Minister of West Bengal (*Interruption*) The Railway Minister must take care of this aspect.

15.00 hrs.

SHRI BASUDEB ACHARIA (Bankura): Sir, the Railway Budget presented by the Railway Minister, Mr. Bansi Lal, is an unparalleled Budget. There is an unparalleled increase in fares and freights in this Budget as compared to the last five years. The Minister has adopted an easy method by increasing the freight and fares and not improving the performance of the Railway. And the mopping up of Rs. 500 crores has never happened in the last four or five years.

Why was the Sixth Five Year Plan of the Railways called rehabilitation plan? It is because one-third of the track was over-aged and it needed immediate replacement. This was the assessment of the Railways in the year 1980-81. At that time, over 5000 locomotives were over-aged and they also needed immediate replacement. During the Sixth Plan about 14,000 kms. of railway track was to be replaced. But what is the achievement?

Achievement is only 50 per cent. About 7,000 or 8,000 kilometres of railway track, about 70,000 or 80,000 wagons and about 6,000 or 7,000 passenger coaches are also over aged and that is why during 1984-85 the recurrence of railway accidents has increased. In this very House today, the accident at Byculla which took place in the month of November last year was referred to. How did this accident take place and who was responsible for this? It was not the fault of the railway staff, it was due to mechanical failure. Because of the axle of an EMU coach having broken, the accident took place in which 25 persons were killed and 40 persons were injured. While presenting the railway Budget for the year 1980-81, the then Railway Minister Shri Kamalapati Tripathi admitted that almost all the main EMU coaches in suburban sections of both Calcutta and Bombay were overaged and would be replaced. So, while replying to the debate, will the Railway Minister kindly inform the House as to how many of the

overaged EMU coaches have been replaced within the last four years?

15.02 hrs.

[SHRI ZAINUL BASHER *in the Chair*]

During the Sixth Plan, one lakh wagons, 5,600 coaches, 7807 locomotives and 380 EMU coaches were to be acquired and funds to the tune of Rs. 2,100 crores were provided in the Sixth Plan for the acquisition of this rolling stock. But out of these one lakh wagons, only 60,000 wagons could be acquired during the first four years of the Plan. Similarly, only 4,000 coaches, 770 locomotives were acquired whereas during this period about 70,000 wagons 4,500 coaches and 1,715 locomotives were condemned and taken off the line. Since 1971, not a single steam locomotive is coming out of the Chittaranjan Locomotive Works. Almost all the steam locomotives have become overaged but I do not find any plan as to when they will be replaced by diesel or electric locomotives because only 6,000 kilometres of railway track out of 61,000 kilometres, that is only 10 per cent, have been electrified so far.

I do not see anything, either in the budget or in the speech of the Railway Minister, as to when the overaged steam locomotives will be replaced and how they will be replaced. About 1,06,000 workers are employed in the steam loco sheds and in the steam locomotives. How will their services be utilized? Is there any planning being done in that respect? I hope the Railway Minister will clarify this while he replies to the debate.

It is well known that electric traction is cheaper, compared to steam and diesel. Even though the initial expenses are more, the recurring expenses are less for electric traction, in comparison with steam and diesel. Yet, the pace of electrification is very slow. During the Sixth Plan, about 2,500 km of railway track were to be electrified. Yet, during the last four years only 1,186 km were electrified. During the last year of this plan, 1984-85, I do not think you can electrify more than 300 to 400 km. So, only half of the target can be achieved during the Sixth Plan. At this rate, it will take 100 years to electrify 61,000 km.

If you see the Plan allocation, you will notice that the railways have been neglected

during all the Plan periods, as will be evident from the following figures:

Plan period	Allocation to the transport sector	Allocation to railways
First Plan	22.1 per cent	11.5 per cent
Second Plan	23.5 „	15.43 „
Third Plan	23.1 „	15.46 „
Annual Plans (1966-69)	15.6 „	7.69 „
Fourth Plan	16 „	5.92 „
Fifth Plan	14.1 „	5.97 „
Sixth Plan	11.7 „	5.23 „

This shows that in every Plan the allocation for railways is consistently being reduced. Over these years, it has been reduced from 15 to 5 per cent. In the Seventh Plan, it is feared, it will be further reduced.

Why have accidents increased? I feel that it is also due to the violation of safety rules.

You will be surprised to know that safety rules are being violated and the railway authorities are going on killing the persons not only through accidents, but also through orders for violation of safety rules. There are several occasions where the trains were allowed to move without even guards, without proper vacuum and even without headlights. Last year one accident took place near Faizabad because the train was allowed to move without headlight. As a result more than twenty pilgrims were killed. I would like to know why the steam engine was allowed to steam out of the locoshed without the headlight. There was an accident near Gonda on 8-1-1985. I would like to know from the Minister whether the train involved in that accident had proper vacuum. I will cite yet another interesting case of Anara in South Eastern Railway. One guard was to take good train to Randamunda. He asked for a tail lamp which is necessary for the safety of the train. That demand was treated as his refusal to work. He was immediately charge-sheeted, suspended and

then discharged. I would request the Minister to enlighten us why in this way safety aspect is being neglected resulting in the increase in the incident of accidents.

Not only that, several persons lost their life due to electrocution while working in the traction overhead. The supervisor had forced the workers to work without the safety precautions. This thing happened in Allahabad when the workers agitated and demanded action against the Supervisor. The result was that the President of the GRT Workers' Union was chargesheeted but no action was taken against the Supervisor who violated the safety rules.

Now I come to the dismal performance of the Railways. Why is the performance of the railways so dismal? This dismal performance can be judged from the fact that the growth of freight earning traffic has been very sluggish. In 1976, the Railways had carried freight earning traffic to the tune of 212.6 million tonnes. It came down to 193.1 million tonnes in the year 1979-80. It slightly rose to 230.1 million tonnes in 1983-84. For the year 1984-85 the target was 245 million tonnes, which was later slashed down to 237 million tonnes.

And I doubt and say that the Railways will not achieve during this year the freight earning traffic of 237 million tonnes. What is the reason? Sir, during the debate on

transport policy Committee Report it was discussed that there is a crisis in wagon building industry of our country. The Railways have drastically cut down the order that was placed on them and wagons are not available. I had been to Chirimiri which is in the Eastern Coalfield. I found huge stocks of coal accumulated at the pithead of collieries and a huge stock of coal was burnt. It is a wastage of money. I asked: Why this coal has been accumulated? I was told that wagons are not being supplied. That was why the coal was not being transported and they have cut down also the order for purchasing wagons. There was a crisis, wagons were not available. That is why this freight earning traffic has become less than what was in the previous year.

Sir, overcrowding in the train has become a problem. Last year, during the year 1984-85, 121 pairs of new trains were introduced and there was a slight increase in the conventional coaches from 26,936 in the year 1982-83 to 27,343 in the year 1983-84, that is, an increase of only 407 coaches. How with an increase of 407 coaches the Railways could introduce 121 new pairs of trains? The only reason is that coaches of 200 trains were reduced and that is why there is overcrowding in the trains. And, Sir, the addition to passenger fleet has not kept pace with the growing needs of the traffic. From the year 1950-51 to the year 1984-85 the increase in passenger fleet is only 121.1 per cent, but increase in passenger traffic is 159.1 per cent. That is why there is overcrowding in the trains.

Sir, I have already told that the increase in the freight and fare is unparalleled. He has proposed 10 per cent surcharge on all the items of freight over a distance of 500 km and above, while at the same time regrouping three categories of freight which include grains and pulses and salt for human consumption to higher classification meaning higher freight for them. For the passengers he has proposed a 12-1/2 per cent increase in fares and he has also increased the fare for travelling a distance of 50 km.

He has also revised the monthly fare from Rs. 3 to Rs. 15. For the passengers

he has proposed a 12.5% increase in fares for travelling distance of 50 kms and above, while revising the rates of monthly season ticket for suburban commuters. The proposed sparing of passengers travelling distance of 60 kms and less would not give much relief in view of the fact that average lead in non-suburban passenger traffic is 11.3 kms and for goods traffic, it is 734 kms.

So, Sir, I strongly oppose this increase in freight and fare. I also humbly suggest that the old third-class travel which prevailed 50 years back, should be revived so that the poor people may travel by paying less fare.

PROF. N.G. RANGA (Guntur): At the same time, you want expansion. You want higher and higher wages and salaries. There must be some responsibility.

SHRI BASUDEB ACHARIA: Another question is, computerisation in transport management. The hon. House may be aware that one third of the railway track needs immediate replacement. Now, the computerisation will lead to increased traffic and haulage of more passengers and goods by Indian Railways. But without replacing these age-old railway track, and signalling system, introduction of computers to computerise the transport management will rather be disastrous and it will also squeeze the employment opportunities. You know already 3 crore youth are unemployed and their names are in the live register. Introduction of computers with the assistance from the World Bank will surely lead to squeeze of the employment potentialities in the railways.

Sir, I will say a few words about the railway employees. Much has been said that there was a cordial relation among the railway employees and the management. Sir, in the year 1973, loco running staff staged a movement. Then there was an agreement with them to reduce the working hour of the locomen to 10 hours. Till 1981, it was not implemented. In January, 1981, they again started a movement. And then the railway administration charge-sheeted and dismissed 600 locomen. They were discharged under

rule 14(2). Since then, these locomen were dismissed day in and day out. And the agreement with the locomen to reduce the working hour has not been implemented. They are now forced to work for more than 15 or 16 hours. Even the railway administration is violating the ILO convention to which the Government of India is also a party. I request the hon. Railway Minister to look into this matter immediately. How long will you deny the parity of wages demanded by the railwaymen with that of other public sector workers?

Coming to the problems of coal and ash handling workers, there are about 25,000 coal and ash handling workers and they are working under a contractor. The Government of India had appointed a Committee for the abolition of the contract system. The Committee recommended that the contract system should be abolished and that these workers should be absorbed in the Railways. These workers are engaged in loading and unloading of coal in steam engines. The Government have taken a decision to close down the loco shed and not a single steam engine has come out since 1971 from the Chittaranjan Locomotive Works. So, when all the steam engines will be out, where will these workers go? They are the most down-trodden people belonging to Scheduled Castes and Schedule Tribes communities of our country. They are doing the job of perennial nature for the last 15 to 20 years and yet the Government is doing nothing for them. I would request the hon. Minister of Railways to look into this matter.

Regarding casual workers, in 1980-81, in this very House, assurance was given that all the casual workers will be absorbed or regularised in the Railways. There are about 2,05,000 workers. They are to be regularised. This should also be looked into.

In regard to the railway canteen workers, only the employees of statutory canteens have been absorbed. But there are about 20,000 non-statutory canteen employees. They are getting pay and allowances as per the Supreme Court orders. But they have not been absorbed in the Railways. In the Rajya Sabha, during the monsoon session, a commitment was given by the then Railway Minister that all the canteen employees

would be absorbed in the Railways. But it has not yet been implemented.

Now, I would say something about the projects in West Bengal. The Calcutta Metro Railway was referred to here. The inauguration of construction work of the Calcutta Metro Railway work was started in the year 1972. At that time, the estimate was only Rs. 140 crores. Again, it was revised. An estimate of Rs. 500 crores was made. Uptill now, Rs. 450 crores were spent. An assurance was given by the Railway Minister when the Calcutta Metro Railway Maintenance Bill was adopted in this House that more money will be provided. We demanded Rs. 100 crores for the coming financial year. We expected that at least Rs. 100 crores will be sanctioned for the Calcutta Metro Railway to expedite the work. But only Rs. 1 crore, and 5 lakhs more than the last year's allotment has been sanctioned. Last year, it was Rs. 83.70 crores and, this year, it is Rs. 84.75 crores. In 1980-81, the estimate has to be revised and, I think, it would be about Rs. 1000 crores, after five years.

Regarding Bankura-Raniganj railway line, survey was made and it was also recommended. The Chief Minister of West Bengal wrote several letters to the present Railway Minister and the former Railway Minister that there was a reserve of coal in Majia, that a super thermal power station is also coming up near Majia, and hence the railway line will serve the people of Bankura which is a backward district. Bankura is one of the 15 backward districts of our country where there is no industry. The Railway Minister has made no provision for this project in this year's Railway Budget.

As regards Bujbuj-Namkhana railway link line, in 1981-82, a provision was made in the Railway Budget. But up till now I do not find any allotment of money for the project. There is no mention of it in this Budget. This railway line also serves the people of a backward region of Sunderbans area.

In regard to the conversion of Purulia-Ratshila railway line, since 1980 I have been

demanding the conversion of this Particular railway line. This railway line is in the backward district of Purulia. A survey was made in 1983. The Railway Board forwarded the proposed to the Planning Commission. The estimate for this railway line is about Rs. 6 crores. This project should be taken up.

