

17.00 hrs

RAILWAY BUDGET, 1976-77—GENERAL DISCUSSION—contd

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MOHD SHAFI QURESHI) Mr Chairman Sir, I take this opportunity of congratulating the Members who have really spoken very good words about the functioning of the Railways and I was surprised to find even the stronger critics of the Government sitting on the other side being appreciative of the operational functioning of the Indian railways. The Railway Minister will be replying to the debate tomorrow. So, the main brunt of reply would be on him. I have been directed by him to take up specific matters which have been raised by the hon Members and give a reply to these specific questions.

I would briefly deal with the post-emergency operational performance of the railways. Some of the hon Members have stated that despite all-round improvement in the Indian railways they still find there is shortage of wagons on the Indian railways. The figures that are available with me show that as against the outstanding registrations on broad-gauge to the tune of 1 08 000 today the outstanding registrations are only 5,000 wagons. Same is the case with metregauge. Whereas the outstanding registrations were of the order of 2 lakh today there are 10,000 outstanding registrations only.

The loading targets and the performance has been revealed in the Budget and I am very happy to inform the House that some records have been created by the railways after the emergency was declared. One of the very bright features of the operational performance of the railways has been record loading of coal and general loading on the railways. We have crossed 10,000 mark of wagon loading in coal and we hope to

achieve still greater heights. I am sure the tempo and the efficiency which has been achieved by the railways today will not stand on the plateau but will go up and improve the functioning of the Indian railways. There is sufficient stock of coal built up with power houses, etc. This is very useful to the industry as such because we feel that the new tempo which is developing in the country with the production picking up the raw-materials aspect with which the railways are concerned with there is nothing to worry. We have wagons available for the asking. That does not mean that the wagons are idle. It only means we have got the whole stock in good fettle. Something more needs to be done and with the prevailing atmosphere we will be able to further improve the efficiency of the rolling stock. Ultimately it is only with the optimum use of the rolling stock that our productivity and production will go up and steps have been taken and more drastic steps are being taken to improve the situation.

As regards the other social evils associated with the railways before the emergency steps taken after the emergency have shown considerable results. The menace of chain pulling which had taken big proportions has got largely reduced. There were more than three and a half lakh chain pulling incidents in a year earlier and now it has come down to 5,000 which is a very remarkable achievement. I have already given information to the House about the drive against ticketless travelling. We have so far apprehended about 13 lakh ticketless travellers and one and a half lakh more of them have been prosecuted. A substantial amount has been recovered from them as fines and excess fare charges. Amount realised from ticketless travellers is around Rs 2 crores.

There are two aspects—one reformatory and the other to provide more

[Shri Mohd. Shafi Qureshi]

amenities to the passengers. We have been providing more amenities to our passengers. Earlier a sum of Rs. 4 crores was earmarked to provide amenities to passengers and we are trying to keep up the tempo of amenities and as has been suggested by the Minister we will provide medical stalls at various stations. We will provide cold drinking water to the travelling public. All these measures will be taken up with greater vigour to provide more facilities to the travelling public.

I will now come to the individual matters which have been raised by individual Members.

First is by Shri S. A. Kader. He raised the point that the railways are making huge purchases—worth about Rs. 5 crores—and there is no system laid down and no steps taken to economise on this particular front.

Purchases of stores on the railways are made only for quantities required to meet the needs of departments for repairs, maintenance and construction. The quantities assessed for purchase are examined critically with reference to the past consumption and future requirements by the stores officers concerned and, where necessary, assistance of the user departmental officer is also taken before actual purchases are effected. Demands of high value are vetted by Associated Finance before initiating purchase action. After the purchase orders are placed, periodical reviews are also conducted by the stores officers at appropriate level to consider whether any reduction or rescheduling of quantities or order is warranted commensurate with the latest assessment of requirements, and necessary action is taken accordingly. Maximum economy in purchase of stores is always aimed and impressed upon railways from time to time.

The other point he raised was about the production units. He was worried about the production units, as to what

is happening to production as against installed capacity in our three production units. The ICF has a production capacity of 750 coaches a year, DLW can manufacture 120 diesel locomotives, and CLW 66 electric and 50 diesel locomotives in a year. They have been producing less than the rated capacity—we have to admit this—mainly because of constraint of resources as a result of which the Planning Commission could not provide adequate funds for these production units. Even then, in 1975-76, ICF is expected to produce 506 coaches including 9 coaches for export. Some hon. Members had said that they should now try to diversify, if we are unable to use the entire capacity for our own use, for export purposes. An effort is being made and DLW will produce about 66 diesel locomotives, 12 heavy duty diesel shunters for steel plants and 6 locos for export. The CLW will produce 54 electric locomotives and 27 diesel locos.

I do not think conversion of these production units into autonomous corporations will enable them to utilise their capacity more fully or help the export drive. Each of these production units is a captive plant of the railways and its entire production is meant primarily for the railways. Again they not only produce complete rolling stock but also spare parts for the railways, apart from undertaking special rehabilitation work. They also depend on the Research and Design Organisation for designing and testing facilities. It is, therefore, necessary that they should continue to be an integral part of the railways. Conversion of these departmental units into autonomous corporations will not only affect co-ordination between railways and the production units but also increase prices of the products which will be disadvantageous to the railways since as autonomous units, they will have to be profit-oriented and the pricing policy will have to be accordingly moulded.

As regards exports, I may inform the House that even now the three

production units are undertaking export orders channelised through the Projects and Equipment Corporation set up specially for this purpose.

Shri Indrajit Gupta is here, he raised the point that we are having a sort of different policy with regard to trade unions. I wish to make it very clear to him that it was only on the receipt of the list of office-bearers signed by Shri Roy Chowdhury that the S. Eastern Railway Administration took the decision to accept that list and recognise this Union. But subsequently the case was taken to the court and the matter is *sub judice*. It was possibly at that time that Shri Gupta told me about this happening. At the time, we decided that we shall give recognition neither to the one nor to the other union, but shall await adjudication by the court.

SHRI INDRAJIT GUPTA: There are no two unions, there is only one union.

SHRI MOHD. SHAFI QURESHI: I mean the office-bearers. The latest information from the S. E. Railway is that, based on the legal advice they have obtained, they are giving facility to the Biswas group. This is because the injunction has been vacated. The court has vacated the injunction and recognition has been given to the other group. This is the policy as it stands today. This is the information I have received today.

SHRI INDRAJIT GUPTA: So this is your policy now—to give recognition to that group? Whatever consequences follow, you will be responsible.

SHRI MOHD. SHAFI QURESHI: It is not a question of consequences.

SHRI INDRAJIT GUPTA: Yes.

SHRI MOHD. SHAFI QURESHI: The question is that the parties had gone to court and got the matter adjudicated. The court has given a decision. We are bound by it.

SHRI INDRAJIT GUPTA: The court has not given a decision. It is an injunction, a temporary restraint order. Biswas has gone in appeal to the higher court. So a stay order has been given and it is coming up for hearing on 18th March. That was not the main hearing of the case at all.

SHRI MOHD. SHAFI QURESHI: If there is a dispute between two lists of office-bearers, it is a matter between two groups and it has to be sorted out by them.

