

17.18 her.

**SUPPLEMENTARY DEMANDS*
FOR GRANTS (RAILWAYS),
1981-82**

MR. DEPUTY SPEAKER :
Now we take up discussion and voting on the Supplementary Demands for Grants in respect of the Budget (Railways) for 1981-82.

Motion moved :

Supplementary Demands for Grants (Railways), 1981-82 Submitted to the vote of Lok Sabha.

No. of Demand	Name of Demand	Amount of Demand for Grnts submitted to the vote of the House
1	2	3
2	Miscellaneous Expenditure (General)	Rs. 45,00,000
16	Assets—Acquisition, Construction and Replacement Other Expenditure	7,29,00,000

*Moved with the recommendation of the President.

SHRI CHANDRADEO PRASAD VERMA (Arrah) : I beg to move:—

“That the Demand for a Supplementary Grant of a sum not exceeding Rs. 45,00,000 in respect of Miscellaneous Expenditure (General) be reduced to Re. 1.”

Justification in setting up Railway Reforms Committee office. (1)

“That the demand for a Supplementary Grant of a sum not exceeding Rs. 45,00,000 in respect of Miscellaneous Expenditure (General) be reduced to Re. 1.”

[Justification in starting Rail travel package scheme.](2).

“That the demand for a Supplementary Grant of a sum not exceeding Rs. 7,29,00,000 in respect of Assets-Acquisition, Construction and Replacement be reduced to Re. 1.”

“That the respective supplementary sums not exceeding the amounts 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, 1982, in respect of the heads of demands entered in the second column thereof—Demand Nos. 2 and 16”

(Justification in manufacturing doubledacker coaches.)(3).

“That the Demand for a Supplementary Grant of a sum not exceeding Rs. 7,29,00,000 in respect of assets-acquisition, construction and replacement be reduced by Rs.100.”

(Delay in laying of a new broad gauge line from Arrach to Chhapra in Eastern Railway.)(4).

“That the Demand for a Supplementary Grant of a sum not exceeding Rs. 7,29,00,000 in respect of assets-acquisition, construction and replacement be reduced by Rs. 100.”

(Need to construct a railway bridge at Singha Ghat on the Ganga river on E.R.)(5).

“That the Demand for a Supplementary Grant of a sum not exceeding Rs. 7,29,00,000 in res-

pect of assets-acquisition, construction and replacement be reduced by Rs. 100."

[Need to construct a new broad gauge line from Bihata to Anugarh Narayana Road in Danapore division on Eastern Railway.](6)

"That the Demand for a Supplementary Grant of a sum not exceeding Rs. 7,29,00,000 in respect of assets-acquisition, construction and replacement be reduced by Rs. 100."

[Delay in converting Arrah-Sasaram light railway into broad gauge.](7)

"That the Demand for a Supplementary Grant of a sum not exceeding Rs. 7,29,00,000 in respect of assets-acquisition, construction and replacement be reduced by Rs. 100."

[Delay in converting Fatuha-Ishalampur light railway into broad gauge.](8)

"That the Demand for a Supplementary Grant of a sum not exceeding Rs. 7,29,00,000 in respect of assets-acquisition, construction and replacement be reduced by Rs. 100."

[Delay in construction of a road bridge at Rajendra Nagar in Patna.](9)

"That the Demand for a Supplementary Grant of a sum not exceeding Rs. 7,29,00,000 in respect of assets-acquisition, construction and replacement be reduced by Rs. 100."

[Delay in construction of road bridge in Arrah on Eastern Railway.](10)

SHRI RAMAVATAR SHASTRI (Patna): I beg to move :—

"That the Demand for a Supplementary Grant of a sum not ex-

ceeding Rs. 7,29,00,000 in respect of assets-acquisition, construction and replacement be reduced by Rs. 100."

[Failure to lay a railway line from Bihata station to Barun station via Bikram, Paliganj, Arwal on Eastern Railway.](11)

"That the Demand for a Supplementary Grant of a sum not exceeding Rs. 7,29,00,000 in respect of assets-acquisition, construction and replacement be reduced by Rs. 100."

[Delay in construction of railway bridge on the Ganga river in Patna.](12)

"That the Demand for a Supplementary Grant of a sum not exceeding Rs. 7,29,00,000 in respect of assets-acquisition, construction and replacement be reduced by Rs. 100."

[Failure to lay a new railway line from Rajgir to Gaya.](13)

"That the Demand for a Supplementary Grant of a sum not exceeding Rs. 7,29,00,000 in respect of assets-acquisition, construction and replacement be reduced by Rs. 100."

[Failure to convert Patna-Gaya single line into double line.](14)

"That the Demand for a Supplementary Grant of a sum not exceeding Rs. 7,29,00,000 in respect of assets-acquisition, construction and replacement be reduced by Rs. 100."