Regarding the Digha-Tamluk project, the foundation stone was laid by the former Railway Minister. The land was also acquired. The money was given to land-owners. There was an election propaganda that the State Government of West Bengal was not cooperating with the Railway Ministry and that is why the construction work was not being started. So, the Government of West Bengal acquired the land and the money was also given. But in this Budget only a provision of Rs. 1 lakh has been made. More provision should be made for this project to start the construction work of the project.

As regards the introduction of the Mahananda Express train, it was also an election propaganda that the Mahananda Express, a super fast train, from Jalpaiguri to New Delhi would be introduced. But we do not find any mention of it in the Railway Budget. I would request the Railway Minister to see that a super fast train from Jalpaiguri to New Delhi is introduced.

There should be modernisation of Darjeeling Himalayan railway. The train was introduced long back. The coaches are over-aged; the steam engine is over-aged. This should be modernised.

There should be electrification of Bandel-Katwa railway line.

There should also be the introduction of a train between Dhanbad and Tatanagar via Adra. There is no direct train from Dhanbad to Tatanagar. So, the Railway Minister should see that a direct super fast train is introduced between Dhanbad and Tatanagar.

Again, there is no direct train from Farakka to Howrah. There is a super thermal power station in Farakka. So, a super fast train from Farakka to Howrah should be introduced.

I conclude by saying, to improve the performance of the Railways, the policy which has been adopted by the Railways should be changed and greater allocation in the Seventh Plan for the development and improvement of the rolling stock in the Railways should be made. And, I again demand the withdrawal of increase in fare.

With these words, I thank you for giving me an opportunity to speak on the Railway Budget.

MR. CHAIRMAN : There is a very long list of members from the ruling party who want to participate in the debate. I, therefore, request the members from the ruling party not to take more than 5 to 7 minutes.

SHRI AMAL DATTA : They have nothing to say. Why 5 minutes even ?

MR. CHAIRMAN : It does not apply to you. I am saying to the ruling party members. You have taken your full time.

PROF. MADHU DANDAVATE : He is a member of the ruling party in West Bengal. He thought that it was applicable to him also.

MR. CHAIRMAN : But this is not West Bengal Assembly. This is Parliament; it is Lok Sabha.

Shri D.L. Baitha.

[*Translation*]

SHRI D.L. BAITHA (Araria) : Mr. Chairman, Sir, you have put a limit of five minutes to speeches.

MR. CHAIRMAN : There is a long list.

SHRI D.L. BAITHA : First of all, I would like to congratulate the Minister of Railways. Despite the conditions prevailing in Railways, he has not effected much increase in the rates.....(*Interruptions*)

[*English*]

SHRI RAM PYARE PANIRA (Roberts-ganj) : He had been the Chairman of the Railway Convention Committee. He knows it better.

[Translation]

SHRI D.L. BAITHA : The Minister of Railways has tried to present a balanced budget. The Britishers had in view two points while introducing railways in this country. They used to construct railway lines at a place which they used to deem fit from administrative point of view or at a place from where they had to transport goods being manufactured. Today we find that railways have to cater to all the needs of the country. Today railways not only meet the administrative or the transport needs also but manage to supply essential commodities to the areas affected by natural calamities like famine, floods or drought even after incurring heavy losses. If we consider Railways to be a commercial undertaking and think that it should earn profit, then the increase made in fare and freight today should have been many times more. The Tariff Committee and other committees constituted for the purpose have also made a recommendation to this effect. I have congratulated the Railway Minister because he has kept in view the welfare of people in spite of all these recommendations. Keeping all these things in view, the increase made is justified and it should not be less than this (Interruption). I will not quote statistics for want of time because all these things have been given in the budget speech and the brochure supplied to the Members. I would like to draw the attention of the Government to the fact which has also been accepted by the Railway Convention Committee and the Government that economic viability should not be the only criterion for laying new railway lines, but Government should also keep in view the administrative needs and transport requirements of the people as also the need to provide rail transport facilities in backward areas.

You might be aware that in our country there are certain areas where people have not seen a train, what to speak of travelling by it. Is it not our duty to provide railway facility in such areas ?

If we see the past history of Railway, it will be clear that injustice has been done to the Railways and allocation made to them by the planning Commission has been decreasing every year. Since Railway plays a very important role in the country and meets

traffic and other needs of the people, it should not be meted out step-motherly treatment. Funds should be allocated to them keeping in view their requirements and public amenities. I would like to give a suggestion to the Government through you that the Minister of Railways may also be made a Member of the Planning Commission so that he could present the true picture of the Railways before it and could get the required amount allocated.

Mr. Munshi has just now referred to the need for electrification in the N.B. Railway and N.E.F. Railway, but I would like to say that what to speak of electrification, even the existing operational facilities are inadequate there.

Katihar-Barouni meter gauge line has been recently converted into broad gauge line and it was inaugurated by the former Prime Minister Smt. Indira Gandhi. I am pained to point out that the assurance given at that time that the number of existing trains there would be increased and a new train Mahananda Express would be introduced, has not been fulfilled.

It is strange that while before inauguration, 14 pairs of trains used to run there, the number of trains has now been brought down to only two pairs of trains. It means after gauge conversion, lot of difficulties in respect of traffic have cropped up there. The speed of the trains running at present on this track is so slow that they never reach in time. Besides, the number of compartments in them is also less. We are in a fix to know what to do. The difficulties being experienced by the people travelling by these trains are beyond description. I, therefore, request the Railway Minister to travel by this train at least once. The line was inaugurated by the former Prime Minister Shrimati Indira Gandhi and the assurances given to people at that time should be fulfilled.

There is a small track of 107 kms between Katihar and Joghani. This track is a gateway of Nepal. It provides access to Calcutta port for Nepal. We can never forget our former Railway Minister, Late Lalit Babu our present Railway Minister was also his friend. He had said that gauge conversion work upto Joghani would be undertaken, alongwith the

gauge conversion between Katihar and Barauni. When there was Janata Party Government at the Centre, I had met the then Railway Minister, Shri Dandvate, in a delegation and he had assured the delegation that gauge conversion work between Katihar and Barauni would be extended upto Jogbani, but the matter is still pending. Its survey has already been completed. I would request that gauge conversion work on this small track of 107 kms, be undertaken.

I would also like to put before you the present position of Katihar-Jogbani track. Previously 10 pairs of trains were operated ex-Jogbani to Varanasi, Allahabad and Sonapur. But with the gauge conversion between Katihar and Barauni, the operation of these trains has been stopped and the number of coaches has also been curtailed very much from ten to 3 or 4 now. It has resulted in great difficulty to the people. You can yourself see that the strength of drivers, guards, Railway employees is the same, but people are unable to travel due to reduction in the number of coaches.

Our Railway Minister has wide range of experience of administration. He is a very dynamic person. I would request him to take the trouble of visiting these areas and see for himself the condition in North Bihar. He should acquaint himself with the condition of passengers travelling in trains in North-East Frontier Railway and North-East Railway.

It has just now been stated that double decker coaches are being introduced. I would say that people are already travelling in a double decker like condition. The passengers travel in the coaches, travel on the roofs, and travel sitting on the joints between two coaches and risk their lives.

I would request the popular and experienced Railway Minister to visit these areas. When he was sworn in as Railway Minister, he had assured me to visit these areas. He had given me the assurance, now he should intimate as to when he would accompany me to visit these areas.

Regarding Talcher Sambalpur Railway link, an assurance was given that more funds would be allocated for that sum of 1.50 crores of rupees has been allocated for

the purpose so far. More funds should be allotted for this project. Even division funds have not been allotted for this rail link.

I had to cover many more points in my speech, but one thing I would like to say that the distance between Farbeesganj and Thakurganj is less than 97 kms; it is about 90 kms. It is necessary to link these places to facilitate Railway operation also. Survey for this work should be undertaken. There is bottleneck at Barcoi bridge. From strategic point of view, it is necessary to remove the bottleneck. If the bridge is destroyed, entire person would be delinked. If this small link is provided, a person from the far last part of the country could travel right upto Somnath in North India through Chhitaunighat, Bagha, Nirmali and Saraigarh.

I want that our Railway Minister should pay attention towards this and should visit the area at least once to acquaint himself the situation there. Only then some improvement could be brought about there.

With these words, I conclude my speech and thank you for the time given to me.

[English]

PROF. MADHU DANDAVATE (Rajapur) : Mr. Chairman, Sir, the Railway Minister has presented to this House the railway budget for 1985-86. Sir, I would like to remind the Railway Minister that he is heading a Ministry that is second largest under a single management in the world. It has 61000 route km of the track; about 10,000 locomotives covering about 7,000 stations, about 4 lakhs of wagons and at the same time everyday the trains carry about a crore of passengers—suburban and non-suburban—and they carry a freight of the order of 7 lakh tonnes every day and the capital at charge is of the order of Rs. 7,000 crores.

Now, such being the expanse of the railways a strict monitoring of the system is absolutely necessary. Before I come to the total collapse of railways' finances and also a great harm done to the safety of the railways, I would like to point out to the Railway Minister a methodology that would help a long way in trying to achieve the targets of the entire year.

The hon. Minister has already presented a statement of accounts for the entire financial year—anticipated revenues for the year and anticipated expenditure of the year. But if you wait for the last month to find out whether the targets have been achieved or not he will find he is a miserable failure. It is necessary that the entire budget projections for every month are actually prepared in advance because all months in terms of revenue are not prosperous months or all of them are not lean months and depending, for instance, on the movement of foodgrains and sugar it will depend on a particular season. Therefore, month wise projections of the entire budgeted revenues and expenditure will have to be framed and unless the Minister takes personal interest in monitoring the entire financial system every month every month go to every zone and meet the railway officers and find out whether the targets for revenue and expenditure for every project have been achieved for every month he will find at the end of the financial year that the targets will not be fulfilled and as a result the financial position will go from bad to worse. This monitoring is necessary. I do not want to cast aspersions on his predecessors. But I must say in India's constitution we have said "India that is Bharat". Unfortunately in Railway administration a stage came when the new connotation was "As far as Indian Railways are concerned Malda is Bharat". That was the new railway equation built up. This equation will have to be broken. The Minister will have to move from zone to zone and if necessary from division to division. He will have to all the financial arrangements, to see whether the targets have been reached or under-fulfilled and unless we are able to have monthly checks regarding targets of revenues and also other targets he will not be able to fulfil the financial results.

Now, I would like to raise a very significant financial aspect that will be valid for all times to time. Before speaking on the subject this afternoon I carefully went through all the budget papers and from 1980-81 to 1985-86 I scanned all these figures and I found an interesting feature which this House and the Minister should take note of.

Last time when Shri Ghani Khan Chaudhuri presented his budget he made

a very dangerous comment. When we complained that there is increase in revenues through freight and fare increase, he said that in a world in which we are having an expansion of railways increase in freight and fare is inevitable. So, what will be the logical corollary of this argument? It will mean, as time proceeds dictated by the developmental needs of this country the railways are bound to expand from year to year and year to year if there is an expansion of the railways the inevitable corollary of Shri Ghani Khan Chaudhuri's conclusion will be that every year there will be increase in freight and fare and this burden will go up, sky being the upper limit. Every time there is increase in freight and fare, only the sky is the upper limit. For the commuter and railway user, the sky is the upper limit. I want to warn you. I want to point out to you a very interesting dilemma and contradiction. I have the figure of the traffic achieved in various years which are projected in the Budget Papers and also the corresponding levy imposed in various years. If you go through these figures, you will find, they produce a very interesting picture and it is this. Even with the increase in tonnage moved, even with the traffic increase, which is advantageous to the Railways, we find that there is also corresponding increase in freight and fare. I will substantiate this by facts. In 1980-81 the originating traffic in million tonnes was 214.50. The increase in freight and fare in crores of rupees was 190.91. In 1981-82 the projected increase in traffic was 221.20 million tonnes and the increase in freight and fare was 426.12 crores. In 1982-83 the originating traffic was 223 million tonnes; there is additional fare and freight increase of Rs. 748.45 crores. We now come to 1983-84. The projected traffic was of the order of 241 million tonnes. The increase in freight and fare was Rs. 431 crores. Now we come to 1984-85. It is a little steep. In 1984-85 the projected traffic is 245 million tonnes. The increase in freight and fare is Rs. 114.22 crores. Now we come to the present Minister—he is post-election Railway Minister, that I can see. Now, in 1985-86, they have projected a traffic of the order of 250 million tonnes. So, starting from 1980 (with 214 million tonnes) now you come to 1985-86 to 250 million tonnes. With this projected traffic,

what is the additional levy that is imposed? Very graciously he has increased freight and fare by Rs. 495-00 crores. So, this is the picture.

