

AN HON. MEMBER: After lunch.

PROF. CHANDRESH P. THAKUR: Okay, after the lunch hour, if you want. I will continue. This point let me complete.

THE VICE-CHAIRMAN (SHRI JAGESH DESAI): If you can finish in five minutes, I will allow you now, not otherwise.

PROF. CHANDRESH P. THAKUR: No, I require more time. Okay.

THE VICE-CHAIRMAN (SHRI JAGESH DESAI): You can continue after lunch.

Now we adjourn for lunch and will meet again at 2-30 P.M.

The House then adjourned for lunch at thirty-one minutes past one of the clock.

The House reassembled after lunch at thirty-six minutes two of the clock, The Deputy Chairman in the Chair.

I. BUDGET (RAILWAYS) 1990-91— GENERAL DISCUSSION

II. RESOLUTION APPROVING RECOMMENDATIONS OF RAILWAY CONVENTION COMMITTEE, 1989— Contd.

PROF. CHANDRESH P. THAKUR: To continue, Madam, I was thinking in terms of new activities. The Ministry of Railways could consider the possibility of joining hands with the Ministry of Tourism, for example, innovating projects which will help it in serving the new category of clients and perhaps it will be a source of revenue also. In the process certain selected sectors with tourist potential will get the benefit of railway facilities.

Madam, in the Minister's speech a reference has been made with regard to the human resources management and Rs. 280 crores has been provided for manpower planning. It is a welcome thing because when you modernise a long established system, then, real modernisation does not stop at

technological modernisation. You must have the people who are behind that also of the corresponding attitude and capability. The Railways have a large number of employees but they need modernisation in their outlook and methods of working. One basic requirement in the entire Railway manpower development is a commercial thrust in their attitude. It seems to me that most Railway employees do not know what are its commercial dimensions, and that is the hang-over of the monopoly situation and that is the hang-over of the later nationalised stage where the Government employees get a total security and perhaps the attitude towards the customers whether they are travelling people or the commercial clients may not be really of that kind which a competitive situation will generate.

Then, talking to the Railway people while travelling one does not get the impression that even senior Railway people really understand the financial implications of Railway operations and to the extent that they are not able to understand that their individual or collective contributions in terms of cost rationalisation or revenue promotion may not be as effective as is possible because its potential nobody can doubt.

Similarly, when you are having technology of the new order, then, the receptivity to modern technology also must be developed correspondingly but not merely on the attitude level. I take note of the fact that in the workshop modernisation one of the training programmes, talks about the multiple skilling. Now traditional technical skill training has been confined to one skill but modern technology requires a lot of flexibility on the shop floor. So to the extent that they are thinking in terms of multiple skilling, it is a movement in the right direction. I only hope that resistance to that which is natural is evened out and people are able to see the value from their individual point of view as well as from the organisations point

PROF. CHANDRESH P. THAKUR:

By their multiple skill capabilities. The railwaymen—this is part of their training and sensitivity—they are trained to develop sensitivity to the travelling passengers as well as to the commercial clients.

Now, I can narrate one personal experience. Muzaffarpur, Madam, you know it better for lichi. Every year I get 100 packets from my cousins and from friends they write to me whether they have been despatched.

THE DEPUTY CHAIRMAN: We do not know whether you have received it or not because we never share it with you.

PROF. CHANDRESH P. THAKUR: I am looking for it. You have the parcel, you see. The Railway's contribution is that they are not able to share with you. In the past, consecutively, I have asked them to do it. "Yes, the parcel is despatched as per order. I will go." But when it did not come, I had not come. When it has come but it is not worth the trouble, it is not worth the trouble of waiting for taxi or bus at the railway station prices. So, I am looking for it. Madam, with the parcel, you help me. You help me through the Railway Minister that the parcel is sent, particularly fresh fruits. (Interruptions).

THE DEPUTY CHAIRMAN: Next time, I suggest that if you receive the parcel you will share it with the Railway Minister and the Deputy Chairman.

PROF. CHANDRESH P. THAKUR: Will he protect the system? He will be responsible to pick up and deliver the parcel and I will welcome that. But I do not help the Railways. All I can say is that in freight traffic the willingness of the people using the railway for movement of freight is not dependent on the quality

of the thing which is being freighted. So, Madam, coming to the proposals for freights and fare, I must say, I have been talking more complimentary to the Railways for the simple reason that most of the compliments go to the outgoing Government because that is where the real work was done. For him he has just opened his account.

THE DEPUTY CHAIRMAN: Including the loss of lichi.