[Need to lay double line from Bakhtiyarpur to Rajgir on Eastern Railway.](15)

"That the Demand for a Supplementary Grant of a sum not exceeding Rs. 7,29,00,000 in respect of assets-acquisition, construction and replacement be reduced by Rs. 100."

[Shri Ramavatar Shastri]

[Failure to lay broad gauge line from Fatuha to Ishlampur on Eastern railway.](16)

SHRI SUBODH SEN (Jalpaiguri) : I beg to move:—

“That the Demand for a Supplementary Grant of a sum not exceeding Rs. 7,29,00,000 in respect of assets acquisition, construction and replacement be reduced by Rs. 100.”

[Need to set up a new railway line from Balurghat in the district of West Dinajpur to Ektisal in the district of Maldah in West Bengal.](21)

“That the Demand for a Supplementary Grant of a sum not exceeding Rs. 7,29,00,000 in respect of assets-acquisition, construction and replacement be reduced by Rs. 100.”

[Need to provide railway line from Eklashmi in Maldah district to Aluabari in West Dinajpur district in West Bengal.](22)

“That the Demand for a Supplementary Grant of a sum not exceeding Rs. 7,29,00,000 in respect of assets-acquisition, construction and replacement be reduced by Rs. 100.”

[Need to connect Rajgunj, sub-divisional headquarter with district headquarter Balurghat in the district of West Bengal by rail.](23)

“That the Demand for a Supplementary Grant of a sum not exceeding Rs. 7,29,00,000 in respect of assets-acquisition, construction and replacement be reduced by Rs. 100.”

[Need to reopen, repair and extend the Domohani-Changrabandha rail line (N.F.) to Mekhligunje a sub-divisional headquarter in the district of Coochbehar, West Bengal.](30)

SHRI T. R. SHAMANNA : I beg to move:—

“That the Demand for a Supplementary Grant of a sum not exceeding Rs. 7,29,00,000 in respect of assets-acquisition, construction and replacement be reduced by Rs. 100.”

[Failure to construct a bridge at Palace Gate near Bangalore Cantonment Railway Station.](31)

“That the Demand for a Supplementary Grant of a sum not exceeding Rs. 7,29,00,000 in respect of assets-acquisition, construction and replacement be reduced by Rs. 100.”

[Failure to construct a bridge at Bangalore-Arasikere Road.](32)

“That the Demand for a Supplementary Grant of a sum not exceeding Rs. 7,29,00,000 in respect of assets-acquisition, construction and replacement be reduced by Rs. 100.”

[Failure to complete the conversion of the Mysore-Bangalore rail line and Bangalore-Guntkal rail line from metre gauge to broad gauge.](33)

SHRI R. P. DAS (Krishnagar) : I beg to move:—

“That the Demand for a Supplementary Grant of a sum not exceeding Rs. 7,29,00,000 in respect of assets-acquisition, construction and replacement be reduced by Rs. 100.”

[Need to construct a road under-bridge in replacement of

the existing level crossing at 34 National Highway, near Ranaghat rail junction, Eastern Railway.](41)

"That the Demand for a Supplementary Grant of a sum not exceeding Rs. 7,29,00,000 in respect of assets-acquisition, construction and replacement be reduced by Rs. 100."

[Failure to construct the portion of the rail track again between Rejinagar and Beldanga which was severely damaged during the 1978 floods.](42).

"That the Demand for a Supplementary Grant of a sum not exceeding Rs. 7,29,00,000 in respect of assets acquisition, construction and replacement be reduced by Rs. 100."

[Need to accelerate construction of the second broad gauge line from Jammu Tawi to Udhampur to improve accessibility of the hinterland in Jammu and Kashmir State.](43)

"That the Demand for a Supplementary Grant of a sum not exceeding Rs. 7,29,00,000 in respect of assets acquisition, construction and replacement be reduced by Rs. 100."

[Need to lay a double line between Ranaghat and Krish Nagar city junction under Eastern Railway.](44)

"That the Demand for a Supplementary Grant of a sum not exceeding Rs. 7,29,00,000 in respect of assets acquisition, construction and replacement be reduced by Rs. 100."

[Failure to convert the Nabadwip Santipur via Krishnagar city junction narrow gauge into broad gauge.](45)

"That the Demand for a Supplementary Grant of a sum not exceeding Rs. 7,29,00,000 in respect of assets-acquisition, construction and replacement be reduced by Rs. 100."

[Failure to construct a new broad gauge rail line between Krishnagar city junction and Shikarpur via Karimpur.](46)

"That the Demand for a Supplementary Grant of a sum not exceeding Rs. 7,29,00,000 in respect of assets-acquisition, construction and replacement be reduced by Rs. 100."

