

[Shri C. M. Stephen]

considered and some thinking is taking place in the Railway Convention Committee.

With respect to coal and other things, I do not want to go deeper into that. The coal-fuelled engine is being phased out. Because of the huge haulage that the trains have to undertake, we have to resort to diesel. The diesel phase is coming in. I do not think the energy policy of the Railways needs any revision at all. That is all I have to say.

I thank Mr. Jyotirmoy Bosu for I see, for a change, he has made some constructive suggestions and I plead with him to let the spirit go on, to give constructive suggestions in spite of being in the Opposition and let us come together and work together for the service of the country.

MR. SPEAKER: The question is:

"That the Bill to provide for the withdrawal of certain sums from and out of the Consolidated Fund of India for the services of a part of the financial year 1980-81 for the purposes of Railways, be taken into consideration."

*The motion was adopted.*

MR. SPEAKER: We shall now take up the clause-by-clause consideration of the Bill

The question is:

"That Clauses 2 and 3 and the Scheduled stand part of the Bill."

*The motion was adopted.*

*Clauses 2 and 3 and the Schedule were added to the Bill.*

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

\*Published in Gazette of India Extraordinary, Part II, section 2 dated 12-3-1980.

†Introduced/Moved with the recommendation of the President.

SHRI C. M. STEPHEN: I move:

"That the Bill be passed".

MR. SPEAKER: The question is:

"That the Bill be passed."

*The motion was adopted.*

17.24 hrs.

APPROPRIATION (RAILWAYS)  
No. 2 BILL\*, 1980

THE MINISTER OF COMMUNICATIONS (SHRI C. M. STEPHEN): I beg to move for leave to introduce a Bill to authorise payment and appropriation of certain further sums from and out of the Consolidated Fund of India for the services of the financial year 1979-80 for the purposes of Railways.

MR. SPEAKER: The question is:

"That leave be granted to introduce a Bill to authorise payment and appropriation of certain further sums from and out of the Consolidated Funds of India for the services of the financial year 1979-80 for the purposes of Railways."

*The motion was adopted.*

SHRI C. M. STEPHEN: I introduce the Bill.†

Sir, I beg to move:

"That the Bill to authorise payment and appropriation of certain further sums from and out of the Consolidated Fund of India for the services of the financial year 1979-80 for the purposes of Railways, be taken into consideration."

MR. SPEAKER: The question is...

SHRI NIREN GHOSH (Dum Dum): I have given notice.

**SHRI K. P. UNNIKRISHNAN** (Badagara): Has he given notice or not?

**MR. SPEAKER:** It was not in time.

**SHRI K. P. UNNIKRISHNAN:** Please say so.

**MR. SPEAKER:** And there are no points given here. I am not overlooking anything. I do not overlook.

**SHRI JYOTIRMOY BOSU:** My notice covers both.

**MR. SPEAKER:** I gave you time. If Mr. Ghosh had given me the points and if it had been given in time, I would have allowed him too. I do not want to overlook anyone.

**SHRI NIREN GHOSH:** I have given it in time. I assert.

**SHRI JYOTIRMOY BOSU:** My notice covers both. I wanted to put a question on the Appropriation (Railways) No. 2 Bill also.

**MR. SPEAKER:** If you want, please do it.

**SHRI JYOTIRMOY BOSU:** I heard the hon. Minister. For a change, you said something. Perhaps, you used the word "insinuation". That is ingrained in you; I do not blame you. It is with you. I made no insinuation at all. I made a very friendly helpful criticism on technical and economic grounds. I only wish you had not done it.

I am asking you a simple question and you please try to answer it. You know that the aircraft transport is almost wholly foreign exchange drainage-oriented. Why is it that wherever it is possible you are not allowing people to travel by surface, and thus compelling people to travel by aircraft? The cost of an air-bus today comes to Rs. 37 crores—and

the fuel, the spare-parts, the ground arrangement, etc., how much does it come to? Have you done an exercise? It is your competitor. We have been writing to this gentleman here and we have been writing to the Ministry for the last year and a half that the Rajdhani Express between Bombay and Delhi and between Calcutta and Delhi should have two-tier second class sleepers and the fare should be Rs. 250/-. I was given an assurance by Mr. Madhu Dandavate that in October 1979 the sleeper will be started. I was told later on that it will be done in April 1980. Now I am told that it will be in September-October perhaps.

Now, you have a white elephant in the train which has a First-Class air-conditioned coach with 18 berths. Out of the 18 berths four are reserved for metal pass holders—the Railway Board officials. Sometimes it comes to six. For that coach alone there are six—two bearers, two coach attendants, sweeper and usherer. What is the balance-sheet? Per run you are earning at the most Rs. 5000/- net. If you introduce the two-tier Class II A.C. sleeper, I will show—you by accounting that your net earning will be Rs. 10000/-. You don't want to earn money because you are living in the Victorian era—the prestige and the grand Moghul idea of the Rail Bhavan. You should have a swimming pool in your room; it will be much better.

Mr. Stephen, try to understand the balance-sheet.