It appears to me that the increased railway traffic is irrelevant to the capacity of the Railway Minister to impose increased freight and fare. This is happening for a very simple reason. There are number of other sources from which resources can be developed, number of wastages can be stopped; development schemes can be started number of expansion activities can be taken up and thereby the assets of the railways can be built up. When you build up assets and rolling stock productive capacity of Railways, you also build up its potential for building up more revenue. This aspect is totally neglected. If every time we have to rely on increase in freight and fare for railway expansion—since there will be more and more expansion of the railways in the years to come—according to their logical corollary, every time there will be increase in freight and fare. Therefore we will only come to a breaking point.

Then, there are season ticket holders about whom my friend Shri Sharad Dighe has already referred to. I can understand the rationalising of the structure of the season tickets. But one very significant aspect of the matter, namely, the social aspect of the matter, should not be forgotten. Life is guided not merely by economics but by sociology also. That is very important. In places like Bombay where number of persons belonging to the working class come from very far off distances to their places of work, they do not travel these long distances out of their free choice, but they are forced by sociological conditions in places like the city of Bombay. If you do not take note of this fact, if you are guided only by your economic and financial experts, very often, what happens is, your financial experts only take a financial aspect of the matter, and they say legalistically it is all right. Bernard Shaw once said 'Law makes the mind sharp by making it narrower.' I do not want our Minister to apply his legal mind, his legal acumen and try to take sharp decisions. No doubt he will have the sharpness of mind, but it is at the cost of the vision of his mind; and I do not want his vision to suffer.

16.00 hrs.

The social aspect is to be taken. I would like to make suggestions for this in a constructive way. Instead of going on increasing the rate of season ticket passes, a new legislation could be brought. Now, the party in power at the Centre is in power in a number of States, I think it will be possible for them to use their good offices and request those Chief Ministers who are running the States to bring forward a new legislation in their State Legislatures by which a statutory provision should be made that a part of the expenditure on commuting purposes incurred by the employees in large industrial areas upto the place of production should be borne by the employers themselves. A legislative provision should be made to this effect. This measure of legislative provision should be made. No doubt it will be a radical suggestion. In one of my budget speeches I have hinted at that, but after delivering the speech, I collapsed, not physically but politically. If various legislatures adopt legislation whereby—leave aside the question of increase of freight and fare—the suburban passengers because of their being required to travel long distances, not of their own volition or choice, required to travel upto their work place, a part of their expenditure on this account can be borne by the employers and legislation can be made to that effect. I think that a very constructive step in this respect might be helpful.

Sir, there is one other aspect to which I would like to draw the attention of this House, that is, the allocation in the present Budget. I do not want to bother you with all the details regarding the heads of allocation. But I would like to pick up certain sensitive heads in the budget and point out to them how the entire budget has been planned by them in a unproductive manner. Sometimes various allocations against various heads of the railway administration and railway production units, very often being a long drawn vision, are made but the productivity of the railways is likely to come down.

I will now take up three or four items and try to point out how in very important matters, we find altogether different types of allocations having been made. Take for

instance, the construction of new railways lines. You will agree with me that as far as railway trains are concerned and railway traffic is concerned, we must know that railways are not like the DTC buses in Delhi which are not supposed to carry the passengers. The railways are to be treated as an important infrastructure to our economic development and particularly in developing countries like India. Therefore, construction of new lines is not merely made for the passenger traffic but for the more important aspect of this is for the development of the backward areas. Now, taking note of this factor, I give below the position of the construction of new lines.

For construction of new lines in the revised estimate in 1983-84 an amount of Rs 87.47 crores was provided and in the budget estimate for the current year 1985-86, it has been reduced to Rs. 64.36 crores. Then in the case of gauge conversion, in the revised estimate for 1983-84, a provision of Rs. 73.52 crore was made and you will be shocked and surprised that has been cut down to Rs 30.40 crores in the present budget. After all, you can indulge in a little slaughter here and there. But there is a limit in which the slaughtering process can continue in the gauge construction. Then we come to the rolling stock.

In the revised estimate for 1983-84, a provision of Rs. 533.70 crore was made and for track renewal, apparently it may appear that you have increased the allocation. In 1983-84, the allocations were Rs. 353.0 crores. Now there is a provision made only to the extent of Rs. 494.56 crore. Apparently, to the hon. Minister it may appear that there allocation are increased. But are they proportionate to the requirements of track renewal? My hon. colleague and friend Mr. Dighe, rightly pointed out to the need of track renewals on a very large scale.

Forget my assessment, forget the assessment of economic experts, forget the assessment of financial journals. Let us take up the very speech of the Railway Minister delivered last time. In that speech he had said what would be the arrears of primary renewals of rails, which were likely to undergo multiple fractures and therefore, there were likely to be accidents. They

were of the order of 18000 kms of track. Such a track out of 61000 kms needs to be replaced and renewed. Therefore, only increasing the allocation from Rs. 353 crores to Rs. 494.56 crores will not solve the problem.

16.06 hrs.

[SHRI SOMNATH RATH *in the Chair*]

Then signalling and telecommunications. I would like to warn the hon. Minister in this respect. I have very carefully studied every enquiry report on accidents of Indian railways, and each one of them has pointed out that our signalling and telecommunications have become obsolete; these need to be modernised, streamlined and rationalised. The allocation for signalling and telecommunications in the revised estimates for 1983-84 was Rs. 45.37 crores and now they are Rs 40.48 crores. These reduced allocations will not meet the requirements of expansion of railways. While, on the one side, I would warn the Minister concerned to take cognizance of that, on the other, we, as the entire House to the last man in this House, whether we belong to the ruling party or the opposition party, must join in urging the Planning Commission not to treat the Railway Ministry like any other Ministry. Other Ministries work on their own, but the Railway Ministry is the basis and the infrastructure for the other Ministries in the country. If the industries are to be run, they need railway. If the coal and steel have to be moved, they need railways; if passengers are to be commuted, they need railways. For almost every important power station and steel manufacturing industry, sugar industry and other industries, everywhere railways actually act as an infrastructure. Whatever meagre allocations were made last time in the 6th Plan, namely Rs. 6573 crores, the Planning Commission seems to be enamoured very much about the constant factors and constant numbers. It is very necessary that these allocations must be increased. These allocations may apparently appear to be allocations for railways, but they are indirectly allocations for all the Ministries. Therefore, in this respect, I would fully support the Railway Minister in his demand that he has made in the budget speech, that the Planning Commission must provide for more

allocations for railways, because this provides infrastructure for the economic development of the country.

Then, there is one more aspect to which I will draw his attention and sound him a note of warning, and that is the unrealistic target that try to introduce in the budget. In the original estimates for 1983-84, the target of traffic was fixed at 245 million tonnes, in the revised estimates for 1983-84, it has been brought down to 237 million tonnes. They had to revise it from 245 million tonnes to 237 million tonnes because of the situation in the country. Now, in spite of this gloomy picture, they have now put the entire target for 1985-86 as 250 million tonnes. All that he can achieve by showing on paper 250 million tonnes as the target of traffic, is that he can show some sort of increased revenue, otherwise he would have been required to put some additional levies. Probably, he has escaped from that by showing that the Railways would be able to get considerable revenues by putting the target as 250 million tonnes. But, I am sure that is not going to be reached and non-fulfilment of this target of 250 million tonnes in this very financial year will further lead to more losses and there by he will be required to come up with supplementary demands or supplementary budget, by which he will put additional levies. Very often, instead of being beaten with a single stroke, if you are beaten stroke by stroke, you feel the pinch and burden of the stroke rather light and probably he proposes to do that.

Now, I would like to sound a note of warning to the Minister about the fuel consumption. I would like to draw the attention of the hon Minister that today in the entire transport system, the most important economic aspect is the fuel economics, and he must study that in detail. In the Indian Railways Year Book, 1983-84, on page 48, you have yourself provided us with certain valuable figures regarding the fuel use for the traction in railways, that is the steam traction, the diesel traction and the electric traction. We find that as far as coal is concerned, in 1982-83, 9.45 million tonnes of coal were consumed by the railways and in 1983-84, 9.11 million tonnes of coal—almost stagnant; high speed diesel oil utilised for diesel traction was 1227.2

million litres in 1982-83, and 1313.3 million litres in 1983-84. Look at the electric energy consumed. It was 2524 million kwh in 1982-83 and 2627 million kwh in 1983-84. When this is the consumption of fuel, look at the division and the break-up of traction in our country. The steam locomotives are 6292, the diesel locomotives are 2638 and the electric locomotives are 1157. From this relative figure, it is very clear that our major expenditure will be on coal, then it will be on diesel and then only on electricity. Whereas he may challenge my figures and I am prepared to be corrected, I will tell him that the relative fuel costs are very significant and if you combine those figures with these figures, imagine the increase in expenditure.

I have found out that if you have got a train weighing 1000 tonnes and it moves for 1000 kms, that is for 1000 gross tonnes kilometer haulage, for steam traction, you are required to spend Rs. 12, for diesel traction, you are required to spend Rs. 6 and for electric traction, you are required to spend Rs. 3. per km. Thus, Rs. 12, Rs. 6 and Rs. 3 per km, where a train weighing 1000 tonnes actually moves. These are the haulage charges.

If you look at the consumption of oil that I have given earlier and also take note of the fact of the levies of Rs. 600 and odd crores imposed on the crude oil, you will find that the diesel price is likely to go up. The Finance Minister has done it in a surreptitious way; probably, our Railway Minister coming from an agricultural class has done it in a more open hearted manner. He has straightway put the levies, but the Finance Minister has done it in an indirect manner and you will find that the diesel price will go up and the diesel traction will become more costly. The figures that I have given will become obsolete, and therefore, you will find that electric traction will become absolutely necessary. I know what will be the constraints and what his officers and financial experts will say. They will say: 'Madhu Dandavate has put forward a very fine suggestion, but do you realise that in the final consumption of energy, electric traction is quite good, but in the initial investment for per km electrification, it is very costly'. And they are likely to tell

him: 'If you electrify one km of track, it will cost Rs. 10 lakh.' But knowing this constraint, we had already set up the Raj Committee ; they went into the problem and said that with certain changes of structure like aluminium category, it will be possible to bring down electrification charges from Rs. 10 lakh per km to about Rs. 7 lakh per km. Therefore, the initial investment might be Rs. 7 lakh per km. What will be the ultimate result? It is not in your lifetime or my lifetime that we have to think of India ; we have to think of generations to come after we pass away, and therefore, think of the coming generations and not only our generation. You must take note of that aspect.

Now, I come to the problem of railway safety. There are very many factors. The other day the Railway Minister was informally discussing with me what can be done for the problem of railway safety. I would just point out one single instance. If he can restore this, it will go a long way in ensuring safety. I will briefly trace the various factors which are impairing the safety of railways. There is one set of accidents, which very often recur and that is the accidents by collision. Sometimes, the railway train comes into the yard of a station. Probably, the engine driver is exhausted, sometimes he is absent minded like an absent minded professor. When the train is coming in, probably there might be a red light indicating that there is a stationary train in the yard of the station and, therefore, he should not come. If an absent-minded driver is there, or if he is exhausted, he neglects that red signal, the train comes into the station and a collision and/or an accident takes place.

Now, it is a great tribute to our Railways, the RDSO, that is the Research Designs and Standards Organisation, Lucknow. Those scientists have evolved a very interesting instrument for automatic warning system. That automatic warning system is just fixed up below the engine chamber and track magnet is kept half a kilometre from the red signal. And as soon as the incoming train comes just above the track magnet by electro-magnetic induction a small whistle is blown in the chamber of the engine driver indicating to him that

there is a red signal but he has not taken note of that and if he is so absent minded that a shrill whistle does not awaken him, in that case there is an automatic arrangement by which within ten seconds, if he does not mechanically apply the brake, automatically the brake is applied, the train stop and the collision accident is avoided. Now, that instrument was fixed on two high density routes, Howrah-Burdwan and Mughal Sarai-Gaya. On both those high density routes, Mr. Minister, after this automatic warning system was fixed in the engine and the track magnets were fixed in the routes, you will find that not a single accident of collision took place.

But we took a very short-sighted view and later on it was said because people stole away the track magnets, therefore, we removed that system altogether. But, do you realise? You are worried because the track magnets are stolen. And secondly, according to the new compensation standards if an accident takes place, when one passenger dies you have to pay a compensation of lakh a of rupees, Rather than allow the people to die and pay compensation at the rate of rupees one lakh per passenger it is better to spend on track magnets and automatic warning system and see that the accidents are avoided.

I will briefly mention some points.

Then ten-hour duty rule should be implemented Inter-mediate checking system has been, to some extent, slackened. It must be restored properly.

For the sake of emergency, some of the firemen in the steam engine are given training to drive a steam engine. That is just for the sake of emergency, that is, some dacoit may kill the driver and in that case what will happen to the train? Therefore, the fireman must know the art of driving. Therefore, they are given the emergency training. Taking advantage of it they have introduced a practice on some trains in which the firemen are asked to act as the engine driver, and they are given permanent job of running the trains. This practice must be stopped.