SHRIMATI PARVATHI KRISHNAN (Coimbatore): You are in great hurry over the court order in this case. What about the Northeastern Railway?

SHRI INDRAJIT GUPTA: In a dispute between two groups, why should you interfere and take sides?

SHRI MOHD. SHAFI QURESHI: We are not interfering. The general secretary, Roy Chaudhuri, submitted a list to the railways.

SHRI INDRAJIT GUPTA: He said long ago that it was complete forgery, why should he submit a list against himself? Does anybody submit a list against himself?

SHRI MOHD. SHAFI QURESHI: In any case, if there is a dispute, it is for them to settle. The doors of the courts are open to get the matter adjudicated and we shall go only by the rules of procedure prevalent in the railways today.

SHRIMATI PARVATHI KRISHNAN: Only on this railway?

SHRI MOHD. SHAFI QURESHI: On all the railways.

SHRI INDRAJIT GUPTA: Why do you interfere in the dispute?

SHRI MOHD. SHAFI QURESHI: I am a concerned party in this. I am not interfering, I am accepting a particular situation which has arisen because the office-bearers have been changed and a list has been submitted.

SHRI INDRAJIT GUPTA: The office-bearers have not been changed. That is the dispute. Let it be settled in the court; who are the office-bearers?

SHRI P. M. SAYEED (Laccadive, Minicoy and Amindivi Islands): Till then?

SHRI INDRAJIT GUPTA: Till then neither should be recognised? Are you, Mr. Sayeed, one of the persons brought in as an honorary member? You seem to be very keen about it. I have seen a large list of Congress M.Ps.

SHRI MOHD. SHAFI QURESHI: If a proper representation is made to the Ministry by the concerned group, the matter can be looked into. We do not have a closed or prejudiced mind against any group and if a representation is made to the railways to look into the matter, we shall look into the matter afresh... (Interruptions).

SHRIMATI PARVATHI KRISHNAN: In the North-eastern railway you are recognising a group that has been rejected by the Registrar.

SHRI MOHD. SHAFI QURESHI: I am talking about a situation where there is a dispute between two groups; that is this union. Not of all the unions.

SHRI INDRAJIT GUPTA: You are recognising there an unrecognised union.

SHRI MOHD. SHAFI QURESHI: Shrimati Parvathi Krishan referred to an increase in the number of failure of engines under 'failure of railway equipment' from 3896 in 1972-73 to 4815 and 6757 during 1973-74 and 1974-75. It has been explained in the review. I am happy that she has been doing some good homework... (Interruptions)

SHRIMATI PARVATHI KRISHNAN: I know what home work you do.

SHRI MOHD. SHAFI QURESHI: It has been explained in the review

that from 1972-73 onwards time failures of diesel and electric locomotives have also been accounted for as accidents even in those cases which resulted in delay to a train for 30 minutes or more as against 60 minutes or more in earlier years. This change was as a result of one of the recommendations of the Wanchoo Committee. She also raised another point about retirement. As part of government's policy to weed out those who have become inefficient or whose integrity is doubtful, the record of service of class III and class IV staff who have attained the age of 55 years or who have completed thirty years of service is reviewed on the zonal railways by a Committee of officers. Only such of those whose record of service shows that either they are inefficient or their integrity is doubtful are compulsorily retired. Such persons have the right of appeal to higher authorities and those appeals are carefully gone into.

Shri Samar Mukherjee is not here now. He raised the point about certain casual labourers who had attained temporary status—I have stated the position earlier also in this House—and who after May 1974 strike were discharged under rule 149. In all cases where the High Courts have given judgements in their favour, the railways have taken them back. The cases of those who have not gone to the court are under examination.

During the May 1974 strike, about 24,500 casual labourers did not turn up for work. Casual labourers are engaged for seasonal and intermittent work depending upon the Railway's actual requirements. About 19,500 of such casual labourers have been taken back. Taking back the rest will depend upon the needs of the work and the resources position from time to time.

I have assured the House that as and when the works are taken up, all those retrenched casual labourers will be taken back on those jobs.

Now, Shrimati Paryathi Krishnan referred to the introduction of a Tea Express from Coimbatore to Cochin in lieu of another passenger train inconveniencing students etc. These trains are new trains introduced from 1-11-1975 which run as fast overnight passenger trains connecting Mettupalayam/Coimbatore and Cochin. They are not in lieu of any other passenger train running before. (*Interruptions*).

Then, during the discussions on the Railway Budget Shri S. N. Sinha, commented on the increase in the turn-round of wagons from 11.2 (BG) and 7.2 (MG) days in 1960-61 to 14.6 and 12.0 days respectively in 1974-75. In this connection, Shri Sinha also mentioned that the net tonne km. per tonne of wagon capacity on BG, in 1974-75 was less as compared to 1960-61. Sir, wagon turnround represents the time interval between two successive wagon loadings. It not only depends on the efficiency with which the wagons are moved but also on the efficient loading/unloading of wagons and the average lead of traffic. The increase in turnround of wagons in 1974-75 over 1965-66 has been largely due to the increase in the average lead of traffic which was 576 kms in 1965-66 and was 686 kms in 1974-75, representing an increase of over 20%. The average lead of 686 kms in 1974-75 is an all-time record.

A further factor which has contributed to increase in the turnround of wagons is the progressive increase in the number of special type wagons like bogie wagons, tank wagons etc which are required to carry certain specified commodities only and for which traffic in the return direction is not always available. The utilisation of such special stock inevitably involves a certain amount of empty running from the unloading points back to the loading points which reflects on the overall turnround of wagons statistically. There has also been a progressive increase in the number of wagons which were handled at the steel plants and the Ports, which are allowed a higher free time causing high detention to

wagons, thereby increasing the time interval between successive loadings and ultimately the turnround of wagons. The turnround of wagons in the last few years was also affected due to a series of political agitations, bundhs, strikes, staff agitations like 'work to rule', 'work to designation' etc.

After the calling off of the All-India strike by railwaymen in May 1974, and improvement in law and order situation, there has been a progressive improvement in railway operations. This improving trend has received a further fillip after the declaration of the Emergency in June 1975. The wagon turnround has progressively improved. I will now give the figures for 1973-74 and 1974-75.

	BG	MG
1973-74	15.0	12.5
1974-75	14.6	12.0

From 13.8 (BG) and 11.5 (MG) in April 1975, it has improved to 12.9 (BG) and 10.5 (MG) in January 1976.

As regards the deterioration in the NTKM per tonne of wagon capacity (BG), this index is dependent on the NTKM of traffic moved and the total wagon capacity. There has also been an improving trend in the NTKMs of traffic moved per day. I will now give the figures for this. For 1973-74 and 1974-75, they are 837 and 911 respectively.

Some hon'ble Members have pointed out that the Claim Bill of the Railways has been going up. The amount of compensation paid for loss of and damage to booked goods during 1972-73 was Rs 12.29 crores. In 1973-74, it was Rs 13.62 crores and in 1974-75 it was Rs 14.64 crores. These annual increases in Claims Bill were much less than the rise in prices of commodities. The House will appreciate that price index has a direct bearing on the amount of compensation paid by the Railways. From the month of June 1975, the prices have stabilised. After

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the emergency, there is a drop in new claims. In a period of 5 months, from October, 1975, to February 1976, we received 52,000 claims less, and payment also went down by more than Rupees one crore. All efforts are being made to maintain this improving trend.