[Need to accelerate the construction of the double line between Damdam and Burasat, Eastern Railway.](47)

"That the Demand for a Supplementary Grant of a sum not exceeding Rs. 7,29,00,000 in respect of assets-acquisition, construction and replacement be reduced by Rs. 100."

[Failure to manufacture the proposed double-decker coaches within the stipulated period.](48)

SHRI G. M. BANATWALLA (Ponnani) : I beg to move:—

"That the Demand for a Supplementary Grant of a sum not exceeding Rs. 7,29,00,000 in respect of assets-acquisition, construction and replacement be reduced by Rs. 100."

[Need for greater attention to renewal of railway tracks.](50)

SHRI MUKUNDA MANDAL (Mathurapur) : I beg to move:—

"That the Demand for a Supplementary Grant of a sum not exceeding Rs. 7,29,00,000 in respect of assets-acquisition, construction and replacement be reduced by Rs. 100."

[Shri Mukunda Mandal]

[Need to construct an over-bridge at the Eastern side of Diamond Harbour station on the point of crossing gate at Raynagar.] (51)

"That the Demand for a Supplementary Grant of a sum not exceeding Rs. 7,29,00,000 in respect of assets-acquisition, construction and replacement be reduced by Rs. 100."

[Need to extend Sealdah Lakshmikantapur section to Pathar Pratima.] (52)

"That the Demand for a Supplementary Grant of a sum not exceeding Rs. 7,29,00,000 in respect of assets-acquisition, construction and replacement be reduced by Rs. 100."

[Need to extend Sealdah Mathurapur section to Raidighi.] (53).

MR. DEPUTY SPEAKER : The demands and the cut motions are before the House.

DR. SARADISH ROY (Bolpur) : There are two heads in the Supplementary Demands. One head pertains to the setting up of a Railway Reforms Committee and expenditure on external publicity in order to attract more foreign tourists in our country. What the Railway Reforms Committee will do is not clear. The Minister should clarify this point. The way the Railways have been functioning for the last two months where accidents are taking place often and deaths have multiplied several times due mostly to violation of accident safety rules. I apprehend that they will not be able to attract much foreign tourists. The death figures for three years are as follows:

1977	—	364
1978	—	196
1979	—	264

But in the last three or four months the number of death has crossed several times the total number of deaths occurred in the last three years. Only the other day, the Tamil Nadu Express met with an accident. The Railways have claimed that only 16 persons have died in this accident. This claim has been challenged by the Secretary of the All India Loco Running Staff Association. He said that more than hundred persons had died and several hundred had been injured. He has issued a statement saying:

The Railway have "compelled to ignore all aspects of safety working in the mad rush for quicker movement of trains." He made this charge that due to this, major accidents are after taking place.

The unfortunate part of this is that the pantry car was involved in this accident and three railway employees were killed. Their bodies were huddled together in a box. In the case of all other passengers who died, the dead bodies were put in separate boxes; but, in the case of railway employees, their own employees, the bodies were huddled in a box and no information was given to their relatives. It is only when the railway staff demonstrated that the railways were compelled to put the dead bodies in separate boxes. This is the inhuman treatment which they render to their own employees.

For the last so many years the loco staff are complaining about the danger of accidents due to bad maintenance of railway track, locomotives and rolling stock. Yet, the railways have paid no heed to it.

For example, take the working hours. In 1970 and 1973 the then Railway Minister assured that the railway employees will not be asked to work for more than ten hours. But the other day when I met a loco engine staff at Howrah, he told me: "I signed in at 8 O'Clock, now it is 10 O'Clock, I have been waiting

perhaps I will get my work only at 12 o'clock. But this time is not counted." They are clamouring that the time should be counted from the time they signed-in till they are signed-off, but the railways have not agreed to this. The result is that they have to work for more than 12 hours. Our party leader, Com. Samar Mukherjee, has drawn the attention of the Railway Minister to one instance where one locomotive staff, Shri Devnath by name, was compelled to work for 41 hours continuously. He had to go from Alipur Duar to Assam and when he got down from the train after work, he fainted and he is now paralysed. This is the way the railways are treating their own employees.

Even though the railways have increased the speed of trains, even the normal safety measures are not being observed. After some major accidents, the railways set up several committees, but their recommendations have not been implemented. The Sikri Committee pointed out that 1,700 bridges and culverts are damaged and that they should be repaired and strengthened. But nothing has been done in that direction. They also pointed out that 1,130 km of track are damaged. Yet, no repair work has been undertaken. The railway authorities are forcing the employees to accelerate the speed, without giving any attention to the safety measures or the proper maintenance of the locomotives. The result is an abnormal increase in the number of accidents.

