

Clause 1, the Enacting Formula and the Title were added to the Bill.

MR. DEPUTY SPEAKER : The Minister may now move that the Bill be passed.

SHRI T. ANJIAH : Sir, I beg to move :  
“That the Bill be passed”

MR. DEPUTY SPEAKER : The question is :

“That the Bill be passed.

*The motion was adopted*

MR. DEPUTY SPEAKER : The House now stands adjourned for lunch to reassemble at 02.05 p.m

13.06 hrs.

*The Lok Sabha then adjourned for lunch till five minutes past Fourteen of the Clock.*

The Lok Sabha reassembled after Lunch at seven minutes past Fourteen of the Clock

[Mr. Deputy Speaker *in the chair*]

INDIAN RAILWAYS (AMENDMENT)  
BILL

[*English*]

MR. DEPUTY SPEAKER : We take up item No. 6. Hon. Minister Shri Bansi Lal.

THE MINISTER OF RAILWAYS (SHRI BANSI LAL) : Sir, I beg to move :

“That the Bill further to amend the Indian Railways Act, 1890, be taken into consideration.”

Sir, as you know the smooth and punctual running of the trains is a must, but recently a trend has been noted that too much of hose-pipe disconnection and alarm chain pulling have started in disturbing the punctuality and smooth running of the trains. Therefore, in this Amendment Bill we have made a provision by which those persons who interfere in the smooth running of the trains by disconnecting hose-pipe will be punished with a minimum punishment of imprisonment of six months and Rs. 500 as fine.

In other sections where earlier the total fine was Rs. 500/- we are making a provision to raise it to Rs. 2,000/-. Hence this amendment. (ends)

MR. DEPUTY SPEAKER : Motion moved :

“That the Bill further to amend the Indian Railways Act, 1890, be taken into consideration.”

SHRI D.N. REDDY (Cuddapah) : Mr. Deputy Speaker, Sir, the Indian Railway is the main artery of transport in the country. With an investment of about Rs. 7500 crores it is Asia's largest and the world's second largest railway system under a single management. The economy of the country, agricultural and industrial, is closely connected with the Railways; it depends upon the functioning of the Railways. If the Railways fail, then, everything fails. If the railways succeed, the economy of the country would certainly be safeguarded. The Railway system functions both as commercial and as a public utility service. Sufficient funds should be provided so as to enable the railways to serve the public better, more as public utility service than as commercial service. Our party has been consistently suggesting that there need not be a separate Railway Budget for the Railways. We have stressed that the Planning Commission should provide sufficient funds so as to enlarge the railway system. I now feel that sufficient funds should be provided to the Railways so that there can be a gradual expansion. There need not be a sudden but a gradual expansion of the Railways in order to make it serve the public better.

Sir, before coming here, I was just going through the proceedings of Railway Consultative Committee of both the South Zone as well as the Parliamentary Committee. I was surprised that for every suggestion that the Members put forth, the answers of the Railway Minister were the same. He said about paucity of funds; and shortage of locomotives. I thought that he gave the answer only to me; but to every suggestion put forth by the Members the same answer was given. I don't blame the Railway Minister. I again plead that sufficient funds should be provided and Railways should expand in a gradual and comprehensive way and in a methodical way to improve the economy of the country.

We find that three principles are widely proclaimed in every large station. That

is, safety, security and punctuality. Sir, I would add a fourth, courtesy. The revenue from passenger traffic is mostly from II class passengers. It forms nearly 96.4% of the revenue. So all help and facilities should be given to the common man. He is really the VIP and the railway staff would do well to serve him well, their master, as he is ours. More attention should be given to the amenities provided to the II class passengers even more than the higher classes. We find that even the higher class passengers are not shown due courtesy, including our own Members of Parliament sitting here! Sir, time and again the Minister's attention has been drawn to it and he says that directions have been given to the staff. But we find that things have not improved at all. After all, consideration for fellow-passengers costs nothing. At least in this respect the Railway Minister cannot plead paucity of funds. He should give strict instructions that the passengers should be treated with lot of consideration and courtesy by the railway staff.