A small point was raised by Shri Bisht that the hill concession return tickets should also be made available for Nainital, Mussoorie and Almora. While the hill concession return tickets are already being issued for Nainital and Mussoorie, these are not being issued for Almora Out Agency as the same is not open for passenger traffic. It has already been decided to open this Out Agency for passenger traffic also and the appointment of the contractor is under process. As soon as the agency is opened for passenger traffic, hill concession return tickets will be extended to Almora Out Agency.

Shri Kiruttan said that the levy of five percent/ten percent additional supplementary charge on goods traffic would tend to divert traffic to road. That point will be covered in the reply tomorrow by my senior colleague.

Another point was raised by Shri S N. Sinha that accidents, number of passengers killed and injured and compensation paid to victims of accidents have gone up during 1974-75 as compared to the previous year. The accidents had increased due to disturbed conditions of working culminating in the all India strike in May, 1974, which adversely affected maintenance of rolling stock, track and more particularly discipline among the railway workers. I am happy to report that this trend has been reversed during the last five months as a result of the general improvement due to the proclamation of emergency. While the number of persons killed had gone up during 1974-75 from 79 to 98, the number of injured had come

down from 398 to 297. As the member is aware, the number of casualties in accidents is entirely fortuitous in nature. While one accident may result in a large number of casualties, a similar accident may not involve any casualty at all.

The increase in compensation is due to the upper limit for compensation having been raised from December 1973 onwards from Rs. 30,000 to 50,000 in the case of death or total disablement of a passenger without relating the amount to the income of the affected passenger.

Shri D. N. Tewari and Shri K. C. Pandey raised the question of gauge conversion of Barabanki-Samastipur line being expedited. The conversion of the section from Muzaffarpur to Sonpur is expected to be completed within a month and up to Chupra during 1977. Simultaneously, the conversion is being progressed from the Barabanki end.

Shri Mohanty said that sufficient funds should be allotted to Cuttack-Paradeep line. Rs. 1.2 crores have been allotted to this line in 1976-77 which will enable the completion of all works required for introduction of passenger services.

Sir, I have covered as many points as possible and the other points will be replied to by my senior colleague tomorrow.

श्री शिव कुमार शास्त्री (मन्त्रीगठ)

मन्त्रानि महोदय, मैं इन उलभ और संशुलिन बस्ट के लिए माननीय रेल मंत्री जी को बधाई देने वाली सूची में अपना नाम भी अंकित कराना चाहता हूँ। मैं मय की तारी को देखकर आश्चर्य नहीं देना लेकिन कुछ आवश्यक बातें हैं जिन की ओर मैं मंत्री महोदय का और उनके कर्पचारियों का ध्यान आकृष्ट करना चाहता हूँ।

सबसे पहले बात भोजन और चाय की व्यवस्था के संबंध में है। विशेष रूप से शाकाहारियों को भोजन अच्छा नहीं मिलता और उन में भी जो केवल चपाती खाना चाहे तो वह चपाती किसी काम की नहीं होती। निकलते अच्छी नहीं है और न उन में आटा अच्छा होता है। चाय की व्यवस्था जो इन समय धर्मन में देने की है वह चाय नहीं होती काढ़ा होता है। कई बार वह ठंडी होती है और कई बार इनकी स्ट्रॉंग होती है कि उनसे दुग्धा दूध मिला दिया जाए तब भी वह पीने योग्य नहीं होती। इन दोनों बातों में सुधार किया जाए।

डीनकत गाड़ियों में जो सैकेड क्लास है जिस में टू टायर चलना है एयर कंडिशनर उममें जो नाइड की बर्थ होती है उन पर कोई आदमी लेट नहीं सकता है। आस पास की जो बैठने वाली सीटें है वह दिन में उठा दो जाती है और जब सीने के टाइम में उन को बिछाते हैं तो ऊट की तरह कमर उार उठ जाती है। उनकी फिटिंग इनकी खराब होती है कि कोई आदमी उन पर नो नहीं सकता है। मैं एक बार इसके लिए लिख भी चुका हूँ। कोई सुधार हममें जल्दी होना चाहिए।

इन्के साथ साथ मैं अपने क्षेत्र की कुछ आवश्यकताओं की और आपका ध्यान आकृष्ट करना चाहता हूँ जो बहुत आवश्यक हैं। मैं 10 वर्षों से लगातार इस सदन में रेल डिबेट में कह रहा हूँ कि अलीगढ़ से जब आप आगे हाथरस की तरफ जाइए तो पहला जो स्टेशन का फाटक है उसपर ओवर ब्रिज नहीं है। प्रति वर्ष दो िन बलिदान वहां पर होते हैं और इस वर्ष भी हुए हैं। मेरे यहां आने पर पहले वर्ष ही रेल विभाग ने लिखा था कि रेलवे का जितना भाग है उसको वह

देने के लिए तैयार है, रेलवे खम्बे खड़े करके पुन बना देगा लेकिन एबोव रोड के लिए जिसका सर्वे कराने पर 24 लाख का एस्टीमेट आया था उसके लिए या तो अलीगढ़ शहर या उत्तर प्रदेश सरकार को खर्चा करना पड़ेगा। अलीगढ़ की म्युनिसिपैलटी जनता के हाथ में नहीं है। वह जिलाधीन के हाथ में है और उन्होंने लिखा कि इनको खर्च करने की स्थिति में वह नगरपालिका नहीं है। इस प्रकार की खीचतानी में जनता को तंगी हो रही है। मेरी प्रार्थना है कि इस सम्बन्ध में जो कुछ भी हो सकता हो उसे किया जाए।

अन्त में मेरा निवेदन है कि जिनको भी गाड़ियां चरत है उनमें वहां से रिजर्वेशन का कोटा भी टायर और टू टायर होना चाहिए। चाहे डीलक्स हो चाहे दूसरी गाड़िया हो या जो जनता जयन्ती आपने चलाई है उनमें रिजर्वेशन होना चाहिए और कम से कम 6 बर्थ होना चाहिए क्योंकि अलीगढ़ एक औद्योगिक शहर है और साथ साथ वहां पर बहुत बड़ा विश्वविद्यालय भी है।

इन शब्दों के साथ मैं आगे धन्यवाद देता हूँ।

SHRI BISWANARAYAN SHASTRI (Lakhimpur): Mr. Chairman, Sir, the Railway Minister and his two colleagues deserve congratulations and full-throated praise from all not simply because the train operation is efficient or the trains are running punctually but, according to me, for being able to enthuse and inspire lakhs of Railway employees to serve the Nation. They deserve congratulations from all for being able to make the Railway Board to walk the Railway Board which was the citadel of bureaucracy where every Member used to consider himself as the last of the Mughals. Now they have seen the

[Shri Biswanarayan Shastri]

writing on the wall and woke up and are doing their best.