PROF. CHANDRESH P. THAKUR: The Chair should not be partial.

THE DEPUTY CHAIRMAN: I am just asking.

PROF. CHANDRESH P. THAKUR: I am looking for the next season. But in the very first step, the new Railway Minister has added 10 per cent extra freight over and above the 11 per cent last year. Now, I can understand the financial logic from the Railway point of view, but what about the cascading effect of that on the price rise because what the Railways charge is not confined to those who are giving it in the first place. Finally, you and I will end up paying it. The cost of freighting lichi will go up and it will be a matter of debate whether buying in Delhi the one from Dehra Dun is better or waiting for the one coming from Muzaffarpur. Similarly, the parcel and luggage charges also have gone up by 10 per cent and of course, so far as the fare is concerned, even at the lowest level, there is a one rupee increase. The increase in platform ticket I welcome because I hate overcrowding at the platform. It is more a nuisance to the travelling public. It is more a convenience to the neighbourhood which uses the public latrines and other facilities of the Railways after paying 50 paise or whatever it is. So, I would encourage all disincentives for overcrowding on the platform but the travelling public should not be penalised because it is

the lifeline for poor people who commute to work, small distances in suburban areas or long distances. The Railway is the only source of travel and if the cost of travel goes up, it is very painful for them.

Madam, Railways have decided to generate a surplus of Rs. 932 crores towards contribution to the general exchequer. Now, a question has been raised—I am not in a position to respond to the large number of questions in the background paper that has been circulated—but one question is, should Railway continue to contribute to the General Budget and my answer is, yes, for the simple reason that we are running an economy, we are just not running a railway system. We want the General Budget to be supported through all sources of revenue and historically, Railways have been contributing not because it is a pressure on the generosity of Railways but because the Railways have been identified as a revenue generating agency with a monopoly position. Now, if the operating efficiency is brought about which can lead to sufficient revenue and out of that sufficient revenue, you can meet your operating cost, your internal requirements and on top of it, you must pay dividend to the General Budget. After paying Rs. 932 crores to the General Budget, a surplus of Rs. 186 crores has been identified which will meet the current requirements. So the question for purposes of Railway to ask is, rather than the soft option of administered prices of freights and fare increases, is it not possible to think in terms of generating surplus through operational efficiency, through the productivity of the current assets that you have, through a quicker turn-around of wagoes, through a faster repair of coaches and wagons whatever you have so that you are able to improve the quality of service? Now, the other point to which I would like to draw the attention of the Minister is the frequency and intensity of accidents. When there is a railway accident, it really shatters your

confidence in one of the most established systems that we have in this country. Most of the industrial activity and most of managerial systems developed around the railways in different parts of the country and if the frequency and intensity of accidents are not controlled, it will continue to create lack of confidence in one of the most established networks that we have.

There is a need for imaginative choice with regard to laying of the new lines where the Railway is not looking at the immediate commercial benefits, where it is seeding that area so that the area develops and ultimately becomes a source of revenue also. There is a question with reference to finances. Here, I think somebody in the press heard me saying with regard to financial innovations that I was advocating privatisation. It is not a question of privatisation. I would like to go on record that I am not in favour of the figurative expression 'privatisation'. I am looking for the methods to improve the capacity of the Railways to mobilise resources so that it is able to improve its quality of service and extend its network. Now, if you can join hands, for Konkan Railway and similar ones, with the corporate sector and the State Governments, I see no reason why you cannot extend this logic in a more extended way. For example, the previous Government was thinking in terms of the BOT possibilities, Build, Operate and Transfer system, one corridor or one suburban sector, or one trunk line. I do not know their choice. Can we give it to some agency, domestic or external? They can invest, bring their technology and operate for 10 to 15 years definitely. It can be tried for a fifteen year pay-back period and after that the assets belong to you. You take it over and run it. So I would strongly urge the Railway Minister to consider the possibility of the BOT system for major railway expansion and operation programmes. There is nothing

[Prof. Chandresh P. Thakur]

to be hesitant about it. We all know that we need extended railway services and we also appreciate that the Railways are facing resource constraints. The whole economy is facing resource constraints. In that context, why don't we take advantage of the international interest in investing in building our infrastructure and giving us not only the infrastructure but the entire growth multiplication which works to our advantage?

Madam, in the end, I would like to say that the hon. Minister is a very competent person. I do not doubt that. But I still like to reiterate the point which I perceive that there was some evidence that he was a reluctant Railway Minister. I hope he has overcome his initial reluctance. I would also request him and his Prime Minister that he should not be encouraged to spread himself thin in far too many areas of responsibilities. If it is done, then the primary baby under his charge is going to suffer and remain underserved and this will hurt us all.