Sir, I had a very unpleasant incident about 10 days ago when I, along with 3 of my colleagues sitting here, was travelling in the Kalka Delhi Howrah Mail on 4th August from Kalka to New Delhi. The train was due to start at 11-40. I request the Railway Minister to look into this. I am telling a specific instance. I request him to get this investigated. The train was to start at 11-40 at Kalka. But it came to the platform 5 minutes late at 11-45. Then only it arrived into the platform. The passengers were sprawling all over the platform from 10 O' clock. No proper explanation was given when we made enquiries. We enquired from the Station Master. He told us that shunting might have taken lot of time and all that. When we asked the Guard he gave certain other reason. Like that, no proper explanation worth the name was given to us. Not only that.....

**THE MINISTER OF RAILWAYS (SHRI BANSI LAL) :** On what date ?

**SHRI D.N. REDDY :** 4th of August—Kalka-Delhi-Howrah Mail.

Not only that. Having come to the platform five minutes late after the starting time, it started again five minutes before we could settle down in the train.

Our reservations were changed. A coupe was given to us. I was travelling with my wife and it was cancelled at the last moment though a coupe was given to us. When I asked the attendant, he said he was not responsible. But in the Notice Board I saw a coupe was allotted to me. I did not take it lying down, I was not going to allow the train to move till a suitable coupe was given to me. Then they took me to another compartment and given berths. This is the condition with us. You can imagine how the second-class passenger, who is our master as I told you before, is treated by the railway staff. I am bringing this particular instance to the notice of the hon. Railway Minister so that investigation is made on this and an explanation is called for it and with the hope that such instances hereafter will stop at least in the near future.

Another point which I have been consistently pleading with the hon. Minister is that these officials either at the zonal level or at the State level should periodically discuss the common issues that arise with the concerned Members of Parliament. It is true that the hon. Minister has been assuring us that instruction has been given but I am very sorry to say that it has not been followed at all.

Again I will give another instance. In the second week of June the Zonal Manager based at Guntakal was in Cuddapah one day. I was also in Cuddapah, my Parliamentary headquarters and I was very eager to discuss with him some points, but unfortunately nobody told me about his presence in Cuddapah, nor did anybody inform me about his programme. Unfortunately, when I was just boarding the Rayalaseema Express and when the train was about to start, I was told that he was also travelling in the same train. If I knew it earlier, I would have gone and discussed with him. But I could not do so. Time and again I was pleading with the hon. Minister that he should discuss some of the local problems with us. After all, most of the problems can be sorted out at the zonal level, as for example, about a small halt or a few berths more in such and such a station or wagon shortage. Most of the things can be discussed, but they do not care to discuss with us and unfortunately we have to come to

the Railway Minister and complain again and again. So, I have given two specific instances, one is what has happened at Kalka and the other is what has happened at Cuddapah. Please get them examined, and I shall be grateful if you inform me the result of this.

About the traffic earnings, it is much more than the general revenues of the Railways and as we see, there is a wagon shortage almost everywhere. The Chairman of the Railways has gone on record to say that he will be able to transport about 250 million tonnes of cargo in the current year, but the Planning Commission having examined it, gave a much higher level, that is, around 279 million tonnes in the year. The projected minimum need will be about 15,000 wagons per year. All that we are told is that only 5,500 wagons are ordered in 1985-86 whereas about 10,000 wagons will be condemned. These are the figures of the Chairman, Railway Board and not mine. So, the shortage of wagons will have to be taken note of so that we do not face such difficulties.

About the new railway line, we have been pleading for a very important railway line connecting two or three different States. The reply is always paucity of funds. I know that. But due consideration must be given and most important railway lines must be taken at the appropriate level. One demand is Bangalore to Vizag Superfast Express. No. 2 is, West-coast East coast railway line. Third is, Mangalore to Nellore touching Hasan, Bangalore, Hindpur, Cuddapah and Nellore. Fourth is, Waltair-Kirundal line to transport iron ore from Belidala mines in Madhya Pradesh to Vizag Steel Plant. Fifth is, the revival of Kotipalli-Kakinada railway line. It is only revival of railway line. It is not a new line. The line is there and everything is there. If the line is revived, it will not only serve the passenger traffic but also the cargo traffic.