Since time is short, I will confine my points only to local problems. In the Eastern region, railway communication is very very poor. It is a vicious circle. There is no industry. When the question of industry is considered, they say that there is no transport facility and when the question of extension of railway line comes up, they say that there is no traffic. Therefore, it is a vicious circle and this should be broken up.

In the Eastern Region, there are five States and two Union territories but there is no Rail Head in those States and Union Territories except Assam and Tripura. In Assam also, the Railway communication, as I have already stated, is very poor. There is a transshipment from broad gauge to metre gauge at Bongaigaon. As a result of this transshipment, lot of thefts and pilferages take place. Just now, the Railway Minister has said that during the last five months, the amount of claim for compensation is about Rs. 6 crores, that means one crore less as compared to the first half of the last year.

And I am told that a claim bill for about Rs. 2 crores or Rs. 3 crores is there from that region, due to transshipment and other difficulties. I, therefore, request the Railway Minister to take immediate steps for extension of the broad gauge line to Gauhati. Last year, there was some provision for this. But no actual work was done. I do not think that simply making a provision in the budget will ease the problem. He should take measures in right earnest.

The train communication from Ranapara North to Jonai, which is the last point of rail in the eastern-most part of India,—which is in my constituency—is not up to the mark; and it cannot be compared with any line in any part of the country. There

the speed of the train is between 10 and 12 kms. an hour. If I travel from Delhi to Jonai, it takes about 80 hours of train journey.

SHRI KAMLAPATI TRIPATHI:
 How many kilometres does it cover in 80 hours?

SHRI BISWANARAYAN SHASTRI: Upto Gauhati the distance is about 2300 kms. and thereafter about 500 kms. It is less than 3,000 kms.

There is no water in the compartments of trains running that section. On 26th February I travelled by train in that section. There was no water in the lavatory, even in the First Class. The water pipe was sealed permanently. It was not so only on that particular day. It was sealed, as if no water is necessary there. In the railway stations where the train stopped for an hour or two, there is no provision for drinking water. I met a railway official. He said that water there was not fit for drinking. He pasted label declaring that the water was unfit for drinking. That railway line runs through a very narrow track. To the north, we have the foothills of Arunachal Pradesh and to the south, Brahmaputra; in between the track is very narrow, i.e. 15 to 25 miles only. The entire region, particularly Ranapara North to Jonai is a backward area, where more than 30 per cent of the population consists of tribals.

This line is stated to be uneconomic. Why? It is not so because there is no passenger traffic. There are a good number of passengers. If the Railway Minister or any high railway official is prepared to come with me there, but without previous notice, I can show it. There the TTEs and other railway employees collect money. It is common divisible pool. Many persons receive their share from it. I am not exaggerating a single point. If anybody can prove me to be false, I am prepared to resign. (Interruptions).

SHRI KAMLAPATI TRIPATHI:
We are taking all your words as correct.

SHRI BISWANARAYAN SHASTRI: There is no facility, even to issue tickets. Wherever there is a stop in that line, there is no railway employee even to attend to the work of issuing tickets at the booking office. The people living there are very simple. They are very much afraid of travelling without tickets; but they don't get the tickets. When they get into the train, some money is collected from them and it is kept by the officials. If a person can pay one rupee and travel he will naturally prefer it. It is the railway employees who are responsible for this. I have written many times about this matter to the Ministers of Railway, and the letter is forwarded to the divisional superintendent. The latter would submit a reply and the Minister would enclose that letter, along with his reply to me. The contents of the letters are: ticketless travel has been checked; and so many persons have been found travelling without ticket. But has the number of those from whom money has been realized, ever been counted? Last week I was there. I have seen things personally. There is a railway station at Silapathar, which is the station for the people of two divisions of Arunachal Pradesh.

The number of passenger embarking and disembarking there is more than 1500 according to the estimate of the Station Master there, but actually how many tickets are issued from that particular station? It is for the Railway Minister to check and verify.

Last year I requested the hon. Minister to introduce a direct train from Gauhati to that part of the country because it should not be neglected. As it is inhabited by tribal people and the region is backward, it will have a bad consequence if that part is allowed to be neglected permanently and for ever.

With these words, I support the Budget proposals.

SHRI RAJA KULKARNI (Bombay-North-East): At the outset, let me congratulate the Railway Minister on sparing the suburban commuters from a rise in trainfare. I am the President of the Federation of Bombay Suburban Passengers' Associations, which are 42 in number.

All this spectacular improvement in the railways' transport capability, high level of productivity, improved discipline and punctuality and all other achievements, both quantitative and qualitative, as mentioned by the Railway Minister in his speech, take us to a height from where we can have a clearer vision of the inner and outer surfaces of this big mountain—the Indian railway system, which is the biggest in Asia and the second largest in the world.

There are three or four weak spots in the working of the railway system which have led me to the conclusion that while we have made some gains in production, to which the Minister of State referred to earlier, we are losing on the other side because of these weak spots which are not necessarily on the railines, but are mainly on the structural, financial, decision-making and planning side.

In the last Budget we were told that there would be a surplus of Rs. 23 crores, but we find that the year ends with a deficit of Rs. 62 crores. This kind of contradiction makes the public confused. The present Budget claims to show a surplus of Rs. 8 crores, but one does not know whether there would really be a surplus or a very big deficit at the end of the year.

The Railway Convention Committee has pointed out that the budget forecasting went very wrong. It was made on wrong assumptions about increase in freight traffic which did not materialise. The railways followed an investment policy on that basis. They have created more liabilities to pay for dividend.

[Shri Raja Kulkarni]

There is a growing inability of the Railway Board and the Railway Ministry to meet the requirements and the dividend liability and other requirements of the general revenues. Why is this happening, when there is such marvellous achievement on the production side and on the transportation side? This is happening because there is basically something wrong. Even on the planning side, it has been stated that the Railways are not able to generate their own resources. It is because they are lacking even in the commercial principles to be followed in management policies. The Budget outlay for the Railway is Rs 411 crores. Out of Rs. 411 crores, the General Revenues will provide to Railway Rs. 271 crores that is, about 66 per cent. The railways have still to depend for more than 50 per cent on their development projects, on the general revenue. They are far beyond in the objective of self-sufficiency that has been laid down by the Railway Ministry.

The main defect, we find in the structural form, and in the decision-making, in the planning and in the functioning of the system. There is a basic weakness which the Railway Minister and the Railway Board are not trying to touch. They have now found out a new theory of what is known as "social burden". They are running some uneconomical lines. On passenger traffic, there is a deficit. How do we believe in these deficits? They do not have any accounting system on a sound commercial basis. For example, a deficit of Rs. 123 crores is shown on the passenger traffic earnings. They do not have any costing system. They do not have commercial accounting. The modern accounting system is not introduced in the Railways. They have 14 computers. This is the biggest organisation in the country. The other organizations have not got so many computers. What are these computers doing there? They refuse to adopt to technological advance. As far as these computers are

concerned, they are not using them properly. They are not exercising budgetary checks properly. They are not exercising inventory checks and other systems properly. That is why, there is a gap between the actual performance and that of the budget.