Finally, Madam, there are three specific things. First is the Delhi-Ranchi link. Ranchi is an industrial centre and the industrial activity is going to grow and any such unit needs efficient rail link with the decision-making centres. Travelling to Ranchi by rail is nightmarish. The only efficient train is the Neelachal Express the timings of which does not suit passengers. But I do not know whether the other one is a train or a bullock-cart. From the way it runs and the coaches it has, it seems that the whole area is abandoned. Similarly, all State Capitals are linked to Delhi through a train which reaches Delhi early morning. Patna is the only one which does not have it. So, the timings of the Magadh Express could be so changed that it reaches Delhi on time for people to begin their work in Delhi right from the early hours rather than very late as the train comes very late. A large number of

people at different times have met me. People from Bihar work in Rourkela Steel Plant and areas around. And there is a need for a Patna-Rourkela link. I would urge upon the Minister to kindly consider the possibility of this kind of link just as he has thought about Muzaffarpur-Bombay link. On the route serving his constituency, the quality of service should improve. I do not know why the coaches should have all broken windows, why the bathrooms should stink and catering services cannot be improved. I would like to submit that we should look forward to better Railway management to serve the country and its clients more effectively. Madam, I have heard you commenting that in the Parliament House, the catering service stinks not because people are inefficient but because nobody has ever cared to look at it. Why can't we modernise that service? Why can't the Parliament House Annexe catering service run by the Railways be kept cleaner and services be made more efficient? May be the Minister may not eat there. He eats in his own chamber and he will not invite us. He has not invited us in his room for a wholesome clean cup of tea which we normally enjoy in your chamber, Madam. For us for survival, it is on this counter or the other. Could there be something done without any loss of time?

THE DEPUTY CHAIRMAN: It is sufficient for an invitation, Mr. Minister.

PROF. CHANDRESH P. THAKUR: In the end, I would like to repeat that I am not in favour of privatisation of Railways, but I do want the Railways to move imaginatively and innovatively in terms of joint sector concept on a selective basis. Railways should consider strongly the possibility of BOT system of financing major projects with the help of international investors and technology suppliers with the financial package which would work to our advantage just as

it has worked in other cases. I condemn the freight increase because it has a high inflationary potential. Unless Railway resources are augmented through operational efficiency, it will continue to be a soft option through administered prices which this Government had said it will not encourage. But precisely it has happened not only in the Railways, but also in other areas.

With these words, I hope things will begin to look better.

[**The Vice-Chairman (Shri Jagesh Desai)** in the Chair]

SHRI J. P. JAVALI (Karnataka): Madam, I rise to support the Railway Budget by Shri George Fernandes for the year 1990-91. Shri Fernandes has his association with the Railways for the last 40 years as a labour leader. As a labour leader, most of his energy was concentrated in making demands on behalf of the workers of the Railways. Now he has been put in a position to look after the affairs of the Railways as also the well-being of the workers who are working with the Railways. Since he is at the helm of affairs, since he was a labour leader and his words carry weight with the workers, I hope, under his stewardship, the workers of the Railways would perform better, would do their jobs better and would see that the Railways perform better. In this way not only would the Railways satisfy the people who travel, but also the functioning of the Railways in general would improve. The Indian Railways are the biggest network in the whole of Asia and the second largest in the world. Not only the Indian Railways are big in size, but their problems are also big in proportion to their size and the things that the people want the Indian Railways to do for them are also big.

AN HON. MEMBER: Accidents are also big.

SHRI J. P. JAVALI: I will come to that a little later.

Sir, Mr. Fernandes, on the 2nd of February, had come out with a Status

Paper wherein he has given the current position of the Indian Railways, the problems that the Indian Railways are facing and also the innumerable demands including the demand for providing employment on a large scale in the Railways to the unemployed. I hope that in this discussion on the Railway Budget the participants would offer some constructive, useful and practical suggestions.

Mr. George Fernandes when he had to prepare and present this Budget, had very little time to do that, probably less than a hundred days. But even within that short period, Sir, he has come out with some new ideas, with a new approach, with regard to the functioning of the Railways. He has laid emphasis in the Budget on modernisation, on energy conservation and on computerisation, wherever it is necessary. Though he has expressed his helplessness in providing more jobs to the unemployed in the Railways, he has tried to generate jobs outside the Railways with the help of the Railways. It may relate to afforestation and things like that. He has extended the computerisation of bookings from the present four metropolitan cities to five more cities among which Bangalore is included.