I would like to stress another point. Railway crossings are potential danger spots. We have to construct over-bridges wherever possible. If it is not practical to provide overbridges, at many places, there should be manned level crossings. Nidadavole railway-crossing has already been sanctioned for over-bridge but steps

are yet to be taken. Similarly, the cases of Kavali and Nandyal overbridges are pending.

I have to mention one last factor about which the Andhra people are very much concerned. Khajipet coach factory has been shifted. We were about to get it. Investigation was done. But one fine morning, the hon. Prime Minister announced that it would be located in Punjab. Government may come and Government may go. But the people are the most important factor and I am sorry to say that the sentiments of the Andhra people are hurt first by shifting the Medak Ordnance Factory to Madras and now by the transfer of this coach factory to Punjab. We are not against Punjab. We are not against any other State. They should be helped but not at the cost of our people who have been expecting a lot from the Centre. Investigation has been done. Everything has been done. Everybody has said that it is the most suitable place. But it was shifted without assigning any reason whatsoever.

MR. DEPUTY SPEAKER : The same thing happened in Mettupalayam and Tiruchi also.

SHRI D.N. REDDY : One more point, I would like to mention about Rayalaseema Express which I have been repeating again and again. That is the train in which most of us used to travel from Tirupati to Hyderabad. The train which starts at Tirupati reaches Hyderabad late in the night. It should reach one hour or one and a half hour earlier. It is supposed to reach at 8.30 p.m. or 9 p.m., if it goes in time. Otherwise, it reaches at 10 or 10-30 p.m. which is most inconvenient to the passengers.

Another thing is, they should provide at least one A/c. coach in the train in which many important pilgrims travel from Tirupati to Hyderabad and the climate is also very hot. These are the two points. I have got a reply from the hon. Minister of State for Railways on these points.

MR. DEPUTY SPEAKER : Please wind up.

SHRI D.N. REDDY : The Minister of State for Railways has given me a reply

that the raking time is not enough in Tirupati. The pilgrims have asked to start the train late. It is wrong. Nobody wanted the train to start late. Everybody is anxious to reach Hyderabad as early as possible.

MR. DEPUTY SPEAKER : Please conclude. I have given 10 minutes for you. But you have taken 15 minutes.

SHRI D.N. REDDY : At the end, I request that the hon. Minister should agree to this point and take necessary action in the matter.

PROF. P.J. KURIEN (Idukki) : Sir, I welcome this Bill which is meant for giving deterrent punishment for those who cut hose pipes and cause accidents. But cutting hose pipes alone is not the only crime. As you know, we are unable to prevent train accidents in spite of all our efforts. Railways accidents are on the increase and most of these accidents take place due to human failures.

SHRI C. MADHAV REDDI : Due to mechanical failures.

PROF. P.J. KURIEN : Mechanical failures are also there. I know that.

MR. DEPUTY SPEAKER : It is due to the fault of man. When you are not properly maintaining, it will happen.

PROF. P.J. KURIEN : Ultimately, everything can be said to be human failure. Due to the negligence of the persons operating the signal system, a number of accidents occur. Therefore, a Bill for a particular type of crime alone is not enough.

I feel that the hon. Minister should come forward with a comprehensive Bill awarding deterrent punishment for all types of human failures.

SHRI NARAYAN CHOUBEY : Including those of Ministers.

MR. DEPUTY SPEAKER : He is also human.

PROF. P.J. KURIEN : Ministers' failures will be punished otherwise. You know it. I was under the impression that after our new hon. Minister has taken charge, the railway accidents will decrease.

But the fact is that railway accidents have not decreased. You have said in this House during the Budget speech that you are giving top most priority for preventing railway accidents. Safety, you said, was your prime consideration. But you know the number of accidents that have taken place since January, 1985. This year in January, 11 persons died in a goods train accident in Assam.

Then again in February, 50 persons died when two bogies of Nagpur bound Chakradharpur passenger caught fire.

Again in April, 14 persons were killed when they were hit by scaffoldings on the Yamuna Bridge in Delhi itself.

Again near Agra, about 37 persons were killed in an accident near Raja-ki-Mandi station.