About passenger traffic. I am told that out of every ten passengers in the suburban trains of Bombay, four are either railway servants or government servants who hold free railway cards. The value of these cards is not credited to the account of the gross revenue of the passenger traffic. When it is deducted like other items, it is not reflected and it is very difficult to believe that the passenger traffic is in deficit. Therefore, my point is that because of the basic weakness, there is no justification to ask for compensation or any grant or subsidy from the general revenue. So long as advance technology is not being properly used, so long as these computers are not being properly utilized, and so long as the Railway Board and these nine zones are not being properly reorganized, it is very difficult to run the railways on sound principles of either commercial undertaking or of public utility. We do not know what is the nature of the Railway Board. They are neither autonomous nor departmental. But they have given birth to an autonomous unit i.e. "Rail-India". They have conceived another autonomous unit, but they refuse to belong to the type of an autonomous unit.

Now, I come to a very important point about suburban train services. I want to highlight various lapses on their part. The Central Railways and the Western Railways bring in 30 per cent of the total gross receipts or traffic revenues of the whole railway system. But their share in the working expenses is only 27 per cent. That shows that they efficiently run railways but their needs are being neglected.

In the Bombay Division, and in Greater Bombay, they have sanctioned

some projects but have not been acted upon. There are many long-range projects which were sanctioned. The Metropolitan Project for the construction of the third terminus with an allotment of Rs. 7 crores was sanctioned in the Fourth Plan. It was to be ready and completed during the Fourth Plan period. It has not yet come up. One does not know whether it is coming up in the Fifth Plan.

About the seventh corridor and the sixth corridor, the studies have been made but no construction work has been started. Will the hon. Minister of Railways assure us that the Metropolitan project in Bombay and even in other metropolitan centres will come up during the Fifth Plan period.

Then, slow progress and delays are taking place in respect of the Diva-Bassein railway project. It is a 42-km. project at a cost of about Rs. 15 crores. It is not likely to be completed even or 1-4-1978 because allotment has not been made. A new third line, Karzat-Lonavala has also not come up. We have been asking for Dadar terminus to be opened for local trains. They have not done anything on that.

As it has been stated by my other colleagues also, we have been saying that there is the necessity for introducing more additional trains, due to rapidly-increasing population, of Bombay every year specially on the suburban railway lines. There is not even an inch of plot lying vacant all along the suburban railway lines. It is continuously a built-up area right from Kurla upto Thana and further from Kalyan to Ambarnath. Therefore, we are asking for additional trains from Kurla to Thana and from Kurla to Kalyan. They have been saying, Yes, but not doing anything about it.

For level crossings, replacements and renovations, the Railways have sanctioned Rs. 41 lakhs. But only Rs. 1 lakh has been spent. No action is being taken about bridges at Ghatkoper and Kurla stations. Industrial products are detained on the roads

and they are held up at the level crossings for hours together. The Railways are responsible for low efficiency and less production in a number of industrial units all along the suburban railway lines.

Again, automatic signalling project from Dadar to Lonavala was sanctioned and no progress has been made on that.

About arterial railway siding from Ghatkoper to Muland, the Railways have acquired the land and dislodged the people all along the railway line without providing any alternative accommodation. It is against the policy adopted by the State Government and the Bombay Municipality. The Railways have not taken the same attitude which the State Government and the Bombay Municipality have taken. If Railways take action under a crash programme, which they themselves have approved, people living in Bombay suburbs will get some relief.

Lastly, about the large-sized goods shed sanctioned at Bhandup and Muland, the Railway Ministry has not started with the construction work though the funds have been allotted. Only the land has been acquired. I would request them to take action at the earliest and expedite the construction.

18.00 hrs.

SHRI K. PRADHANI (Nowrangpur): I have no suitable words to appreciate the performance of the Railways during the year 1975-76, specially after the declaration of Emergency, the trains run very punctually, the ticketless travel has been reduced to the minimum, and loading and unloading of wagons have gone on with record-breaking results. The Railway establishment, which is the biggest public undertaking in our country, has not only improved herself but also done well for the development of our economy in our country. During the short time I have, I cannot go into the details, I will come to my local problems

[Shri K. Pradhani]

There is a railway line in my constituency, which is known as Dandakaranya-Bailadilla-Kotavalsal Railway line. It was constructed about 12 years back, and goods trains run since a number of years, but neither passengers nor private goods have been allowed on this line. This Dandakaranya area which is now known as Koraput and Bastar districts of Orissa and Madhya Pradesh, respectively, is the most backward area in our country, predominantly inhabited by tribals. These two districts, put together, make an area quite larger than any average State like Haryana, Punjab or Kerala. There are very important deposits like bauxite ore in Koraput district, iron ore in Bailadilla and very good hydel projects like Bailmela, Indravati, Kholab and Machkund. Two have been commissioned already and the others are still to be commissioned. There is good infrastructure for the development of industries in this area. The State Government and both the local representatives of this area have been pressing the Railway Ministry for the introduction of passenger and private goods in that area through this railway line. But it is unfortunate that the Railway Ministry have turned down our request repeatedly. I would bring to your kind notice that it will not cost more money, nor time, if passenger trains and goods trains for private goods also are introduced in that line. Daily, not less than 16 trains run up and down this railway line; one way they take iron ore from Bailadilla project to the port, and the other way, the trains run empty without any luggage. If private goods are allowed to be carried in that line, the empty trains can be utilised and some revenue can be earned at the same time; industries which have been pending since long, licences for which have been issued since long, for example, the aluminium factory, calcium carbide factory, paper mills and many other things, which are waiting for the availability of wagons, can be set up. That is why, I request the hon.

Minister to consider this issue and sanction running of passenger-goods trains in this line as early as possible.

MR. CHAIRMAN: Dr. Richhastya...
 Not here. Mr. Saaghi.

DR. KAILAS (Bombay South): There is not even one Member from the Opposition present in the House. Let this go on record.

SHRI N. K. SANGHI (Jalore): Sir, we have heard many good points of appreciation of the railway budget from various hon. Members, and we have had the pleasure of hearing the Minister of State in the Ministry of Railways, Mr. Qureshi, on some of the salient points, the efficiency and speed with which railway have been carrying on their activities in the year 1975-76. The performance of the Railways in the year 1975-76 has been excellent: the total originating traffic is likely to amount to 214 million tonnes during the year 1975-76, which has never been achieved by the Railways in the past; it will be four million tonnes more than what was targeted before; the wagon loading has been laudable; 25,000 wagons on broad gauge and 6,000 wagons on metregauge were loaded every day; which is one of the best performances in the last couple of two years.

The smooth movement of cement, coal and other essential commodities has brought a wonderful economy in the country. It has helped in price stabilisation and control of inflation and we must give due appreciation to the railways who have helped us in bringing these conditions by the proper movement of these essential commodities from one part of the country to the other day in and day out.

Besides these points, there has been something extraordinary. We have seen during the speech that more than 122 trains have been speeded up and 22 new non-suburban trains have been added. For all these years, we have been told that the passenger trains

are not paying and the railways were unable to carry new passenger trains. They do not have the passenger coaches and they could not carry more passenger traffic as the track was not available, but what we have seen is that 42 new trains have been started during the last year. This is a great achievement. We find that our rush on reservations has gone down and there is some relief. This relief is due to the fact that 42 new non-suburban trains have been added.