Some of the goods trains especially in the South, are run without guards. That is not good.

There are accidents by sabotage and the root cause is removal of fish-plates. And if people try to remove fish plates and cause accidents, some technological device should be evolved. If you go to the Pune institute you will find that they have been demonstrating there the working of long range and short range welded rails there. If those long range and short range welded rails are fixed, the problem of removal of fishplates can be solved.

It has been mentioned that about 20 to 25,000 kilometres of track is due for primary renewal. That must be taken into account.

I suggest that automatic signalling should be strengthened.

The recommendations of the Railway Accidents Inquiry Committee in respect of recruitment, training and promotion policy, improvements in signalling and interlocking have not been implemented. They must be implemented.

The average accidents at unmanned level crossings is 100 per year. Why do those accidents take place? Because, statutory provision is that if an unmanned level crossing falls in a local body or municipality area, the expenditure on conversion of the unmanned level crossing and maintenance of that has to be borne by the municipality or the local body. My own experience is that the local bodies refuse to spend the amount. I would request the hon. Minister to take up a bold stand and declare that because the unmanned level crossings are prone to accidents, on all unmanned crossings the Railways themselves would take up the task and do it.

The perspective of new lines has to be changed. The norms for them must be revised. Backward areas must not be neglected.

I would like to make a suggestion here. To satisfy all the persons who make a demand, generally what the Railway Minister does is, he announces that a particular project would be taken up. The expenditure may be Rs. 150 crores, and the grant given may be Rs. 1 lakh or sometimes it is only Rs. 10,000/- It is only to satisfy

those who are demanding that it is done. I would request him, though it may be an unpopular stand, but ultimately a popular one, that whatever amount is available to him for conversion and new lines, instead of squandering away those funds on a number of projects, he should take up the On-going projects which are under progress. Increase their allocations, fix up the time frame for the completion of that project, allow that to start and once it starts operation its productivity will grow because it will give returns in terms of railway's financial revenues. Otherwise, if we have 100 or 500 on-going projects on which paltry sums are made, only the Members of Parliament will be satisfied. They will go and the projects will also go. But nothing will be gained for the productive purposes. Therefore, he must take a non-partisan view in respect of on-going projects. I must tell him. Forget the Janata Party or the Congress Party. Wherever proper projects have been started, if the West Coast project is a fine one, all parties support it go ahead with that. In Gujarat I went along with the former Finance Minister and inaugurated the construction work of Modasa-Kapadwanj line. Further extension was also sanctioned. If you see my Budget papers you will find that the sanction was there. The Planning Commission gave the clearance. But when we disappeared, the line also disappeared. We may disappear for good, but let not the railways disappear. We might disappear, but we want the railways to survive because we are not the infrastructure of economy, but fortunately, the railways are the infrastructure of the economy and, therefore preserve that.

In the end I shall say that the employees problems should be attended to, P.N.M. and J.C.M. should be activated. Certain categories are still neglected in the matter of upgradation. That must be done. The productivity-linked bonus formula has proved to be a success. It should be made a permanent feature. And all the pending problems of the employees should be solved.

More allocations should be made by the Planning Commission to the Railways. I would just insist on all the Members of this House that let us tell the Minister that all the Members of this House are behind you; tell the Planning Commission

that the entire Lok Sabha wants increase in allocation of Railways as an infrastructure of the development of economy.

There should be better coordination among economic Ministries. Whatever happens in the Steel Ministry, it does not mean that it is a loss for the Steel Ministry alone. I will give you an example. If Durgapur Steel Plant is not able to respect the demand which Bansilalji makes on them for wheel and axle sets, the result of that is even when the wagons and carriages are already manufactured at Perambur, they will be stabled and they will not be moved. Therefore, there has to be coordination. Whatever is the suffering in the coal industry, the railways suffer. If Industries suffer, railways suffer. If agriculture suffers railways suffer. Therefore, there should be some informal machinery for the coordination among economic Ministries.

If all those precautions are taken, then only I feel that the railways which have gone away from the rails will be brought back to the rails and for bringing railways back to the rails the cooperation of the entire House will be with you. Only have the courage to accept the cooperation.

[Translation]

SHRI RAM SINGH YADAV (Alwar) : Mr. Chairman, Sir, Just before me, hon'ble member from the Opposition had placed before the House picture of Railways and its operation but I think the actual picture is quite different from that.

At present there are five lakhs of villages in the country. Out of these, four lakh villages are not connected with Railway or roads. Thus the people living in the countryside are not able to make use of railways. In the National Transport Committee Report also, it has been recommended that as a first priority, we have to change our transport policies in such a manner as to benefit the neglected section of the Society most whether it is Railway Budget or General Budget. No serious thought has been given so far in this direction,

I would like to ask the hon'ble Member sitting here whether he wants that earning

from this poorer section of the society should be used to subsidise the facilities for the urban people living in metropolitan cities like Calcutta or Bombay and should the rural poor pay for railway facilities and special concession in season tickets to the urban rich? On the one hand, there is a person living in the village who has not even seen a train and has to travel 5 or 6 miles on foot to catch a bus and on the demand is put forth here for other hand, providing facilities to the rich for undertaking berocracy tours. It is also demanded that Season Tickets should be provided at the cost of the poor who is living below the poverty line and who constitute sixty percent of the total population of the country. In the present economic setup of the country, the poor is being asked to subsidise the facilities being given to the rich. Such a demand by the Opposition, in my view, is a step towards destruction of the economy of this country.

Mr. Chairman, Sir, it has been started in the National Transport Committee Report, 1980 that priorities have to be given to the areas which are backward economically, agriculturally and industrially. Priority would have to be given to these areas for making provision of road transport, or railway transport and railway tracks. Are we following these policies?

An hon. Member has said that former Railway Minister had paid special attention to Malda. I would like to ask him if it is not fact that railway lines were laid in Kankan area when he was the Railway Minister. Is it not his area to which he had given special treatment? He represents that area in Lok Sabha. It is very easy to preach but it is very difficult to act upon. Just now he was saying that finances of railways are collapsing, but I would like to say that our railway system is the largest in Asia and second largest in whole of the world. It has 61460 kms of track. Our Railway system is the only system in the entire world which fulfils social obligations. Under social obligations our Railway carry certain items at concessional rate of freight. Is there any other country in developed or developing or in third world countries, where such social obligations are fulfilled? Our Railway system is also providing help to communication system or other systems..

(Interruptions)

[English]

MR. CHAIRMAN : Please speak points. There is no time.

SHRI RAM SINGH YADAV : I know that I am very much relevant, and the relevancy can be decided by the Members, not by the Chair.

MR. CHAIRMAN : There are many Members in the list. All must speak. Opportunity should be given to all of them.

SHRI RAM SINGH YADAV : I know it well but there is a time limit. I know the time is short but there is time. Time means time. Time is allotted to each Member.

MR. CHAIRMAN : Please go on. I have requested you to be brief.

THE MINISTER OF AGRICULTURE AND RURAL DEVELOPMENT (SHRI BUTA SINGH) : Be brief but take your time.

[English]

SHRI RAM SINGH YADAV : With due respect to the Chair, I may say that unnecessarily the bell is being rung. It causes embarrassment to the Chair. I know all the etiquettes because I have also been a Deputy Speaker.

MR. CHAIRMAN : That is why I say please proceed.

[Translation]

SHRI RAM SINGH YADAV : I was saying that the note of warning given by an hon. member from the Opposition who is also a former Minister of Railways to our Railway Minister regarding the economy of railways has no importance because our railways have a social obligation which is not the case in any other country and that is why a huge amount of expenditure is involved in fulfilment of this social obligation by the railways. I would like to submit to the hon. Minister of Railways that during the last elections, he and other hon. members might have visited the rural areas and might have been confronted with one of the biggest

problems being faced by the rural people today.

The existing railway crossings were provided fifty years back. The economy of the villages has grown in such a way that many important roads have been constructed at many places but no railway crossings have been provided. What I want to know is whether a survey will be conducted again to provide railway crossings where they are needed? The villagers have to walk as far as six kilometres. Will you please arrange to order a survey again so that their problem could be solved? There is no provision to man the railway crossings which already exist. Provision in this respect should be made so that the public is not put to inconvenience. Hon. Minister of Railways had inaugurated the Mathura-Alwar Railway line a few days back and budgetary provision for this purpose was also made. You have proudly added some lines in Indian Railway Year Book 1983-84:

[English]

“Further, during the year 1983-84, the following 4 new lines were approved for construction and work inaugurated involving a total length of 374.24 kms:

- (1) Mathura-Alwar (BG-119.75 kms. Central Railway...)”

This was a work, which was inaugurated by the then Railway Minister, Shri Ghani Khan Chaudhuri. In fact, there is a stone there, indicating the date and time of inauguration. A short distance away, in a village called Ramgarh, the Railway Minister will see the stone. Unless they start the work soon, the stone may be stolen away. When commitments have been made in the Budget, or by his predecessors, they should be honoured by the Railway Ministry and dealt with in a sympathetic manner.

[Translations]

Another thing which I want to mention is that you agree that the backward areas are to be developed. The metre gauge railway line from Delhi to Ahmedabad boosts up the economy of Delhi, Haryana, Rajasthan and Gajarat. There is no State capital in India.

except Jaipur, which is not linked by broad gauge. A provision of 10 lakhs was made in 1977-78 for the conversion of this line into broad gauge and in 1980 81 also provision was made. You can convert it in phases so that the backward areas can get broad gauge railway line. It is wrong on the part of the Minister of Railways to say that there is no difference between metre gauge and broad-gauge. You have yourself admitted in your year Book that whatever progress we have had is attributed to broad gauge and the coverage by the broad gauge cannot be matched by any other method.

[English]

"Although Broad Gauge forms only 53.21 per cent of the total route kilometres, it accounts for 88.3 per cent of the freight tonne kms and about 81.4 per cent of the passenger kms. Metre Gauge Covering 39.88 per cent of the total route kms. carries only 11.6 per cent of the freight tonnes kms and 17.99 per cent of the passenger kms."

[Translation]

You will find from your report that quantum of passenger traffic and freight traffic is enormous on the entire broad gauge. You have been committed to it in the budget all along. In spite of provisions in the 1977-78 and 1980 81 budgets, you have left it out. Amongst the railway stations in North India, Rewari tops in the matter of passenger booking. No railway station even on metre gauge railway line exceeds it. Keeping all these things in view, I hope, you will take up work on this line and complete it.

Mr. Chairman, sir, in the end I would like to make a submission with regard to my constituency, Alwar. You have given approval for the construction of an overbridge on the railway line in Alwar, but in spite of the budget provisions in last many years and in spite of the fact that Government of Rajasthan had made necessary provision, this Project is being in the doldrums even after a year, although it was supposed to be inaugurated last year. Will the Minister of Railways please see to it that the over bridge is completed soon, because gradually Alwar is developing into a big industrial centre and

has become an important industrial city, but these being no over bridge on way to industrial area, traffic gets blocked for about half an hour and sometimes even for an hour. The people are facing great inconvenience in the absence of an over bridge. I want that the work on the site of this overbridge should start soon. With these words, I thank the Minister of Railways for presenting a realistic budget in the House. Keeping in view the nature of the policy of Planning Commission and in view of the recommendations of the Transport Policy committee in its report, we should take up only those project which we can complete and for this I once again thank him.

*SHRIMATI MAMTA BANERJEE (Jadavpur): Sir, ever since our country became independent the Railway Ministry has assumed great importance and is playing a vital role. This Railway Budget for 1985-86 has been presented before this august House just after the elections to the Eighth Lok Sabha. I support this budget and while supporting it will like to say a few things and place a few suggestions for the consideration of the hon. Minister Sir, I welcome this budget because: nearly 82 crores of rupees have been allocated in it for the Metro Railway.

Then, railway travel for children upto the age of 5 years was made free in 1979, the International year of the child. But this was on an ad hoc basis. Now, in this budget for 1985-86, the ad hoc basis has been lifted and free travel for children upto 5 years has been allowed on a regular basis.