Altogether nearly 150 persons were killed after January this year and more than 400 persons were injured.

This is the magnitude of the railway accidents that have taken place.

I am not dwelling here on the other accidents that have taken place. 150 human lives have been lost. Everything is not under our control. There are conditions beyond our control. I know that. But I feel that if an earnest effort is made, some of these accidents at least could have been avoided.

So I would like to know from the hon. Minister what are the steps that you are taking to prevent these accidents.

Whenever there is an accident you appoint an Enquiry Committee. The Minister may go there, officials may go there. They may say something, make some statements, some Committee will be appointed and there it ends. Everybody forgets.

PROF. N.G. RANGA : We also forget about it.

PROF. P.J. KURIEN : We really forget about it. You are correct. After the railway accident, there will be some Enquiry Committees. These Committees make certain recommendations. These recommendations are not published. They are not given any consideration. In fact,

there are the recommendations of your Ministry which are to be implemented for better safety of the Indian railways. These recommendations are not given due consideration.

Again you said in this House that for lack of funds you are not able to go in for sophisticated equipment in order to increase the safety of the running trains. I should say that safety in running trains should be given the top-most priority and not anything else. Therefore, whatever may be the expenditure that will have to be incurred for that, I would request the hon. Minister to take up the issue with the Planning Commission and get enough funds, so that the prime consideration, that is, safety, is taken care of; whatever may be the equipment required for that, that should be purchased; even if it has to be imported, we should not hesitate to import it; safe journey for the passengers should be ensured.

Apart from accidents, there are also robberies in the running trains. Rail journey has become a nightmare for many people because in most of the south-bound trains robberies are taking place. When the train goes to south, on the way some robbers get into the train and snatch away everything. Day-light robbery is taking place in the running trains. I can cite a number of instances. Recently, a couple of days back, I have written to the hon. Minister of Railways about one incident. The Jayanti-Janata Express which runs between Nizamuddin and Cochin was looted. The pity is that it happened in a reserved compartment. In the night in the Gudur section of Andhra Pradesh—my Andhra friends are here; they boast much about law and order there; they should hear this—so many people entered the reserved compartment and took away the belongings of the passengers. One boy who was travelling by that came to me a couple of days back and told me that not only did he lose his money but he also lost his certificates. He was to appear for an interview, but all his belongings including his certificates were taken away. He came to me without anything, without even a pair of dresses, and complained to me. I immediately wrote to the hon. Minister, and I am grateful to him; he has replied to me saying that action is being taken. He was

mentioning that this was a law and order problem and that the State Government should take action on it. But I would like to tell the Minister that in that compartment there was no TTR. In a reserved compartment there should be a TTR, but there was none. When these people went to the Railway Police to complain, they did not receive the complaint...

AN HON. MEMBER : Why ?

PROF. P.J. KURIEN : I do not know. The Train Superintendent himself has written on the Complaint that the Railway Police refused to accept the complaint. I do not know why. This also I have written to the Minister. This is how things are happening. Not only in the Jayanti Janata Express, but in other trains also, in the Kerala Express, in the Tamil Nadu Express, in almost all south-bound trains, thefts and robberies are taking place in the night, and one can legitimately think that this is being done with the connivance of the railway officials. Otherwise, how is it that such people get into the compartments and after pulling the chain run away? There must be connivance with at least some of the railway officials. I would like to make this charge here and I want the Minister to conduct an inquiry into this. Otherwise, how do you explain such things happening?

I would also like to know what action the Railway Ministry is taking. There is no point in saying that it is the duty of the State Government to look after the law and order. The railway travel should be safe, and it is the responsibility of the Railway Ministry to ensure that the rail travel is made safe. I would make this suggestion: why don't you think of providing armed guards in reserved compartments? If you cannot provide for the entire region, you provide at least for those vulnerable areas where such thefts and robberies are taking place frequently. You should provide armed police constables in all compartments so that these accidents and robberies can be avoided.