We would have, however, appreciated if the Railway Minister had told us the direction in which the Railways were going to project in the coming years. We would like to be told whether steam traction will continue in the country, or whether we are going towards dieselization or electrification. Unless we have taken a policy decision, we would not know the direction in which we are going. Are we going to have the broadgauge system, or are we to progressively convert our meter-gauges and other gauges to the broad-gauge system, or due to paucity of funds for the next twenty-five years, we are going to continue in this manner? These are the points in which we would have liked to be told about the Government policy. Our economy is very good, the railways are carrying the optimum load today and we have a bright future for the railways. We are told that the labour relations have improved. With this we would like to have been told, what are the pointers in which the railways are going in the next ten-twenty years, or one or two decades.

We should have some development fund for the development of railways. We would do well by levying a surcharge on the passengers, one rupee per passenger, or ten rupees per upper class passenger or even twenty rupees per air-conditioned passenger. This should be created and channelised for development of new lines only. For the last ten years, I had the pleasure and privilege of being a Member of this House. We have been told that the

new lines are not coming because the funds are not available, but we have to do something. It is a commercial undertaking. If it were a private undertaking, they would go to IDBI, or they would go to the World Bank, but here being a State-owned and one of the biggest public undertakings, the Railways today suffer for want of funds. If we cannot get funds, I do not think, we are doing a good work. We must generate funds for development of railways.

We have also been told that the position with regard to railway reservations has improved. What we have seen in the past is that when the railway reservations were very heavy, they have been running extra trains, called duplicate trains. I ask and I would like to know, why can't we have a policy decision that where there is a heavy rush, and where the reservations are very high, we would have these duplicate trains go from the metropolitan cities, may be twice a week or thrice a week. These duplicate trains would take all the extra load. People would feel very happy. I think this is a matter which should be looked and implemented.

We have seen a change in the railway reservation system. It is a very good thing, it has brought good results. We can have reservation for any length of period. But in India, every person is not a tight-planning man. Somebody falls sick, or all of a sudden, there is a Government engagement, a lawyer has to go; that way a large number of people have to decide at a last minute. I think, it would be good if the Railways decide to block a certain percentage of seats in every train to be given two or three days earlier, rather give the entire hundred percent seats for advance reservation. That would possibly help the man, who has to make an emergent trip. I think, he would be willing to stand in the queue and buy his ticket if there is an emergency. The Railways should keep a percentage of seats for such people. I would suggest 30 per cent or 20 per cent to be blocked to be given three days in advance.

[Shri N. K. Sanghi]

There is another important matter. In Rajasthan for the last so many years we have been thinking that Jodhpur and Bikaner Mail coming to Delhi are heavily booked. There are first fights in the stations among the passengers for getting accommodation into the train. We have been pressing on the Railways at all levels, at the zonal level, at the General Manager level and even at the Minister's level we had discussions both inside the House and outside also. At least, for God's sake, get these trains hauled by diesel engines. We do not want you to increase the speed of the train. But at least if you put the diesel engine, it can haul more coaches, some extra coaches so that more people can be accommodated. Now they have to travel like goats and sardines with the compartments completely packed.

Now, we have been told about the Development Fund. From Mr. Qureshi's statement it is clear that there will be no new railway lines in 1976-77. It is really unfortunate that we do not have any new line. But what about Jodhpur-Jaipur line which has been inundated in the last rainfall. Every one knows that in the last 8-10 months absolutely no trains are going on in that track. It is about August 1975 that this track was submerged in water. Sambhar lake is the shallowest lake which is there. It is one of the important links that Rajasthan has to-day. The railway people know it, everybody knows it. I do not know what is happening. Why cannot we raise the level of the track? Now by the time you think the water will dry up, we will have the next rainy season and the whole thing will again get submerged and you will not be able to help us. This is a thing I feel definitely that emergency or no emergency, should be attended to? It is one of the vital points in our railways and needs immediate attention, even if you are not able to give any new railway line. There is something wrong in the land of Denmark.

I have been repeating here again and again that something should be done about the third terminal for Delhi. Sometimes they say it is Patel Nagar and sometimes it is Nizamuddin. Mr. Qureshi in one of his replies said that Nizamuddin has been decided. But what has happened to it? Now we have a MINI terminal in Nizamuddin, but we have no third terminal at all. It is high time that these matters are decided. What about metre gauge trains coming to Delhi? At the rate Delhi is developing, by the time you make up your mind about these terminals, you will not be able to bring Metre Gauge trains to Delhi.

Before I end, I would like to bring to his attention one thing. I was speaking in 1974 in the House asking for Railway Service Commission for Rajasthan. This is what I was told on the floor of the House:

"... it has been decided that one service commission on the North-East Frontier Railway will be set up with headquarters at Gauhati, one branch office of the Northern Railway Subordinate Service Commission at Srinagar or Jammu as may be convenient, and one branch office of the Bombay Service Commission at Jaipur. I think that this should satisfy the demands so far as Rajasthan is concerned."

My point is only this thing, that something is said on the floor of the House and if that is not done, that is very derogatory. When we have been asking something and we have been promised on the floor of the house if we do not get it, what can we say to our people? It was carried in all the newspapers of Rajasthan that Rajasthan will have a service Commission office. It is a backward State. Industrially it has practically nothing and we thought that our people who have to travel thousand kilometres all the way to Allahabad will have no sense of participation and when we were told that a Service Commission office will be located at Jaipur, if it does not come with what face can we meet our people?

DR. KAILASH: That file is lost unfortunately in the Railway Board office.

SHRI N. K. SANGHI: What has the Minister to say on the assurance he has given on the floor of this House ?

Now we have been told that a lot of things are being done for amenities on the railways. I would suggest to the hon. Minister that on the Rajdhani Express and the De Luxe Express trains we have been introducing so many innovations. Why cannot we also introduce the facility of carrying the messages of passengers to persons outside as also carry messages from outside to the passengers? The tele-communication facilities are to-day so much geared up that it can undertake this job quite well. If we could provide this amenity as also to the passengers of the Rajdhani and De Luxe Express trains, I think it would be a very good system.

Just now a number of hon Members talked about some people being dismissed on the railways. In Rajasthan also many people have been dismissed. I know the reasons The railways have decided to provide employment to the Scheduled Castes and Scheduled Tribes people It is very good Their quota should be completed. But may I know: is that the reason why these who are employed for the last 2-5 years should be sent home ? If that be so, I would tell the hon Minister that it is going to create a lot of heart-burns among the employees of the railways. These people who are already in employment should not be disturbed. I request that all future employment should be barred to non S. C. & S T and only Scheduled Castes & Scheduled Tribes candidates taken up for those jobs

I would request, for God's sake, please do not dispense with the technically so-called casual labour. They have been there for the last many years. This has been done in Jodhpur. Mr. Mohapatra was also speaking about Orissa. These are the matters which I am sure the Hon. Minister will take into consideration. Otherwise, it will

create lot of dissatisfaction and frustration among them. Otherwise, by and large, the Railways are progressing, the way the Railways are developing. I am sure, it is going to be a wonderful, gigantic public sector organisation. With these words I support the Demands for the year 1976-77.