I welcome this budget also because in this international year of the youth, many facilities and concessions have been given to the young people between age of 13 and 33 years, for rail travel. Moreover, they have been allowed to stay in the railway hotels at Ranchi and Puri and other guest houses under the Railway administration. I fully support this step. But I will like to suggest one thing in this connection. Sir, we Indians are proud that we have given the world a young Prime Minister i.e. Shri Rajiv Gandhi, in this international year of

* The speech was originally delivered in Benbali.

the youth. Shri Rajiv Gandhi is a young Prime Minister of 40 years and it will be in the fitness of things if the age group of youths eligible for these concessions is changed from 13-33 years to 13-40 years. Many more youths will thus be benefited from these concessions. I will request the hon. Minister to seriously consider this. I welcome this Budget on the one hand and on the other hand I will like to give few more suggestions for the good of the common people and in the common interest. The hon. Minister may consider this. His budget has evoked mixed reaction all over the country on certain aspects. In this budget the freight rate has been increased. As a result of that the prices of commodities of daily use of the people, like kerosene, fish, vegetables, salt etc. will go up by 4 or 5 paise. But in reality the dishonest traders taking advantage of the situation will push up the prices by 12 or 15 paise over the present prices. The poor people and the common people will thus be adversely affected. I will therefore urge the Minister to withdraw the surcharge in freight on these essential commodities of daily use of the masses. The poor people will be greatly benefited by this, all over the country.

About the monthly railway tickets and season tickets, I want to say that a burden has been put on the people by the imposition of surcharge on monthly tickets for raising revenue. I will request the hon. Minister not to impose this surcharge on monthly tickets for the ordinary travellers. The common people will be benefited by this. This may kindly be considered.

The Railway Board had asked the Planning Commission to sanction construction of 20,000 railway wagons. Last year order was placed for 16,000 wagons. But this year the order has been curtailed to mere 5000 wagons. West Bengal industries will be the worst affected by this. The wagon construction companies of West Bengal like Texmac, Braithwaite, Ben Jessop etc. etc. will be very hard hit. The unemployment situation in Bengal is already very acute. If the order for wagons is cut down drastically then thousands of workers will become jobless. Already one after another factory is closing down in West Bengal, industries are falling sick, a wrong

labour policy is being followed. Due to the wrong and unsuccessful labour policy of the left front Government West Bengal has today turned in to a big disappointment for all. I will sincerely appeal to the hon. Minister to please see that the order for railway wagons which has been drastically reduced from 20,000 wagons to only 5000 wagons is fully restored, and thereby save thousands of workers from losing their jobs. Now, a word about the Circular railway. An increase of 50 paise in the fare on the circular railway has been proposed. The circular railway has recently been started and it is an experimental project. I will request that this proposed increase of 50% may kindly be reconsidered, in the interest of the poor people of West Bengal.

Sir, Shri Ghani Khan Chowdhury, when he was the railway Minister had assured about the taking up of the following projects :

1. Digha-Tamluk broad gauge line;
2. Bajbaj-Namkhana broad gauge line; and
3. Bongaon-Barasat double line.

Kindly see that these projects are duly considered, because the people of West Bengal are very neglected. Those living in villages are totally neglected. The left front Government does not take any care for them. Their condition is very pitiable. I again request you to take up the above projects which will help these poor people of West Bengal immensely.

Sir, there are about 60000 casual workers in the Railways. On 11th March, last we were coming to Delhi from Howrah by the Rajdhani Express. On the way we were surprised to learn that some casual workers have been retrenched after working for 10 or 15 years. As a protest, they had gone on strike on that day. Some hon. Members of CPI-M were also travelling with us. We saw the plight of the travelling public due to that sudden strike. But Sir, it is very unfortunate that these large number of casual workers have no security of jobs. Even after 10 or 15 years of service they can be retrenched at any moment

and they will become jobless. This is like death to them. We should think about these worker brothers of ours we should think about the women casual workers and labourers who have no security of jobs and keeping their interest in view, I would request the hon Minister to absorb them on regular basis step by step. I will reiterate that the freight rate on essential commodities of daily use of the poor people like, kerosene, pulses, vegetables, salt, fish etc. may not be increased. Already the poor people are groaning under the burden of runaway rise in general price level, in West Bengal. The left front Government there is not taking any steps to check this undue rise in prices. No dishonest trader or blackmarketeer has been penalised, not a single arrest has been made under the Essential Commodities Act. The poor people of West Bengal are in great distress today. On the Railway budget, I have myself appealed to the hon. Minister to consider some concessions in the interest of the people. But what is the opposition doing? It is true that the opposition must oppose, but it should be constructive. In West Bengal the left front Government, particularly some groups patronised by them and dominated by the CPI-M are threatening that on 19th March they will start a 'Rail Roko' agitation to protest against the railway budget. Is it the right way? I will like to say that if anybody come to harm, if any railway passenger suffers or is harmed on account of this 'Rail Roko' agitation, the entire responsibility for that will have to be taken by Jyoti Babu, the Chief Minister of West Bengal. We saw some years back when the tram fare in Calcutta was raised by one paise, the CPM workers carried out agitations all over the city and burnt down 14 trams and buses. But under the left front Government, the bus fares in Calcutta has been increased three times in one year. There has been no protest against this by the CPM workers. When the Congress workers started a peaceful agitation in a democratic manner against this, they were mercilessly beaten with 'Lathis', the police beat them up. Even the women were not spared. They too were mercilessly beaten up and terror was unleashed on them. The West Bengal Government constantly blames the Central Government for the ills in West Bengal and to hide their own inefficiency and corrup-

tion. Jyoti Bosu has ruined the economy of West Bengal. The West Bengal Government has simply gone on increasing the bank draft (overdraft). They have done nothing for the good of the people. The people there are in great distress. About the daily necessities of life of the masses, we know the West Bengal Government will not do anything. They are not capable to doing any good. Therefore I will urge upon the Central Government to take some steps to improve the economy of West Bengal. They should initiate steps whereby the people of West Bengal will be benefited and they will feel some relief from oppression. With that I conclude.

Thank you.

[English]

PROF. NARAIN CHAND PARASHAR (Hamirpur) : Mr. Chairman, Sir, I rise to support the proposals made in the Railway Budget by the hon. Minister for Railway for the year 1985-86.

Sir, there has been adverse criticism in the Press about the rise in fare and freight rate especially of the 12.5% rise in the passenger fare and 10% rise in the freight rates. But this was inevitable because the Railway Minister has to find finances and he cannot run the railways without any money. Whereas he has been forced to curtail the outlay on certain items, he has been able to increase the allotment in certain prominent items which are worthy of our notice. For traffic facilities, he has increased the allocation from Rs. 65.88 crores (revised estimate for 1984-85) to Rs. 69.08 crores. For track renewals, it is from Rs. 353.88 crores to Rs. 494.56 crores. For Bridge works, it is from Rs. 34.92 crores to Rs. 35.24 crores. For electrification, it is from Rs. 150 crores to Rs. 160 crores; and for passenger amenities, it is from Rs. 5.07 crores to Rs. 5.85 crores. So, these are some of the things in which he has been able to hold out the promise for better services.

But the most depressing aspect is the allocation for new lines in which, his hands perhaps, were tied by the Planning Commission. But I would draw his kind attention to page 19 of the Annual Report of the Ministry of Railways where the State-wise route kilometrage of various States has been

given. Out of 22 States, there are three States which do not have even one k.m. of railway track. They are Manipur, Sikkim and Meghalaya where the railway lines are under construction. There are four States where it is less than 500 kms. They are Jammu and Kashmir, Himachal Pradesh, Nagaland and Tripura. Sir, these States should have been given a special preference by him and I must thank his predecessor, Shri Abdul Ghani Khan Chaudhury for providing Rs. 2 crores for the Nangal-Talwara railway line in Himachal Pradesh which serves two States and is under construction for the last so many years.

It was on 22nd December, 1974 that late Shri L.N. Mishra, the then Minister of Railways, laid the foundation stone and it was the Prime Minister, late Shrimati Indira Gandhi, when she was not in power that she visited Amb, Una district on 21 December, 1979 as the Congress President saying that this line would be constructed as soon as she come to power. Keeping in view her promise she get it cleared by the Planning Commission and the then Railway Minister, Shri A.B.A. Ghani Khan Chaudhury provided an amount of Rs. 2 crores. Unfortunately, this year, the amount has been reduced to Rs. 50 lakhs which is a big slash and it is going to hit our development works very hard.

While I am making this plea, I may also bring to your notice that the State Government of Himachal Pradesh has provided an outlay of Rs. 2 crores in its Annual Plan for 1985-86 purchasing land and earthwork for this railway line and for providing sleepers at cost Price out of its own funds for the Railway administration in order to speed up the task of constructing this railway line. Though the Railway Minister in his Budget Speech has hinted that one section of this railway line is going to be completed, let us not be very much happy about this achievement as it is only 7 km. of railway track which is going to be offered to this territory in the last 33 years since Independence-out of which 4 km. will fall in the territory of Panjab and only 3 km will fall in the territory of Himachal Pradesh. At this rate, we can say that for every 11 years, we have got 1 km. of railway line. If the allotment for this railway line is to be slashed to Rs. 50 lakhs (which I am sure will be increased

by the Railways keeping in view the need of the State) then there is not much hope. Therefore, I would plead with the Railway Minister that keeping in view the regional imbalance and also the sensitive nature of this railway line-because it also serves the defence purpose the allocation should be increased and restored to at least Rs. 5 crores as was the allocation last year so that Amb which is in the district of Una is Put on the railway map of India within the next year, as it was promised by late Shrimati Indira Gandhi, the date on which she made promise was 21st December, 1979, and six years later if we are unable to take the line even upto Una, only 14 kms. of railway line inside Himachal Pradesh is, I think a very unfortunate situation.

Similarly, I would plead the case of Jammu and Kashmir. It has only 77 km. of railway line. Here also, there has been a big slash for Jammu-Udhampur railway line. From Rs. 2 crores given last year, the amount has been reduced to Rs. 1 crore this year. It is also a hilly State and the railway line from Jammu to Udhampur needs particular care and it needs special patronage of the Central Government because Himachal Pradesh and Jammu and Kashmir are the two border States which are grappling with so many problems of transport infra-structure and which have been neglected in the past, Jammu and Kashmir because of the partition of the country and Himachal Pradesh because of neglect.

I would also bring to the kind notice of the Railway Minister that the Chief Minister of Himachal Pradesh, Shri Virbhadra Singh, got a new line surveyed at the cost of the State Government as a deposit work. He thought that various hydro-electric projects would be speeded up if the railway track was laid on the Nangal-Roper line between Bahrampur and Rampur. That line has not been included. I would plead for the inclusion of this railway line in the Seventh Plan.

One of the projects which was in the Railway Budget last year has been scrapped, that is, Kalka-Parwanno Project. It is no longer in the works programme of the Northern Railway. I do not know what has happened to that. I would plead for its restoration.

Now, I may bring to the notice of the hon. Minister of Railways some of the urgent needs of the States of Himachal Pradesh, Punjab and Jammu and Kashmir. There is a feeling in Punjab also that since partition of the country Punjab has been neglected. Since Punjab does not have any member in the Lok Sabha at present, I may be allowed to speak a few minutes for Punjab also. Punjab being a border State, requires special consideration. The hon. Minister of Railways is very well conversant with the States of Punjab, Haryana and Himachal Pradesh. I plead that special care is needed for this area specially because there is now a project to double the track between Punjab and Ambala. This should be speeded up. Though Rs. 4 crores have been provided, that is not enough because doubling of the track within Haryana would help Punjab, Himachal Pradesh and Jammu and Kashmir. I would suggest that the proposal to double the track between Pathankot and Jullandhar should be reconsidered and the funds that are being provided for doubling of the track should be utilised for construction of this, line, an alternative route, from Amb onwards, the track should be taken to Pathankot so that the railway trains enter from the other side and ultimately Pathankot is linked via Nangal-Talwara and also via Jullandur.

I would draw the attention of the Minister to the fact that money would be saved. The money that would be spent on doubling the track between Jullundur and Pathankot can be better utilised by laying the new track. If you appropriate the money this way, both the purposes can be served, the double track can be provided in this way and the new line can be constructed.

The railways are the sinews of the nation. They are a symbol of national integration though there has been some criticism of the various hikes and freight rises which is inevitable.

I suggest that the Minister for Railways should seriously consider the recommendations made by the Railway Convention Committee (1980) in its 12th Report for track expansion programme.

The Minister for Railways should also seriously consider the 17th report of the public Accounts Committee of the Fifth Lok

Sabha regarding the expenditure on new lines for the last 30 years at that time, in which a perspective plan of 20 years was suggested.

It is very unfortunate that the Railway Board did not consider it feasible to take this report of the public Accounts Committee into account.

The result of it is that expenditure on new lines is coming down very sharply. In this year we are getting only 72 kilometres of new line proper attention should be paid to this aspect in view of the fact that the people who are clamouring for railway lines should also be regarded as the people who are working in the national interest. National interest does not simply remain in doubling the line, in electrifying the routes, in trebling the line or doing other works. National interest also demands that the various border States in the country are linked to the capital of the country and the districts in every State are linked to the capital of that State by rail and if there is thus a faster and more efficient movement, the economy will get a boost and the industrial development of the country would become faster.

With these words, I support the proposals of the hon. Minister of Railways.