What about the conditions in the trains? Recently I read an article in one of the leading Malayalam dailies. The article is about Kerala Express—one of the prestigious trains—running from Delhi to Trivandrum. It is said that in the train in the reserved compartment, with the

knowledge of the Railway officials, so many passengers get in, the short-distance passengers get in and these railway officials, railway officers collect money from these people, which ranges from Rs. 10 to Rs. 50, it is said. With the result the reserved passengers are not able to get enough place in the train. These unreserved passengers got off at some station in the night when most of passengers will be asleep. I think most of the robberies must be taking place because you allow these unreserved passengers to get into the reserved compartments.

Sir, again in the same Daily, it is reported that there is no water available and it is said that they have to buy water from the platform by paying cash. There is water vendors in the platform and water has to be purchased. It happened in the Kerala Express. If you want I will give you the paper cutting also. This is a regular practice there. Nobody is bothered about the convenience of railway passengers. You give long distance trains, but you are not bothered about the convenience. I would suggest that these aspects should be specially looked into.

Sir, with regard to the development of railways, unfortunately a lot of disparity is existing already between regions and regions and between states and states. Railway being the nerve system of our country, unless it reaches every nook and corner of our country and especially the undeveloped regions, there can be no other development, industrial development or any other type of development. Development will come in only after the railway line has come in. I know you have a paucity of fund. But the Railway should have a priority, it is for the Minister to take it up with the Planning Commission and get more funds allotted, so that wherever there is necessity, we can have railway line.

Coming to my State you know that there is always a complaint that we are neglected with regard to railways. Recently a party in Kerala was planning for agitation, saying that Kerala is neglected. I am talking about Coach Factory and all that.

I would like to tell you one thing, that the average kilometre of railway line

per one lakh population in our country is 10 kms, whereas in Kerala it is only 4 kms. per one lakh population. In order to equalise this. I suggest that some special consideration be given to the State. You have included in the budget the Alleppy-Kayamkulam railway line. But only a nominal amount is provided for it. You have said in this House that it will be completed in the Seventh Plan. I request that more fund should be given to this line. There is no railway line in my constituency which is so vast. Not even an inch of railway line is there. We have proposed the Cochin-Madurai railway line and the Railway Ministry was kind enough to conduct a survey and the survey is almost complete. I would request you to take up this with the Planning Commission and provide more fund for the starting of this railway line.

I would also request you to kindly consider the survey of a new line i.e. Tiruvalla-Punooloor railway line. I am only requesting for the survey because it is my constituency.

I hope the Minister will give due consideration for these points, especially with regard to the safety points which I have mentioned.

[Translation]

\*SHRI V. KRISHNA RAO (Chikballapur) : Mr Deputy Speaker, Sir, I wholeheartedly welcome The Indian Railways (Amendment) Bill, 1985, brought by our hon. Railway Minister. While speaking on the Bill I would like to give some important suggestions for the consideration of our Government.

MR DEPUTY SPEAKER : You complete your speech in 7 minutes.

SHRI V. S. KRISHNA RAO : Sir, I will take ten minutes.

SHRI NARAYANA CHOWBE : It is alright you carry on.

SHRI V. KRISHNA RAO : The number of cases of obstruction of the running of trains by disconnecting hose-pipes is on the increase. The number of cases of chain pulling is also on the increase. The Indian Railways Act, 1980, which provides for punishment for persons obstructing or attempting to obstruct trains

etc. is not adequate to deal with the problem of obstructions of trains. Stringent punishment should be awarded in such cases. It is also proposed to provide for a minimum punishment of imprisonment for a term which shall not be less than six months and fine which shall not be less than five hundred rupees in case of obstruction of the running trains by disconnecting hose-pipes. Enhancement of maximum amount of fine which may be imposed under the section from five hundred rupees to two thousand rupees has also been proposed. This is a good measure. If the punishment is not severe then the cases of obstruction of the trains will not come down.

The number of railway accidents is also increasing. First of all concerned railway officers, technicians and other experts of railways should be asked to be more responsible. Secondly more stringent punishment should be awarded to those who are responsible for railway accidents. By these two steps, I am sure, the number of railway accidents will come down.