श्री मोहन स्वल्प (पीलीभीत): महापति महोदय, मैं आपका बहुत आभारी हूँ कि आप ने मुझे बोलने का अवसर दिया इस संतुलित बजट के लिए मैं पंडित जी का और उन के सहयोगियों का आभार प्रकट करता हूँ। इस हाउस में ही नहीं, इस देश के समस्त लोगो ने इस की भूरी भूरी प्रशंसा की है। अब चूँकि समय ज्यादा नहीं है, मैं कुछ बातों की तरफ ध्यान दिलाता, लेकिन अब मैं केवल अपनी कास्टी-ट्यूएँसी के बारे में ही कहना चाहूँगा।

मेरा क्षेत्र पीलीभीत तमाम देश के पिछटे हुए हिस्सों में से है। यहाँ पर अधिकतर पूर्वोत्तर रेलवे का भाग आता है और पूर्वोत्तर रेलवे वह रेलवे है जहाँ कि बहुत कम काम हुआ है। न तो नई लाइने बिछी है न ही पुरानी लाइनों का जोर्गोद्वार हुआ है। पीलीभीत से टनकपुर तक एक रेलवे लाइन जाती है। पिछले सालों में इसकी रफ्तार 11 मील प्रति घंटे की रही है, अब कुछ इम्प्रूव ही गई है। इसी तरह पीलीभीत से बरेली कुल 30 मील है, उसको तय करने के लिए चार घंटे लगते है जब कि बसें और टैक्सियाँ एक घंटे में पहुँचाती है। परिणाम यह है कि बहुत सी म्वागियाँ जो बरेली जाना चाहती है या बरेली से पीलीभीत आना चाहती है वह बसें में या टैक्सियों से जाती है और रेलवे का बहुत बड़ा नुकसान इसमे हो रहा है। मैं चाहता हूँ कि इस तीस मील के मफर को दो घंटे में तय करने की व्यवस्था की जाय ताकि ज्यादा से ज्यादा मुसाफिर रेल से सफर कर

[श्री मोहन स्वल्प]

सके और जो रेलवे की हानि हो रही है वह बच जाए।

इसी तरह से बैंगन्स का मामला है। बैंगन्स के मामले में भी बड़ी झुटियाँ हैं। कभी कभी बैंगन्स मिलते नहीं हैं और कभी पर्याप्त मात्रा में नहीं मिलते हैं। इसका परिणाम यह है कि बहुत सारा मांस जो रेलों से जाता वह ट्रकों में जा रहा है। इससे रेलवे को बहुत बड़ी हानि हो रही है। इस मामले में भी कुछ देखभाल की जाए और सुधार किया जाए।

मेरा क्षेत्र पीलीभीत जैसा मैंने कहा पिछड़े हुए क्षेत्रों में से है और यह समझा जाता है कि इसकी उन्नति के लिए आवश्यक है कि इसको बाड गेज लाइन से मिला दिया जाए। मैं प्रस्ताव करता हूँ कि साहजहापुर से पीलीभीत तक एक ब्रांच लाइन है मीटर गेज की इसको बाड गेज में परिवर्तित कर दिया जाए जिसमें स्टेशन बने हुए हैं, कोई पुल बगैरह भी नहीं बनाना है, सिर्फ ट्रैक बदलने का मसाला है। मैं चाहता हूँ कि मंत्री जी यह सुझाव मान लें और इसको बड़ा कर टनकपुर तक कर दिया जाए टनकपुर से हनुमानगढ़ी तक मिला दिया जाए तो मैं समझता हूँ कि रामपुर से हनुमानगढ़ी जाने वाली लाइन से वह स्वन मिल जाएगी और एक बहुत बड़ा मार्ग मिल जाएगा।

पुसे विपवसन सूत्रों से ज्ञान हुआ है कि रेलवे बोर्ड का यह फैसला है कि वह साठ किलोमीटर की लाइनों जो मन्. 1914 की लडाई के पहले बनी हुई थी वह हटा दी गई हों तो उनको फिर से रेस्टोर कर दिया जाएगा। उस तरह भी कई रेलवे लाइनें देश में रेस्टोर भी की गई हैं। साहजहापुर से

पैवाणी तक जो लाइन थी उस के प्रयोग बाकी है, स्टेशन के निवास भी बाकी हैं। मैं चाहता हूँ उसको रेस्टोर कर दिया जाए। साहजहापुर से पैवायाँ होकर मैलाणी तक 60 किलोमीटर की लाइन है। इसको रेस्टोर कर दिया जाए एक लाइन फईसाबाद से साहजहापुर तक मंजूर हो गई है। सब का काम हो गया है। मैं चाहता हूँ उसको बड़ा कर मैलाणी तक कर दिया जाए। इसके एक बहुत बड़ी पूर्ति होगी। यह इलाका बहुत पिछड़ा हुआ है, इसमें सिवाय टूटी फूटी सड़कों के और कोई आने जाने का साधन नहीं है। मुझे ज्ञात हुआ है कि इसका सर्वे हो रहा है जो शाब्द पून जुलाई तक पूरा हो जाएगा। मैं मंत्री जी से नमरनापबंक निवेदन करना चाहता हूँ कि इस सर्वे के आधार पर वे इस लाइन को बनाने की अनुमति प्रदान करें।

हमारे यहां कुछ रेलवे ट्रेनों का काफी अभाव है। एक पैसेजर ट्रेन बरेली से पीलीभीत होते हुए लखनऊ तक जाती है जो सुबह पांच बजे चलती है और शाम को 6-7 बजे तक लखनऊ पहुंचती है। हमारे यहां लोगों की बहुत बड़ी मांग है कि इस ट्रेन को एक्सप्रेस ट्रेन में परिवर्तित कर दिया जाए, यह सुबह चले और 11 बजे तक लखनऊ पहुंच जाए, इसी तरह से शाम को लखनऊ से चले और रात तक किसी बन्द पहुंच जाए।

इसी तरह से हमारे यहां शटल ट्रेनों की भी बहुत मांग है— जैसे बरेली से बहेड़ी, बरेली से बदायूँ, बरेली से पीलीभीत। ये शार्ट-डिस्टेंस एरियाज हैं, इनमें यदि डीजल ट्रेनें चलें तो बहुत अच्छी बात है, यदि यह सम्भव न हो तो लोकोमोटिव की ट्रेनें ही चलाई जाएं। इससे वहां की जनता को बहुत आराम हो जाएगा, रेलवे की इन्कन में बहुत

बृद्धि होगी। मैं चाहूंगा कि मेरे इस सुझाव को नोट कर लिया जाए और क्रियान्वित करने के लिए जल्द ही पग उठाए जाएं।

हमारे पीलीभीत शहर में "दिब्हा का रेलवे का पुल" है, यह पुल पहले रेल कम रोड़ के तौर पर इस्तेमाल होता था, लेकिन अब रोड़ का ब्रिज वहां अलग बन गया है, निहाजा रोड़ के लिए इसको डिस्मैन्टिल कर दिया गया, सिर्फ रेलवे के लिए इस्तेमाल होता है। वहां सड़क का जो पुल बना है, वह काफी फासले पर है, इस लिए बहुत से साइकिलिस्ट्स और पैडस्ट्रियन्ज इस पुल का इस्तेमाल करते हैं, चुंकि वहां पर सही कौरिडार नहीं बना है इसलिए बहुत परेशानी होती है।