SHRI NARAYAN CHOUBEY (Midnapore) : Sir, it is the first railway Budget of the new clean Government. It is really a chaddi and banian Budget; It is because the Government of India have taken the Kurta from the people of India in the Lok Sabha election and they have taken the pyjama from the people of India in the Vidhan Sabha elections; What is now left is only chaddi and banian. It is really the chaddi and banian Budget for the Railways;

(Interruption)

SHRI NARAYAN CHOUBEY : This clean Government has made a very clean fare hike, only 12.5% for the passengers and 10% freight hike; It will hit all the consumers. So, it is the most anti-people Budget.

The claim made by the Railway Minister that only 4.4 paise per kilogramme of food-grains and only 3 paise per kilogramme of

salt would be the rise, is ridiculous. Today newspapers have already reported that prices are going to rise further. Petrol prices have already gone up. And prices are still rising. Prices of foodgrains will further rise with the rise in railway freights. The persons who control business commodities do not seek the permission from the Government of India before raising the prices. Rather, today the Government of India is going for more and more decontrols and there will be more price hikes in the near future.

Actually, Sir, the health of the Railway system of India is in a very bad state.

17.00 hrs.

During 1984-85 our freight target was 245 million tonnes and we expected to carry only 237 million tonnes. We wanted to earn Rs. 3,688 crores and we earned only Rs. 3,657 crores. So, less Rs. 31 crores we earned. From passenger fare also, we are supposed to earn Rs. 1,508 crores. But we will be earning Rs. 1,460 crores which is less 48 crores.

On the eve of the Sixth Plan we had to make renewal of tracks to the tune of 13,000 kms. Now the Sixth Plan is coming to an end, and on the eve of the Seventh Plan, we have to make renewal of tracks to the tune of 20,306 kms. A laudible performance.

There is acute shortage of wagons. In 1983-84 we replaced 8,844 broad gauge wagons. The acute shortage of wagons continues.

Government proposed to acquire 1,00,000 wagons in the Sixth Plan, but actually acquired something like 50,000 wagons. Now the Government has decided not to acquire any more wagons. This is the condition in respect of wagons.

I am told that there is acute shortage of B.F.R. even and rail required for renewal cannot be carried from Bhilai Steel Plant. Raw materials to Bhilai Durgapur and other Steel Plants cannot be carried because there is acute shortage of B.F.R.

Coming to rakes, in 1980-81 we had 27,478 and in 1983-84 we have 27,343. That means, we have 135 rakes less now. Now,

remember; in the meantime Government have introduced 12 new trains. You ask any wagon depot, any carriage depot. There are no spare rakes, no over-lapping rakes. For that reason, trains are being delayed. There is no proper upkeep of rakes in any depot. There is acute shortage of rakes. We are producing something like 817 to 825 rakes per annum in the Perambur Coach Factory. We must produce more rakes, but the Government have not yet wound time to make up their mind about producing more rakes. There are many political pressures. The UP people want a factory in UP; the Punjab people want a factory in Punjab. The Planning Commission has suggested that the unutilised capacity of Burn & Co., Howrah, can be made use of for making rakes, but the Government is not going to abide by the wisdom of the Planning Commission. They want to go by political reasons.

Such is the bad state of health in which we find the Railways. The Railways must have more funds for rehabilitation. There is no doubt about it. In the First Plan, Railways had received 11.1 per cent of the total plan allocation; in the Second Plan 15.5 per cent; in the Third Plan 15.4 per cent; in the Fourth Plan 7.7 per cent; in the Fifth Plan 6.1 per cent; and in the Sixth Plan only six per cent. Only a paltry sum of Rs. 1,650 crores is allotted for 1985-86. This is nothing. This cannot touch even the fringe of the problem.

For renewal of tracks; steel is required. The price of steel in 1979-80 was Rs. 1710 per tonne; in 1984 it was Rs. 6087/- per tonne, and in February, 1985, it is Rs. 7260/- per tonne. More money is needed for track renewal. The cost of steel is rising, and it is impossible for the Railway Minister, if he does not find more funds, to make proper renewal of tracks.

Railways are required to carry social burdens. The loss on account of carrying of essential goods on concession was Rs. 104.48 crores in 1982-83; and in 1983-84 it was Rs. 141.75 crores. The loss on account of carrying suburban passengers was Rs. 63.02 crores in 1982-83; and Rs. 70.33 crores in 1983-84. The loss on account of other passenger traffic was Rs. 477.73 crores in 1982-83; and Rs. 592.25 crores in 1983-84. The loss on running uneconomic lines was

Rs. 46.49 crores in 1982-83 and Rs. 60.80 crores in 1983-84. Thus, the total loss was Rs. 691.72 crores in 1982-83 and Rs. 865.13 crores in 1983-84. Here I want to suggest that this loss cannot be charged to Railways. It is a social burden and Railways are not supposed to bear this.

This money should come from the General Budget and the dividend which the Railway is to pay to the General Budget must be adjusted against this loss coming out of the social burdens. So I demand that in the Seventh Five Year Plan at least 15% of the Seventh Plan allocation should be for railways and the social burdens should be adjusted against the dividend which the Railways are supposed to pay to the General Budget. Otherwise, it is impossible to bring back to the rails the Indian Railway which requires a Nawakalava Kayakalpam, and it will collapse very soon. The Minister's claim that in the 21st century the Railways will carry double the freight which it carries to-day will only be in dreams. We will be carrying something like 250 million tonnes of freight this year. This is too low an amount compared to the performance of other countries. China carries 2.5 times of what our country carries, U S A carries 5 times and U S S R carries 6 times....

PROF. N. G. RANGA : Is the rolling stock the same ?

SHRI NARAYAN CHOUBEY : Why don't you have that amount of rolling stock ?

I want to draw the personal attention of the Railway Minister to cases of corruption. Corruption in the Railways is rampant. All the big bosses, the big people go scot-free. I draw his attention to the Tata rail case No. 4 dated 11.3.77. Some thousands of wagons without any RR were loaded by the Tatas from inside the factory and sent to various places from Adityapur which is not a booking station. This was going on very well since the seventies. One patriotic Supervisor detected it and reported to the higher authorities but the Railway bosses of the Garden Reach and the South Eastern Railway took action against this man and was transferred immediately so that the Tatas could be saved. Then came the SRP, Tatanagar. He took up the case and for

his courage to take up the case, he was also transferred. A big man of the Tatas—I do not want to mention his name, wrote to the IG Police that this case should be dropped and at the request of that man the case was dropped. Then, ultimately, at the instance of the Supreme Court the case was again taken up in 1977. More than Rs. 10 crores are involved. I give the case number. More than Rs. 10 crores are involved...

SHRI AJIT KUMAR SAHA (Vishnupur) : This is a serious allegation.

SHRI NARAYAN CHOUBEY : He pleased the officials. The ex GM, South Eastern Railway and some other high officers of the S.E. Railway are involved and now they have joined the Tatas after retirement. Ultimately a charge sheet was made naming the accused. The Bihar Government has written to the Railway Board as early as 1981 seeking permission to sanction prosecution and start the case since the persons involved are big officers of the Government of India. Since 1981 so many Chairmen and so many Ministers have come and gone but no permission has yet been given to the Government of Bihar to conduct this case... (Interruptions)...I would like that this case be taken up and the guilty punished. I am giving the case number. I do not think that the Government will try to hide further.

Then corruption in awarding contracts is very much rampant on the Indian Railways. In my place Kharagpur, one tube-well contractor could not do any job—** He should have been blacklisted for his total failure to do the job. But he continues to bask under the blessings of high railway officials.

Then I come to theft of railway material stolen. In 1982-83 the value of railway materials stolen was Rs. 164.8 lakhs and in 1983-84 it rose to Rs. 174.07 lakhs. The value of stolen materials recovered is 1982-83-Rs. 90.81 lakhs and 1983-84-Rs. 71.67 lakhs. Then coming to booked consignments stolen—you book a consignment and it is stolen—in 1982-83 it was Rs. 685.2 lakhs and in 1983-84 it was Rs. 663.2 lakhs, and recoveries made in 1982-83 were worth Rs. 86.13 lakhs and 1983-84 worth Rs. 44.77 lakhs.

** Not recorded.

The Jinks of RPF people and the receivers in very big railway centres like Kharagpur, Sealdah, Asansol and Patna are very cordial. Everybody knows this. Such is the rampant corruption in RPF. He must be knowing that 400 jawans of RPF went on a five-day hunger strike to protest against the malpractices of big officers at Kharagpur in February 1985.

Another chapter has been opened in this matter. Previously jobs of re-railing, re-slipping and deep screening were being done departmentally. Now for a year or so this is being given to contractors. It has led to corruption and also hazards of safety because contractors never do the jobs as they should have done. You go to any railway colony, you will find that within four to five years a new building starts collapsing whereas the old buildings continue for over seventy to eighty years.

Sir, it is a budget of broken promises. We had been promised by the ex-Railway Minister that Tamluk-Digha railway line will be completed. During the elections the ruling party had campaigned that the West Bengal government had not given land for it. Now, it has been scrapped altogether. Bankura-Raniganj rail link which was supposed to come up has been dropped. A great qualifield at Mejia is coming up and it will remain untapped. Buj-Namkhana railway line has been dropped although promised during the elections.

Sir, Shri Kedar Pandey while he was Minister for Railways announced here on the Floor of the House that Purlia Kot Sila railway line will be turned into broad-gauge. Shri Kedar Pandey has gone to heaven and this proposal has gone to dogs.

Now, a word about administration in the Rail Bhavan. I would like to inquire what sort of administration is going on? Eleven posts of General Managers are lying vacant. Why. Is it because you don't find enough 'chamchas' to work as your General Managers? Why don't you fill up these posts? Two posts of Members of Railway Board are lying vacant. I do not know why.

Sir, do you know the conditions in which railwaymen work? All the yards are

full of dirt and filth. Huge heaps of used material abound near the tracks. Carriage staff, operating staff and gangmen cannot work freely and there are accidents. Then there is insufficient light at almost every yard. It is very difficult to work. There are no spares, no tools and no proper equipment in workshops, loco sheds, wagen and carriage depots throughout the country. When there is defect in work you only chargesheet and suspend the worker. I am very glad that our Minister has introduced some 10-point programme for safety. Previously there was a 20-point programme and everything was being turned into. There is no safety in the Railways. Anything may happen. On 23-2-85 Chakradharpur-Nagpur Passenger train caught fire. An alarm chain was pulled in time but the train did not stop at all. God alone knows how many people have died. The Minister does not know. The policemen were giving a figure which says that their number is fifty. The Minister, gives another figure which is much less. I do not know which figure is correct.

Again on 12-3-85 the Shantipur Local on the Eastern Railway caught fire. Previously, accidents took place in the form of derailments and collisions. Now, with the coming in of this new clean Government, a new item has been added to the existing cause of accidents and that is Fire. Sir, it is extremely difficult for the people to get compensation. Of course, you have increased the rate of compensation. But it is enormously difficult for common people to get compensation. Railway rakes are not properly looked after. The railway tracks are unsafe. Locomotives are defective. Various jobs which have traditionally been done by the department are handed over to the contractors giving rise to safety hazards. So, no ten or twenty point programme will do unless these things are remedied.

Regarding passenger amenities, the less said the better. There is no light; there is no fan; there is no water in the trains and in stations. General cleanliness is wholly absent. I would enjoin upon the hon. Minister kindly to travel in trains some time. Let him travel in first class compartment and find out what the condition of the rake is. I hope that the Railway Minister

will not travel only in planes and cars but that he will travel some times in trains also.

Now I speak about some points relating to railway staff. You have turned work-spots into prisons. The gates of all the offices have been locked except one gate. I don't know why they have done it. This is certainly not the way of enforcing discipline. The Kharagpur-Adra DRM offices have been locked and people are there just like in prisons. The pay-scale in the railways is the lowest compared to other sectors like steel, coal, cement, port and dock etc. They get the lowest pay. Government has claimed that Rs 12,850 is spent on an average per man per annum on the railways. I beg to submit that this is elusive. It only seeks to hide the reality and the real situation. 51.2 per cent of the railway staff are 'D' class employees and they get only Rs. 560 per month. They do not get even Rs 600. So, this figure of 12,850 averagewise only means that the officers get much more. Sir, it is my submission that railwaymen and Government employees have been cheated by the appointment of the Pay Commission. Railwaymen wanted to be treated as industrial labour and they demanded pay parity with other Public sector employees. But that has not been done. Even the Pay Commission which was set up was just sitting; now it is lying; I don't know, when it will get up. No interim relief has been sanctioned prior to Pay Commission's recommendation. They demand immediate interim relief. Ban on recruitment has been imposed. We want that this ban should be withdrawn immediately. A and B class employees in Railways are increasing rather disproportionately. It was 2.1 thousand in 1950-51; now it is 12.07 thousand in 1983-84. Employment in Railways is coming down every year. Now I will give you the figures:

Year	Employment (in thousands)
1979-80	30.2
1980-81	21.8
1981-82	2.8
1982-83	9.0
1983-84	9.9

We find that railway colonies are full of unemployed youth who are turning to be

somewhat anti-social because of their utter frustration. There was a big movement for the employment of sons of railwaymen in Kanchrapara of the Eastern Railway. A big movement for employment is going on in Kharagpur. At Kanchrapara the movement turned violent and even some offices were burnt. At Kharagpur, hundreds of postcards which have been signed by thousands of unemployed boys have been sent to the hon. Minister and they are also on dharna in front of the DRM office in the South Eastern Railway. They have demanded the employment of the sons of the railwaymen and ex-railwaymen in the Indian Railways.