Now I would like to speak about railway facilities in my State of Karnataka. Grand trunk Express runs daily between the capital city of our country New Delhi and Madras. The age old practice was to attach five Bangalore bogies to Grand Trunk express to link the State capital of Karnataka with New Delhi. But all of a sudden this practice has been stopped. Very recently they have started the practice of attaching only one second class bogey. This is not at all sufficient for a big city like Bangalore which has a population of about 40 lakhs and the travelling public is in great trouble. I earnestly request the hon. railway Minister to see that at least 5 Bangalore bogies are attached to Grand Trunk Express and help thousands and thousands of passengers who travel between Bangalore and New Delhi.

Karnataka Express runs between my State Capital Bangalore and my country's capital New Delhi. But unfortunately this train runs only two days in a week. Even if we try to reserve our seats one month in advance berths will not be available. As this is a high density route I have no other alternative but to request my hon. Railway Minister to make

Karnataka Express a daily train immediately. I also request that Karnataka Express may be given a halt at Gowribidanur which is a big business centre and an important border town of Karnataka bordering with Andhra Pradesh.

From Bangalore several thousand persons would like to travel to holy shrines like Mantralaya and other important centres. There is not a single train after 6 P.M. between Bangalore and Guntakal which links Mantralaya and other key centres. Previously there was a train between Bangalore and Guntakal which would leave Bangalore at 9.30 P.M. Therefore, I urge upon our Minister to introduce a train between these two centres very soon. Another train should be introduced between Bangalore and Tripupathi via Guntakal, as there is great demand for such a train.

Puttur is a place in Andhra Pradesh where a world famous Orthopaedix hospital is situated. People who have broken their legs, arms etc. in accidents or otherwise from various parts of our country come to this hospital for treatment. Some of them come from Bombay by train. But the train stops only at Arkonam and Renigunta which are far away from Puttur. Therefore I request the Govt. to provide regular halts to all the trains at Puttur. This would be a boon to hundreds of patients who come to this hospital daily.

There is narrow gauge line between Yelahanka and Bangarpet. Bangarpet is a big business centre. Therefore, this line should be converted into broad gauge. Chikkaballapur produces potatoes abundantly. Potato is being sent from here not only to several parts of our country but also to Ceylon and other foreign countries. Therefore the narrow gauge between Chikkaballapur and Bangalore should be converted into broad gauge.

Before concluding my speech I would like to speak about the robberies in trains which are on the increase. Many of the long route trains like Karnataka Express, Kerala express, Andhra Pradesh Express, Tamil Nadu express etc. etc. which come to Delhi are robbed. Every day we see in the news papers about instances of train robbery. Therefore police security in the long route trains must be strengthened. Police must be asked to be more vigilant

in robbery prone areas. Very severe punishment must be awarded to robbers. For ticketless travellers and also to chain pullers the present punishment must be enhanced considerably.

Sir, I thank you for giving me this opportunity to express my views and with these words I conclude my speech.

[English]

**SHRI BASUDEB ACHARIA (Bankura):** Mr. Deputy Speaker, Sir, the Minister has come forward with this piece of legislation in order to check cutting of hose-pipes and matters connected with smooth running of both passenger and goods trains. I do not think with this legislation activities like cutting of hose-pipes and pulling of chain can be stopped.

Now, the punishment is sought to be made more stringent. I do not think by making the punishment more stringent these activities can be stopped or we can ensure smooth and punctual running of trains. We have already passed legislation to check ticketless travelling yet ticketless travelling has not got checked. It is going on. So, by bringing forward this legislation and also by making the punishment more stringent, I do not think, these activities can be checked.

The Railway Minister has just now stated that he wants to ensure smooth and punctual running of trains. What is the position? During recent times there have been a number of railway accidents. I have got the comparative figures for the last three years and can show how the accidents have increased. In the year 1982-83, due to collision, the number was 54. In 1983-84 it was 48. In 1984-85, it was 39. The figure for derailment is as follows :

1982-83	—	653
1983-84	—	621
1984-85	—	679

Accident due to human failure, that is, railway staff is like this :

In the year 1984, it was 113, that is, 65%

In the year 1985, for 3 months, it was 91, that is, 58.2%

The figure for mechanical failure is as follows :

For 1984—26, that is, 14.9%

But in 1985—46, it increased to 25.7%.