इस सम्बन्ध में मैंने पुराने रेल मंत्री स्वर्गीय श्री ललित नारायण मिश्र जी के मामले एक सुझाव रखा था और उन्होंने उसकी देखभाल कराई थी। लेकिन वे तो अब दुनिया में नहीं रहे इस लिए अब पंडित जी से निवेदन करूंगा कि पुल के ऊपर कारिडोर बनाने की व्यवस्था करें ताकि जो पैदल और माइकिलिस्ट्स हैं, वे उस पुल पर से गुजर सकें और वहां के लोगों की परेशानी दूर हो सके।

एन० ई० रेलवे की एफिसियन्सी बढ़ाई जाए, वहां अच्छी भी वही पुराने डिब्बे और पुराने तौर-तरीके हैं इनमें परिवर्तन करके जनता की बढ़ती हुई आवश्यकता के अनुरूप उसको बताया जाए, उसके फंक्शनिंग को अच्छा किया जाए।

इन शब्दों के साथ मैं इस रेलवे बजट का अनुबोधन करता हूं और आप को धन्यवाद देता हूं कि आप ने मुझे बोलने का मौका दिया।

SHRI VASANT SATHE (Akola):
 Mr. Chairman, Sir, I take this opportunity to congratulate Shri Kamiapati Tripathi. I think that he and his team will go down in the history of railways in this country for having turned the corner of the railways. It has proved that if you get a good Captain, even the bureaucracy feels it a pleasure to work hard and delivery the goods. I congratulate the Railway Board also on that.

Punctuality has been the first victory in the railways. But, in punctuality, I would like to say that if you keep first 40 hours for a train to come from Madras to Delhi and then say that well, it came one hour before time how will you say that it is punctual when actually the running time could be thirtyeight hours for it. We should therefore consider reducing the hours and be punctual on that. Today, we know how you and I come from the South and it is our daily experience that there is not only halt unnecessarily at a place longer but also the trains arrive at the station much before time and it has to wait for the signal for fifteen minutes or so. Therefore, I would request you to consider improving speed with punctuality.

The next point I would like to deal with is that catering must be improved. Let us add a little cleanliness with catering. I do not want to show you the piece of cloth—I am ashamed to do it—which I found a bearer using on Calcutta Nagpur-Bombay mail. It so happened that the bearer—poor fellow—brought a cup which had some dirt attached to it. I asked him to have it cleaned. Somehow it so happened that I had to go out and I saw this bearer taking out a cloth from his pocket and cleaning the cup. I could never take my tea thereafter. It is not his fault. He touched my feet and said, "Please, don't complaint." We only get this piece of cloth from Calcutta to Nagpur and we have to clean the table, cups, etc., with it. Probably he used it for his personal hygiene also. I beg of you Panditji and particularly when there is another gentleman 'Haji' and also

[Shri Vasant Sathe]

'Sardarji' who will never tolerate unhygienic conditions.

My other request is that near Nagpur there is a nullah. It is literally a nullah. It gets over-flooded in the rainy season. In that nullah some poor women who came some years back have somehow found place and settled. The railways do not need that piece of land if cannot use it. All I am saying is if you could consider rehabilitating these poor people there it is not going to be much sacrifice to the railways.

THE MINISTER OF RAILWAYS (SHRI KAMLAPATI TRIPATHI): Did you write to me about it?

SHRI VASANT SATHE: Yes, Sir, I have written to you about it. The next point I would like to mention is about your ticket checking staff which has been demanding for a long time that they should be treated as running staff. They are after all running. If you say the conductor comes in the running staff but the ticket checking staff who runs with the trains is not covered under running staff then I do not understand the difference. Therefore, please treat them as running staff and give them better facilities. As I happen to be connected with their association so I am making this request.

Further, in some of the air-conditioned trains which particularly run from South to North it is our experience that except in summer the sitting chair cars practically half of them go empty. We import something of European countries where distances are covered in four to five hours. Here how is it possible for a person to go sitting for two nights from Delhi to Madras. I have experienced it. Since you cannot sit during the night the passengers invariably sleep in the gangway or down below. I had sat with one of the railway officers and suggested to reducing 10 seats and have sleeping berths. You will not lose any fare and people will also go sleeping. I know you are thinking of new bogies

but why don't you convert these bogies and have sleeping berths.

Then my next point is about electrification on the railways. I know railways have a long-term plan but there are some tracks as upto Bhusaval you have already done electrification. I believe with the new improvements in our electricity generation....

MR. CHAIRMAN: You are irresistibly persuasive today, Mr. Sathe!

SHRI VASANT SATHE: Particularly with you in the Chair. I am trying to follow you.

Kindly consider this. You have come up to Bhusaval. On the eastern side also. I believe you have already covered a certain distance. There is a missing link. With the new improvements in electricity generation. I am sure you could complete that. The speed will increase, travel will increase, savings will increase and you will have more rolling stock to use for other things.

Then opening up of backward areas. This is the accepted policy. This is apart from the hilly and other tracts. Two-thirds of the minerals of the entire Maharashtra and 90 per cent of the forest products lie in Chanda, in that one area.

AN HON. MEMBER: Industrial estate.

SHRI VASANT SATHE: You have got the MG railway coming from Khandwa going south. If only 80 kms. distance from Chanda is connected, you can avoid the whole circuitous route for carrying cement, coal, lime, iron, bauxite forest products etc. It will be such an excellent proposition for the railways. Kindly consider this. I was told that within five years, whatever amount you spend will not only be paid off but you may get even more. Therefore, it is an economic proposition, apart from opening up backward areas and promoting national interest, which should be considered to improve and augment the resources of the railways themselves.

The last point I would make is for better turnover and earnings. You have already achieved this. Formerly you were on the defensive. Arguments were given 'What can you do?' The wagons stand at a particular station for days together, for loading, unloading'. Now if we can improve the rolling of the wagons, much can be done. It has been done; I started by congratulating you, but even today quite a bit can be done. As my friend has said, for every industry in the country the best method of accounting is what is known as cost accounting. At least on the railways, let us introduce cost accounting, not the chartered auditor accounting, which is only balance sheet totalling where they only find how much you have spent 'have you got the vouchers? If you have the vouchers, all right, passed'. It is not costing; costing is by a cost accountant. Then you know whether your inventory is properly

spent or utilised. The Railways are the biggest buyers with the biggest inventory in the country. Consider how much can be saved if a real effort is made.

Therefore, I not only congratulate you, but next time you come, I am sure you will come not only with a surplus budget but with a substantial amount of the Railways for themselves. God bless you.

रेल मंत्री (श्री कमलापति त्रिपाठी) :
चैथरमन महोदय, तीन दिनों से रेलवे बजट पर बहस हो रही है और...

MR. CHAIRMAN: He might continue tomorrow.

18.35 hrs.

The Lok Sabha then adjourned till Eleven of the Clock on Thursday, March 18, 1976/Phalguna 28, 1897 (Saka).