MR. DEPUTY SPEAKER : You have already taken lot of time. Now, You can have only one minute. Please wind up.

SHRI NARAYAN CHOUBEY : You are men from service without giving any notice. At Adra, the Mali at DRM's bungalow has been removed by applying rule 14(2). At Kharapur division, two gangmen have been removed from service by applying rule 14(2). Previously, leaders of the movement were removed from service by application of this rule. Now, the present new Government has started applying this rule to the common railway servants like the gangmen and Malis even. The Railway Minister sheds crocodile tears for the welfare of the railwaymen. I would like to suggest that out of 2000 doctors in the Indian Railways, about 300 Posts are vacant. In the Railway Hospital at Delhi, there is no Pathologist for the last one year. At Adra hospital of South-Eastern Railway, there is no Radiologist and there is no Pathologist for the last 10 years. For 12,000 staff at Santragachi and Shalimar, there is no railway hospital at all. Sir, I beg to join the entire House in demanding more funds for the development of Railways. At least 15% of the Seventh plan allocations must be allocated for the railways if you desire to bring the railways on proper rails. Otherwise, your dream to carry more traffic in the twenty-first century will simply flop.

[Translations]

SHRI KAMLA PRASAD SINGH (Jaunpur): Hon'ble, Chairman, Sir, I am grateful to you for giving me an opportunity to speak on the budget presented by the Minister of Railways. Sir, I heartily welcome the budget. The Hon'ble Minister has proposed

a number of measures of public welfare in the railway budget which would certainly prove beneficial to the people one of these measures is raising of age for free travel from three years to five years for the children. Now, children upto 5 years of age can travel free. A number of public welfare measures have been adopted for the youth and those interested in sports. At the same time, Sir, I also want to give some suggestions to the hon'ble Minister.

As at present, relief has been given only to those travelling upto 50 kilometres, but, sir, I understand that there is no express train whose stoppage is within 50 kilometres. I want that the hon'ble Minister should give consideration to it and if the distance limit is raised to 100 kilometres, it will be much beneficial. The people will be greatly benefited. I hope, the hon'ble Minister will consider it.

Sir, there are such districts in Utter Pradesh where railway facilities are scanty. District Jaunpur, neighbouring districts of Azamgarh, Gazipur, Balia, Pratagarh etc. are such districts where there are no railway facilities. I would like to speak about Jaunpur. Only two trains are running there one is Delhi-Varanasi train and other goes to Sealdah. Sir, what I want to say is that if a few more trains are introduced there, many districts will be benefited. There are some trains, like, Hingiri Express, which do not stop there, because there is no stoppage. It stoppage is provided to this train at Jaunpur, a number of districts will benefit.

Bhandan station is in Jaunpur district. There are two platforms there but they are without any sheds people have to make use of a tunnel to go from one platform to the other. Due to darkness many times their luggage and other belongings are snatched away and at times they slip and fall. I therefore, request that an over-bridge be constructed to provide facility to the people. There are many platforms without sheds people face great difficulty as they have to sit in the open I would also request that drinking water and toilet facility should also be provided, which is not existing there at the moment. Likewise there many other stations like city station, Badlapur, Bhandari Bhanaur, Jalalpur, Barsathi, Maniyahun and Kraakat etc. where along with platforms and

sheds there is need for drinking water and toilet facilities. I request that these facilities may be provided there. I would like to speak in particular about Eastern Utter Pradesh where cases of chain pulling have declined. The practice of disconnecting hose-pipes is still there which results in stopping the trains. The passengers thus face great difficulty. They are not able to reach their destination in time. Arrangement should be made whereby it may not be possible to disconnect the hose-pipe. The feeling of insecurity in trains should be removed so that people can travel with ease and Comfort. Express trains should be introduced in districts where they do not run, people from Azamgarh come to Jaunpur and similarly people of Gazipur go to Varanasi to catch train. The distance between Jaunpur and Varanasi is 58 kilometres Double line should be provided there. If one train starts the other train has to wait. So, a double line should be provided. I understand that a survey of the railway line between Shahganj and Allahabad via Amethi was undertaken but in the budget there seems to be no provision for it. I believe that if this train starts then in people can definitely travel from Shahganj to Allahabad via Amethi and Sultanpur. I would also like to point out that the quota of reserved berths in Doon Express, Sealdah Express and Delhi-Varanasi Express is quite inadequate and it varies between two to four seats. I would like that the quota be increased in these trains. We do not have a separate Enquiry Office as such. The staff sits in the TC's office. I would like that in Jaunpur a separate office may be provided for Enquiry.

I would like to point out that in all the trains that run through the eastern areas of Utter Pradesh, it has been often observed that the T.T.E. generally checks the Compartments where people travel with tickets and they do not even try to enter those compartments where most of the people are without ticket. They do not even care to look at those compartments. Hon'ble Minister Sir, if the T.T.E. sincerely checks these compartments and is duty conscious the revenue that Railway gets shall certainly increase. I want that some concrete measures should be adopted in this regard.

Besides, I have of the observed that in spite of the fact that berths are available, the

passengers are told otherwise. I would like the hon'ble Minister to issue strict instructions to provide the available berths to passengers. This will increase Railway's revenue and also help in reducing difficulties of passengers.

In the end I would like to request the hon'ble Minister of Railways to look into the suggestions that I have made and take steps to implement them.

*SHRI GANGADHAR S. KUCHAN (Sholapur): Mr. Deputy Speaker, Sir, I rise to welcome and support the Railway Budget presented by hon. Railway Minister and express my views on this Budget. Many complaints have been made regarding allocation of funds etc in the House I feel that though limited funds are available for carrying out development work, some amount should be earmarked for providing amenities to passengers and improving standard of passenger services.

I am constrained to note that increase in total length of railway track is barely 1/10th in the last 35 years. The total length of railway track in 1951 was about 51000 Kms which increased only upto 61000 Kms. in the last 35 years. The meagre increase in the length of the track is insufficient to meet the requirement of the population which has doubled during this period.

Similarly, a very scanty amount is allocated for electrification of railway lines. We have electrified 5900 Kms. of railway track which is not even 1/12th of the total length of track. It is necessary to step up allocation substantially in this respect. As pointed out by Prof. Madhu Dandvate electric engines would be suitable for carrying freight. Though the initial cost would be more, it would prove profitable in the long run.

I agree with him and feel that more amount should be made available for electrification programme.

We are going to spent an amount of three lakh forty thousand crores of rupees during the 7th Five Year Plan. Out of this, at least 15000 crores of rupees should be allocated to Railways for undertaking expansion, conversion and electrification schemes and set the target of increasing the length of total track to 75000 Kms., electrification of 15000 Kms of track and doubling of lines to the extent of 10,000 Kms.

In the present space age narrow gauge and metre gauge lines have become totally obsolete. Therefore, we should utilise substantial part of the 7th plan allocation for gauge conversion. Though the present budget provides the total amount of 6551 crores of rupees, not more than 600 to 700 crores of rupees are sanctioned for developmental work.

Mr. Dighe pointed out the scanty allocation for completion of Mankhurd Belapur line in a mild manner. I would like to make it clear that the budget allocations in respect of Maharashtra are quite meagre. It may appear that I am raising a regional demand but I would like to make the position very clear by mentioning some of the figures. The completion of Mankhurd-Belapur Section required Rs. 72 crores whereas only meagre amount of Rs. 2 crores is sanctioned in this budget. Similarly the requirement of Bhusawal Nagpur and Itarsi Nagpur was 74 crores and 29 crores respectively. But a scanty amount of Rs. 4 crores has been sanctioned in this budget. Now, let us compare the requirement of some projects and sanctioned amount in other States :-

<i>Name of Project</i>	<i>Required amount</i>	<i>Sanctioned amount</i>
Rattlam Gangapur	58 crores	58 crores
Mathura Gangapur	8 "	8 "
Delhi Jhansi	15.75 crores	15.75 crores
Ahmedabad Ratlam Baroda	11.75 "	11.75 "

*The speech was originally delivered in Marathi.

The above comparison clearly highlights the injustice done to Maharashtra in respect of allocation which is negligible when compared to other States. This kind of unequal distribution has created resentment among the people of the State. I request the hon. Minister to reconsider the proposal and allocate more funds for completing the above mentioned projects in Maharashtra.

The Railways spent an amount of Rs. 30 crores for construction Calcutta Metro Railway. I may point out that it would have been possible to construct some railway lines in backward areas with the same amount. There has been a long standing demand of conversion of Latha-Miraj section for the last 30 years. But this demand is being constantly neglected. This line is very important as pilgrim centre like Pandharpur is situated on this line. Many sugar factories, cotton mills and other industrial centres are also connected with this line. Therefore, conversion of this section should be undertaken on priority basis. The survey of this line has already been conducted. I request the hon. Minister to undertake the conversion of this line immediately.

I am sorry to point out that grave injustice is done Marathwada in the matter of railway lines. There are only two railway lines which touch Marathwada. There is not even a single line which passes through the central part of Marathwada. From this point of view, conversion of Lature-Miraj section and laying of new railway lines from Aurangabad to Sholapur (via Tuljapur) is very essential. I would like to add that lot of injustice has been done to Marathwara in respect of allocation funds. Out of total allocation of 150 crores of rupees, only 4 crores have been sanctioned to Maharashtra. There is lot of injustice in respect of zonal allocation of funds which is as follows:

Name of Zone	Amount sanctioned
Central	7 crores of rupees
Southern	21 „
South Central	33 „
South Eastern	13 „
Western	17 „

The doubling of lines is very important work to be undertaken but lot of injustice is done to Maharashtra in this respect as well. I am sorry to mention that not even a single project of doubling the lines is undertaken whereas some projects have been undertaken in other States.

Bombay-Wadi is a busy section. Doubling of lines is completed upto Pune. It should be extended upto Wide so that it will benefit my constituency Sholapur. There is lot of pasenger and freight traffic on Sholapur Bombay Section. Doubling of lines will certainly help in meeting the needs of public and freight traffic.

I am sorry to mention that no provision has been made in this budget for construction of bridges. I request that construction of some important bridges should be undertaken without any delay.

I would like to offer some suggestions regarding starting of new trains. A new train should be started between Pune and Sholapur. It will help the travelling public. Udyan Expres between Bombay and Bangalore has one second class AC sleeper. But there is no quota for Sholapur. I request that instead of 6 bearths in second class 3 tier, 15 bearths should be reserved for Sholapur.

Nizamuddin-Bangalore Express runs only once a week. It should run 3 days in a week. Bombay Sholapur Sidheshwar Express has two first class compartments. I suggest that this train should have one first class and one second class sleeper compartment. The speech of this train should be increased so that it should reach Sholapur at 8.15 P.M. instead of 9.30 or 10 P.M.

There should be expansion of Kurduwadi Workshop and construction of wagons and coaches should be undertaken there. The overbridge on Sholapur-Bijapur National highway is narrow and dangerous for traffic. Many accidents have taken place there. I request that metre gauge and broad gauge lines should be brought near each other and a new over bridge should be constructed. There is no over-bridge on metre gauge line near Sholapur Extension area. There is jam of traffic near the level crossing and the public is put to inconvenience. Many accidents have taken place there. As the level

crossing is closed for a long time, it becomes very difficult to take the patients to nearby hospitals in time. Many casualties have taken place because of long waiting near the railway crossing. Therefore, I request that an over bridge should be constructed at this point.

I request that the hike in second class fares, and monthly season tickets should be totally withdrawn. There should be a thorough check on ticketless travelling. If firm steps are taken the railways will earn a substantial revenue by checking ticketless travelling.

Jhelum Express from Jammu to Pune comes late by 4 to 6 hours on almost all days in a year. I request the hon. Minister to look into this matter and ensure punctual running of this train.

With these words I thank you, Sir, for giving me an opportunity to speak on the general discussion on the Railway Budget.