Sir, there has been increase of 7% in the train accidents compared to the train accidents in the same period last year. I do not know why there is an increase in the number of accidents due to mechanical failure. When the Sixth Five Year Plan started, the Railway Plan was called rehabilitation plan. About 14,000 kms. of railway track were over-aged. As many as 3,000 rail fractures were there and thousands of passenger coaches were over-aged. Hundreds of steam engines were over-aged. Now, the Government has stopped production of steam engines. The last steam engine that came out of Chittaranjan Locomotive Works was in the year 1973. After 15 years, all the steam engines will be over-aged. So all these 14,000 kilometre long railway track would have to be replaced by new track, that is by track renewal programme. Now, after five years, what is the position? Day before yesterday, the hon. Minister of State for Railways had admitted in an interview by the Telegraph paper that 20,000 kilometres of railway track are now over-aged. These tracks are to be replaced immediately and that is why the accidents and derailments are increasing. But what about planning of the Railways? The reply which we received from the Railway Minister is that due to paucity of funds and financial constraints, this could not be done immediately. This was the reply received from the Railway Minister. So, by bringing this kind of legislation, by making the punishment more stringent, you cannot ensure safe running of trains and provide safety to passengers. This aspect should be seriously looked into. When all the steam engines will be overaged after 15 years, is there any planning for the smooth replacement of these steam engines? I would like to know whether the capacity of the 2 locomotives that is, DLW at Varanasi and the Chittaranjan Locomotive Works is fully utilised. It is most that we are importing proto-type electric-type engine without fully utilising the capacity of our own locomotive units.

I request the hon. Railway Minister to seriously look into the safety aspect of the

railways. The safety rules are being violated. Even trains are being allowed to run without proper brake power. During my last budget speech I had categorically referred to a particular incident how a goods train was allowed to move without tail lamp which is necessary under the safety rules.

Three Committees, namely the Kunzru Committee, the Sikri Committee and the Railway Reforms Committee have given several recommendations regarding prevention of railway accidents, but these reports have been gathering dust in the Railway Board as also in the Parliament Library. How many recommendations of these Accident Committees reports have been implemented by the Railways to prevent recurrence of railway accidents ?

Before I conclude, I want to mention about one or two projects of our State, though those are not relevant to the discussions on this Bill. All the members from that State are anxious about those projects.

Only today, I received a letter from Malda Balurghat Hilly Railway Sanyog Committee regarding the Eklakshi-Balurghat Railway project. The foundation stone of this project was laid by the former Railway Minister, Shri Ghani Khan Chaudhury. We do not know what is the present position, whether the Planning Commission has accorded its approval or not.

The Railway Minister may also kindly clarify about the Dighe Tamluk Railway project. The land has been acquired and the foundation stone had also been laid by the former Railway Minister.

The Purulia-Kotshila railway project also needs to be expedited.

There are several projects, for which the foundation stones had been laid before Lok Sabha elections. What is the present position in respect thereof ?

Once again, I would request the Railway Minister to seriously look into the safety aspects of the Indian Railways to ensure safe and punctual running of trains.

**SHRI V. S. KRISHNA IYER** (Bangalore South) : Sir, only the other day, the Railway Minister had convened a meeting

of the Southern Zone Consultative Committee and all of us had given several suggestions. I am sure, he had noted those suggestions and would take action on them. I have only one or two more points.

**SHRI P. NAMGYAL** : On a point of order. Anything discussed in the Consultative Committee is not supposed to be disclosed on the floor of the House.

**MR. DEPUTY-SPEAKER** : Please sit down ; no point of order.

**SHRI V. S. KRISHNA IYER** : In the original budget of the Railways, Karnataka has got a raw deal. It can be proved by facts and figures that gross injustice has been done to Karnataka. As against Rs. 20 crores asked for by the two Railways, the Southern Railway and the South-Central Railway, only Rs. 4 crores have been given. I would urge the Minister to provide sufficient funds for these railways in the revised estimates.

I know the financial constraints are there ; the Planning Commission is not providing funds, but there are certain ongoing projects, which must be completed.