**SHRI K. P. UNNIKRISHNAN:** He is the Railway Minister now. (*Interruptions.*)

**SHRI JYOTIRMOY BOSU:** Mr. Minister, kindly see my correspondence. I have given an analysis. Why is it that the First-Class ACC Coach is a must for the Rajdhani? Is it for VIPs and privileged few? Why should a man be made to travel in a bucket-

[Shri Jyotirmoy Bosu]

seat for 17 hours? Do you not know that a Member of this House who was a cardiac patient died because he travelled overnight in a bucket-seat? Mr. Minister, kindly look into the correspondence and don't be spoon-fed by your officials.

SHRI C. M. STEPHEN: Sir, as usual Mr. Jotirmoy Basu has spoken. I should say 'Mr. Member' has spoken. He has said 'Mr. Minister' and therefore I say 'Mr. Member'.

As far as the double-decker is concerned, it is we who started the double-decker. Even before the Janata Party came to power it was on our programme.

MR. SPEAKER: It was speeded up, that is all.

SHRI C. M. STEPHEN: May be it was or was not, I do not know; but we had started it. The whole thing was there and there was a time-schedule for bringing it out. Therefore, as far as the double-decker is concerned we need no instruction at all. Even before we received any advice from anywhere we had started it on our own and had advanced it to a certain extent. Therefore, no innovation is necessary.

Now, he says there is competition between the plane and the train. Mr. Bosu, when he goes to Calcutta, has got the option to go by train or by plane. There is no compulsion that he must travel by plane. And he has the option to travel either by First-Class or Second-Class. There is no compulsion that he must travel by First-Class. Let him set an example by his own conduct and prove that going by second-class to Calcutta is better than flying down to Calcutta. But this has got its own utility. There is no competition between...

SHRI JYOTIRMOY BOSU: That was not my point at all.

SHRI C. M. STEPHEN: The point I am making is that there is no competition between aircraft and the train. There can be competition between the train and road-transport. Between road transport and the train there is no competition with respect to short halts. As far as long halts are concerned it has still got its validity. It is irremovable and it is a vital link in the whole thing. How to improve it is the only question. To see red everywhere, to see conspiracy everywhere and to see the hand of somebody operating some where is a disease for which I cannot prescribe any medicine.

SHRI JYOTIRMOY BOSU: He has not touched anything of what I had said. I talked about the two-tier air-conditioned Class II sleeper.

MR. SPEAKER: Let us not go into another discussion now.

The question is:

"That the Bill to authorise payment and appropriation of certain further sums from and out of the Consolidated Fund of India for the services of the financial year 1979-80, for the purposes of Railways, be taken into consideration."

*The motion was adopted.*

MR. SPEAKER: Now, we take up the Clauses.

The question is:

"That Clauses 2 and 3 and the Schedule stand part of the Bill."

*The motion was adopted.*

*Clauses 2 and 3 and the Schedule were added to the Bill.*

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

SHRI C. M. STEPHEN: Sir, I beg to move:

"That the Bill be passed."

MR. SPEAKER: The question is:

"That the Bill be passed."

*The motion was adopted.*

17.32 hrs.

GENERAL BUDGET, 1980-81—GENERAL DISCUSSION, DEMANDS\* FOR GRANTS ON ACCOUNT (GENERAL), 1980-81 AND SUPPLEMENTARY DEMANDS\* FOR GRANTS (GENERAL), 1979-80.

MR. SPEAKER: The House will now take up items 17, 18 and 19 relating to the General Budget and the Supplementary Demands for Grants (General). Hon. Members whose cut motions to the Demands for Grants have been circulated may, if they desire to move their cut motions, send slips to the Table within fifteen minutes indicating the serial numbers of the cut motions they would like to move.

श्री रामावतार शास्त्री (पटना) : अध्यक्ष जी, इस संबंध में मुझे एक निवेदन करना है। बहुत से लोगों ने आज कट मोशन्स दिये हैं लेकिन यह बजट विशेष स्थिति में पेश किया गया है इसलिये कल तक मोशन्स देने का मौका हमको दिया जाये।

अध्यक्ष महोदय : आज 6 बजे तक आप भेज दीजिये।

Motions moved:

"That the respective sums not exceeding the amounts on Revenue Account and Capital Account shown in the third column of the Order Paper, be granted to the President out of the Consolidated Fund of India, on account, for or towards defraying the charges during the year ending on the 31st day of March, 1981, in respect of the heads of demands entered in the second column thereof against Demands Nos. 1 to 106."

"That the respective Supplementary sums not exceeding the amounts on Revenue Account and Capital Account shown in the third column of the Order Paper be granted to the President out of the Consolidated Fund of India, to defray the charges that will come in course of payment during the year ending the 31st day of March, 1980 in respect of the following demands entered in the second column thereof—

Demand Nos. 14 to 16, 18 to 20, 22, 42, 53, 56, 59 and 67."

*Demands for Grants on Account (General) for 1980-81 submitted to the vote of Lok Sabha.*

No. of Demand	Name of Demand	Amount of Demand for Grant on Account submitted to the vote of the House	
		Revenue	Capital
1	2	3	4
		Rs.	Rs.
<b>MINISTRY OF AGRICULTURE AND IRRIGATION</b>			
1.	Department of Agriculture and Cooperation	1,17,53,000	..
2.	Agriculture	24,82,92,000	299,80,23,000
3.	Fisheries	6,55,35,000	6,16,65,000
4.	Animal Husbandry and Dairy Development	40,05,15,000	6,18,97,000

\*Moved with the recommendation of the President.