SHRI MAHABIR PRASAD (Bansgaon) :
The Hon'ble Deputy Speaker, Sir, I would like to congratulate the hon'ble Minister of Railways for presenting a balanced Budget in this august House which is aimed at public welfare. Railway Department is as important for the nation as an artery for human body. The railway has a direct link with the social, economic, political, needs administrative and industrial. I would not like to go into the statistical data, I would like to quote from a couplet of Ramayana wherein it is said "Par ko sikhavan nar bahutere."

I do not agree with the views expressed by Opposition Members. Keeping in view the situation prevailing in the country, the Budget presented by hon'ble Minister is balanced, justified and aimed at public welfare. I, therefore, rise to support this budget.

Sir, whatever he has done for the youth and children aged five years he has to be congratulated upon.

I would like to request him that the concession in second class for a distance of 50 kms that he has provided should be

increased because in practice we see that a distance of 50 kms is not much.

It is true that the fares have been increased, but if we bear in mind the expenses incurred on the renovation and modernisation of Railways, manufacture of Railway engines and wagons, increase in the prices of diesel and petrol, then this increase in fare and freight seems to be justified.

I would like to draw the attention of the hon'ble Minister to my constituency, and parts of eastern Uttar Pradesh and request him to take a note of it. The construction of a coach factory in Gorakhpur had been proposed since the seventh Lok Sabha. It was said at that moment that the case is with RITES and on receipt of its report it shall be considered. On behalf of the Railway Board the Railway Advisory Committee and in Lok Sabha too it was said in reply that after receipt of the RITES report, it would be decided as to where the coach factory is to be set up. I would like to submit that keeping in view that the demand of the time, the social condition and the backwardness of the area, Gorakhpur is an appropriate place where the coach factory is required to be set up. I, therefore, demand that the hon'ble Minister should consider it.

Besides, I would like to draw his attention to the need for a railway line from sohjanvari to Dohrihat. Many times I have raised question in the seventh Lok Sabha with regards to this railway line. It has been surveyed thrice. Everything has been done. Even the stones have been put up to indicate demarcation. Even after doing so much, it was later said that this project could not be considered. I would like to bring to the notice of hon'ble Minister the National transport policy that was framed in 1980 wherein it was decided that in those areas which have remained backward for centuries, new railway lines shall be laid and network of roads shall be provided. But it is being said that it may not prove economical. I would like to point out that if you see the aspect of economic viability, then you will never be able to provide rail or road link to the areas which have remained backward for centuries. Therefore you should not see the returns, but follow already existing national policy and make it the

basis of providing railway lines to these areas. If you really want the society to progress, then the railway line which has been surveyed thrice and demarcated should be laid. It is not proper to say that it would be uneconomical to go ahead with this project, after doing so much of spade work. On the one hand it is said that the backwardness of the area shall be removed and on the other it is said that the project would not be economically viable. This is not understandable. The Government should make up its mind before conducting a survey. I am answerable and you are also answerable to the people as to why that railway line is not being laid in spite of the fact that it has been surveyed thrice demarcation has been made and stones have been put up. The hon'ble Minister is laughing but I know that outwardly he may look otherwise, but inwardly is very soft hearted. I would request him to reconsider it and ensure the laying of this railway line by including this project in the plan.

Thirdly, Gorakhpur is a big city in the east and is a tourist centre in North India where tourists come in large numbers. There are places like Kushinagar, Lumbini and Kapilvastu, but you have not provided any direct train except Jayanti Janta that started some time back. I have just returned from there and I saw passengers travelling on the roof. Labourers and workers from Bihar, Barouni, Gorakhpur and other districts go to Punjab and Haryana. They do not even get place on the roof. I would therefore request that another direct train may be started for these people between Gorakhpur and New Delhi so that they can travel comfortably.

Similarly from eastern districts like Deoria, Faizabad, Gorakhpur and Basti people go to Bombay in search of employment, but they do not have a direct train. One train starts from Bombay V. T but there is very little space in it. Therefore I would again request that a direct train may be introduced up to Bombay so that these labourers and workers who are called Bhaiyas in Maharashtra, members from Maharashtra are sitting here and they know it—may be benefited.

My next point is that we have a famous place known as "Choura-Choura"

the freedom fighters are well aware of it. Prior to the laying of a broad gauge line all the trains used to stop there but the trains that are running these days—Jhansi Mail, Howrah Mail etc—do not stop there anymore. My request is that 'Chaura Chaura' being a historical place—where 19 youths were executed—the hon'ble Minister of Railways should direct that all the trains should stop there.

I have also to submit that in the headquarters of North Eastern Railway in Gorakhpur, a large number of daily workers have been retrenched leading to unemployment. Though I have read the whole of the budget where in the hon'ble Minister has stated that on the basis of 360 days' service without break. They will be made permanent though earlier there was a different provision, I will request you to reconsider it and the workers who have been rendered unemployed should be provided with jobs again.

I would also submit that there is need for an overbridge near the Dharamshala Bazar a place adjoining Gorakhpur Railway station which is also the headquarters of North Eastern Railways. In the absence of an over-bridge, the traffic remains blocked for hours together resulting in heavy loss to Railways. Therefore, I would submit that provision for the construction of an overbridge be made at Dharamshala Bazar to the west of Gorakhpur Station.

I have read the entire budget. On page 107, para (3) in the Indian Railway year book 1983-84 there is reference of 'Employment to Schedule Castes and Schedule Tribes' I would not like to read the whole in brief I would like to state that even after 36 years of independence, you have been able to secure only 8.9 percent of reservations in 1982-83 in category (a) services and in 1983-84 only 9.9 percent. Similarly in other categories too, i.e., (b), (c), and (d) you have not been able to fulfil the reservations. Only in the case of Scavenging Staff, you have been able to complete 18 percent. Similarly in Scheduled Caste category in category (a), only 1.8 percent reservations have been completed in 1982-83 and 2.4 percent in 1983-84. For other categories too you have not been

able to do so. I would like to request the hon'ble Minister who has administrative capabilities that under the leadership of Shri Rajiv Gandhi, the quota reservations provided for Harijans, Yirijans and weaker Sections, should be filled up without any delay.

With these words, congratulate hon'ble Minister and support the Railway budget that has been presented.

*SHRI N.V.N.SOMU (Madras North) : Hon. Mr. Deputy Speak, Sir, I am grateful to you for giving me this opportunity to make my maiden speech in this august house. I am deeply indebted to my leader Dr. M. Kalaignar Karunanidhi who gave me the opportunity to represent Dravida Munnetra Kazhagam in this sovereign and supreme elected body of the nation. I am equally grateful to the people of my parliamentary constituency, Madras North, who in response to the call of my leader have elected me to represent them in this House. It redounds to their credit that they have practised the provisions of Anti-Defection Law passed by this House in its first session. They ensured that the candidate, who stabbed the D.M.K. at the back and who was fielded as Congress-I candidate in this constituency, is routed in the hustings so that the spirit of anti-Defection law is sustained for ever.

I am happy to participate in the debate on the Railway Budget for 1985-86. Sir, the universal comment is that in recent years such a severe Railway Budget has not been presented. In fact, this is a grand deception perpetrated on the people of the country by the Railway Minister and that too immediately after they reposed their faith in the Congress Party. The Railway Minister has claimed that upto 50 kilometres the railway passenger fare has not been increased. But on the next page of the Budget he says that the suburban passenger fare has been enhanced for the distance of 1 km. to 150 km. I would like to ask of the Railway Minister whether those travelling in suburban trains

belong to the affluent sections of our society. I wonder how the Railway Minister glibly says that the common people are not affected by the increase in the passenger fare.

Sir, the Railway Minister has further poured oil in the burning fire. The freight rate for essential commodities like wheat, rice, pulses, salt etc. has been raised by him. Will this not lead to rise in the price of essential commodities? It will be no exaggeration to say that the Railway Minister has done great injustice to the people of the country, with whose massive support this Government has come to power. In fact, he has betrayed the expectations of the people. I wish that the people of the country realise this at least in the next General Elections and make their choice properly.

During the past three and half decades and more after Independence, the Southern States have been neglected by the Railway Ministry. This year's budget is no exception to that. Our great leader Aignar Anna said on the floor of Rajya Sabha that he belonged to the Dravidian stook. All the four southern States belong to the dravidian stook.

Karur-Dinpigel B.G. line was the dream of 5 crores of Tamils for the past several decades. This scheme was sanctioned in 1981 and till 1984 the progress of this scheme has been at 'snail's pace and in 1985, after the presentation of this Budget, it will come to a grinding halt because of the paltry provision of Rs. 3 crores. I doubt whether this Karur-Dindigul BG scheme will ever be implemented. Similarly, a very negligible sum has been provided for Madras Rapid Transport system, which is like offering sugarcandy to a hungry elephant. The Railway Minister announces the running of electric train upto Ghaziabad from Delhi. But he does not announce the running of electric trains from Madras to Chengleput; it is just extending the electric train for a few kilometres beyond Tambaram. While three new railway lines have been sanctioned for Madhya Pradesh, not

* The speech was originally delivered in Tamil.

even a single new line has been given for any of the four Southern States. There is nothing wrong in saying that the South is languishing and the North is flourishing when we see such blatant partisanship in railway development. The maximum length of metre gauge track is in Southern States. No gauge-conversion programme has been announced in this Budget. Without BG line there cannot be full-fledged industrial development in Southern States. When India enters 21st Century, it may happen that the Southern States may recede back into 19th Century, with this tempo of railway development during the past four decades.

There are 7000 stations in the country, out of which there is no drinking water facility or electricity in 60% of them. This is the position obtaining in 1985. I request the hon. Railway Minister that a massive effort must be made for providing drinking water at least in all the Stations at the earliest. I have to take this opportunity to mention about the absence of provision of a meagre sum of Rs. 3 crores for a 3 kilo-metre electric railway track between Villivakkam and Annanagar. Madras is the capital of Tamil Nadu and there is no provision for such small scheme in this Railway Budget. If at least this had been included we the Members from Tamil Nadu would have been happy. Now we have to bemoan our lot in its absence. In North Madras, Royapuram Railway Gate is closed very frequently. The people have to wait for 2 to 3 hours to go to Stanley Medical Hospital across the railway line. It so happens that women in advanced stages of pregnancy deliver their babies on the roads while they wait for the gate to open. A Railway over-bridge should be constructed here soon. Late Shri Asai Thambi, who represented Madras North in this House and Shri Nanjil Manoharan, who was a Member of this House, had referred to this important project several times. Till today this has not been undertaken. A Railway over-bridge must be constructed here. Similarly, the Railway over-bridge connecting North Madras and South Madras is in a dilapidated condition. This must be modernised immediately; otherwise there is imminent danger to human lives any time.

You know, Sir, that Madras-Tiruvotriyur area is the largest industrial area. The industrial growth of Tamil Nadu is represented here. When the Railway gate closes all the industrial movement comes to a standstill. You can imagine the loss to the nation because of such stoppage of industrial activities here. A Railway over-bridge must be constructed here. Similarly, I would request the hon. Railway Minister to look into the problems being faced at Korukkupettai area. The hon. Railway Minister has a responsibility to ensure that such hurdles in industrial activities are removed forthwith.

Our Prime Minister is called Mr. Clean and our Railway Minister is known as the incarnation of administrative efficiency. I want to pose a challenge to them and if they can solve it, then they deserve these appellations. The Public Accounts Committee of Seventh Lok Sabha has submitted a report to the Parliament, mentioning about the non-payment of dues by private sector people who have encroached upon the Railway land, even after the lease period has lapsed. The Report refers to the big factory that has been put up by the Proprietor of Coco Cola Company on the Railway land near Super Bazar in Connaught Place, New Delhi. Here, the land is priceless. The Railway Board has not been able to get this land cleared from this encroachment. This gentleman has constructed a Hotel in Janpath, where also he has encroached upon the public road. The Comptroller and Auditor General in his report has pointed out that Railways have surplus land of 2.74 lakh acres worth Rs. 15,000 crores. Should not the land ceiling law be made applicable to Railways? If the Railways can manage the land effectively, there will be no need to enhance passenger fare and freight every year. In the matter of compensation being paid by the Railways for the loss of goods in transit, there are many malpractices. The Railways are swindled lakhs of rupees by unscrupulous traders. If earnest efforts are made, there can be saving of several lakhs of rupees in the payment of compensation. The Railway Convention Committee has also reported malpractices in the

purchase of proprietary items required by the Railways. The recommendations contained in this Report must be implemented by the Railways.

With these words, I conclude my speech and also thank you for giving me this opportunity to make my maiden speech.

MR. DEPUTY-SPEAKER :- The House stands adjourned till 11 a.m. tomorrow.

18.02 hrs.

The Lok Sabha then adjourned till Eleven of the Clock on Tuesday, March, 19, 1985/ Marguna 2, 1906 (Saka).