First of all, I would like to stress for the early completion of the ongoing and very important project of conversion to broadgauge the line from Mysore to Bangalore. Sufficient funds have not been provided for it.

There is another project, the electrification of Jalarpet-Bangalore line. This is long overdue. A sum of Rs. 25 crores had been provided in the 6th Plan. This has been given a go-by now. I would request the Minister to provide sufficient funds for that.

I have just another point. Bangalore is one of the fast growing and biggest cities. There the traffic problem is becoming terrific. I have been urging that Bangalore city should also be provided with a rapid transport system, just as you have provided for Bombay, Calcutta and Madras. A scheme for this purpose has already been prepared and I request the Minister to kindly consider it. I also urge the Planning Commission to provide the necessary funds so that it can be included in the Seventh Plan. It was hundred or ninety years since the Act was

adopted. The British Government had no occasion to bring forward such a legislation. But by mere legislation, things will not improve.

Railway journey is not safe nowadays. You must modernise it. More than anything else, the tracks must be renewed and the signalling equipment must be modernised. Many other members have spoken about the condition of the trains and I need not repeat all that again. Because of want of time, I cannot say anything more. But we should see that people should feel happy to travel by trains. Of course, every mode of transport has become hazardous nowadays. Even plane journey is not safe and it is worse than the train journey. Only thing that I would like to stress is that these railway accidents are mostly due to human failure. That is where the Railway Minister should see that efficiency is improved at all the railway stations. Railway stations must be modernised as they are all old and niggardly looking stations. I know that for everything you want money. My point is that you can do it in a phased manner. It should be ensured that elementary and basic amenities are provided. Have you seen the toilets at any time in the railway stations? Have you seen the restaurants in the railway stations? Have you seen the waiting rooms? The Railway Minister should travel more in trains than in planes. It is very necessary and you must also have surprise checks. Then only things will improve.

I am sure that the hon. Railway Minister will see that the injustice that has been done to the State of Karnataka is set right and justice done. I have already proved by facts and statistics how injustice is done to Karnataka.

DISCUSSION RE : REPORTED ATROCITIES ON MEMBERS OF SCHEDULED CASTES AND SCHEDULED TRIBES IN UTTAR PRADESH, ANDHRA PRADESH BIHAR, MADHYA PRADESH AND SOME OTHER PARTS OF THE COUNTRY RESULTING IN SEVERAL DEATHS AND INJURIES TO MANY PERSONS

[English]

MR. DEPUTY SPEAKER : We shall

now take up Item No. 11 under Rule 193. I request Shri Amar Roypradhan to initiate.

SHRI NARAYAN CHOUBEY : The Home Minister is not here.

(Interruptions)

MR. DEPUTY SPEAKER : Other Cabinet Ministers are here. Shri Bansilal is here. They will take note of the things.

SHRI S. JAIPAL REDDY : It is an important issue..... (Interruptions)

MR. DEPUTY SPEAKER : The Home Minister is here. She will convey the feelings of the Members to the Home Minister. I request all the members to kindly sit down. Please sit down.

(Interruptions)

SHRI S. JAIPAL REDDY : We have a lot of allegations to level against..... (Interruptions)

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRIMATI RAM DULARI SINHA) : I am very much here

MR. DEPUTY SPEAKER : The Home Minister is here. She will reply. What is wrong with that? Please sit down. Mr. Reddy, please sit down,

AN HON. MEMBER : Is she having independent charge of the Ministry?

(Interruptions)

SHRI S. JAIPAL REDDY : That shows the importance that is being attached to a serious issue like this, by the Government.....(Interruptions)

MR. DEPUTY SPEAKER : The Home Minister is here. Other senior Ministers are also here. They will take note of the things. Please sit down.

(Interruptions)

SHRI V. KHISHORE CHANDRA S DEO : This shows the callous and cavalier attitude of the Government.

(Interruptions)

MR. DEPUTY SPEAKER : Please sit down. What do you want?

SHRI BASUDEB ACHARIA : We want the Cabinet Minister here.

MR. DEPUTY SPEAKER : It is not necessary. I am asking you all. Please sit down. Please take your seats.

(Interruptions)