Only very recently there was a big accident in the Railway Minister's home State, when a train fell into the Bhagmati river. While some people say that one thousand to two thousand passengers were drowned, the railways say that only a few hundred have drowned. Since the bodies were not recovered, no one could give a correct estimate.

During the last two months the accidents have taken place in the Grand Chord route. The railway service has deteriorated. Further, as and when any accident takes place, for four or five days no passenger or express train can run on those tracks, because there is so much of damage to the tracks. Naturally, the goods trains are diverted to other lines. I would say that the railways should give special attention to this aspect of the problem.

In respect of this locomotive staff, after the strike, 10,000 persons were victimised. Even today 1200 such staff still remains removed from service and unemployed and 1100 are under penal transfers. Of course, some of them have joined. Also, some were arrested under the National Security Act. One of their demands was against the violation of the Accident Safety Rules. In the last few months we find that most of the accidents had taken place due to violation of these Rules. The railway engines are not properly attended to and the drivers are forced to drive the trains at higher speeds. As such, the number of accidents has increased during this period. So, the Railway Ministry must take the responsibility because due to their unscientific way of treatment, these accidents have taken place.

As I have already said, due to recent accidents, some of the tracks remained suspended for 4 or 5 days for through-running of trains. In your own State, I may mention that on Grand Chord route, in the last few months three major accidents took place. When the new train was going to be introduced on a trial run was there which led to an accident and all the traffic on that route was suspended for 4 or 5 days. That is the position.

So, I would request the Minister of Railways to have a second look

[Dr. Saradish Roy]

into the affairs of the staff, the loco-running staff. Further, about 1200 retrenched and 1100 under penal transfers are there. The loco-running staff which has since been replaced, has not acquired so much experience. But they have been given charge of mail, express and other fast trains and they are forced to run them at higher speed, though they have not got the experience. They have removed most of the experienced staff. In the last Budget Session many of us requested that the railways should consider the cases of retrenched people and those under penal transfers favourably and bring them back to service. Some members of the staff were dismissed and some were prematurely retired. There should be a good employer-employee relation in the railways. So, I would request that this should be looked into carefully and steps should be taken so that the discontentment among the loco-running staff due to the fault of railway management is removed.

I have already stated that the track should be looked into. The damage to bridges and culverts and track reported by Sikri Committee has not been looked into. The drivers are asked to run trains at a higher speed. This should also be looked into.

There are other things in the Supplementary Budget demands. There is a proposal for seven lines. Out of them in two cases there is a proposal for conversion from metre-gauge to broadgauge and the rest of the lines are of broadgauge. There is also a provision for BOXC wagons, double-deckers and brakewagons. Last time, in the Budget speech the Railway Minister said that it is not the time to convert metre-gauge into broadgauge. But here, in two cases at least it is conversion, why should it not be done in other cases. Why should not the narrow-gauge lines

be transformed into broadgauge lines? This should be considered carefully.

At that time also he said that there is....

MR. DEPUTY-SPEAKER: Dr. Roy, are you concluding in a minute or two?

DR. SARADISH ROY: No.

MR. DEPUTY-SPEAKER: As it is 17.30, then we are taking up Half-An-Hour Discussion. You can continue next time. Shri Virldhi Chander Jain.

[17.30 hrs.

HALF-AN-HOUR DISCUSSION

CONSTRUCTION OF DAMS IN GANDHI SAGAR AREA, MADHYA PRADESH

श्री वृद्धि चन्द्र जैन (वाड़मेर) :
उपाध्यक्ष महोदय, यह प्रश्न जो मैंने आधे घंटे की चर्चा के लिए उठाया है, यह प्रश्न राजस्थान के कृषि उत्पादन की दृष्टि से विद्युत उत्पादन की दृष्टि से और औद्योगिक उत्पादन की दृष्टि से बड़ा महत्वपूर्ण स्थान रखता है।

सब से पहले मैं ऐतिहासिक रूप-रेखा की तरफ आपका ध्यान आकर्षित करने का प्रयास करूंगा। यह जो चम्बल मल्टीपिल प्रोजेक्ट है, यह 4 सितम्बर, 1960 को राजस्थान एवं मध्य प्रदेश के मुख्य मंत्रियों की सहमति से तैयार हुई थी और उस योजना में राजस्थान और मध्य प्रदेश का बराबर बराबर का हिस्सा कास्ट और बैनीफिट्स में था। इस आधार पर यह प्रोजेक्ट तैयार की गई और इस प्रोजेक्ट चम्बल नदी के समस्त जल-भराव क्षेत्र के पानी के आधार पर तैयार किया गया था। इसलिए मैं यह जानना