Whenever an air accident takes place, the compensation that is paid is very high. What Mr. Fernandes has done is that in the case of the railway accident also he has raised the amount of compensation from the present rate of one lakh rupees to two lakhs of rupees. In accidents, whether it is the rail accident or air accident, the loss of life is the same and any life or limb lost can never be recovered.

Another thing that is to be welcomed is that he is going to provide more accommodation and more seats to the Second Class passengers by gradually withdrawing the First Class A/C coaches and the First Class coaches. I hope while withdrawing these facilities and extending them to the second class passengers, the existing

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comforts and facilities of the second class would further improve. I hope in all second class carriages cushion seats are going to be provided. Socialism is not levelling down but socialism is levelling up. When we withdraw facilities from the higher level, the facilities for the lower level should be improved so that the travelling comforts of the lower level improve.

3.00 P.M.

Another innovative idea that Shri George Fernandes has thought of amidst the constraint of resources is financing the West Coast railway line which is popularly called the Konkan Railway line. This railway line was initiated when Prof. Madhu Dandavate was the Railway Minister about 12 years ago. Once that Government went out of power, this scheme got put in cold storage. Of course, in the last year's Budget Shri Madhavrao Scindia had made some provision for construction of the line from Mangalore up to Udipi, but the construction work did not start. Now Shri George Fernandes has come out with a novel idea of associating the States which are going to benefit out of it viz. Maharashtra, Goa and Karnataka, by raising certain contributions from these three States, by raising certain contributions from the public and certain contributions from the Railways as well as from the General Exchequer. If this scheme had not been thought of and if this had been taken up in the normal course and under the normal procedure, this railway construction would have taken 15 years to complete. Now that a new method of financing this project has been initiated, the Railway Minister has promised that construction of this railway line is going to be completed within five years. I wish that this scheme succeeds, not that it succeeds for the sake of the Konkan Railway, but this would open up a new era for taking up other essential constructions where those projects could not be

taken up because of shortage of funds. I hope the Railway Minister who is a person of many ideas, many innovative ideas, would also think in terms of, if possible, self-financing schemes. Every-year costs go up. Any project that is done today is cheaper than it would be tomorrow. He in his Status Paper has asked whether the money should come from the Central Government or whether it should come from the Railway Finance Corporation or from market borrowings where it is going to cost a little more. In any case, I personally feel that these projects, important projects, should not lag behind on the ground of funds not coming from the Central Government. Even if it is costly, the money should be borrowed from the Railway Finance Corporation. The schemes and the modernisation programmes which are going to bring in better returns and earlier returns should be taken up. Many of the schemes have been laying unimplemented for a very long time. As far as possible, some new methods and new concepts should be applied to such schemes and money should be found for their implementation.

The hon. Railway Minister has increased freight charges and passenger fares in order to bridge the resource gap. We find that the freight hike which is 10 per cent is on the higher side. Last year only, the freight hike was 11 per cent. Though the increase is going to be 10 per cent, during the off-season for a period of six months, it is going to be only 7 per cent. It is going to be 10 per cent only during the season. There are adverse comments and criticism on account of hike in passenger fares. It is as high as 17 per cent on First Class and Air-Conditioned Class and it is about 10 per cent on all classes. Though the increase is attracting criticism, it had to be done because the passengers were saved from this increase last year. About two years back also, passengers were saved from fare hike. There is inflation and because of increase in cost of operation

of developmental activities, the resources have to be found. It has to keep pace with the inflation. So, the Railways have to find extra money. If this extra money is to be realised, they have to increase the fare. But the question is as to how much the increase should be. The increase in freight charges should be such that it does not have more than the desired adverse effect on the prices. Also, when increases are made in passenger fares, they should not feel the pinch. If you don't increase the fares for one or two years and then suddenly increase it by 15 per cent or 17 per cent in the third year, the passengers are bound to feel the pinch.

The Minister has increased the cost of Platform Ticket from Re. 1 to Rs. 2. I am very much doubtful that this increase from Re. 1 to Rs. 2 is going to reduce the congestion on railway platforms. You have to make a sample survey in order to find out how many people who are found on the railway platform are people with tickets. I think more than 50 per cent of the people who are found on the platform are not holding tickets.

He has referred to people who travel on train tops. How many people are there who buy tickets and travel on train tops? I make a reference to what my hon. friend, Mr. Baby said last year that people in the South are in the habit of purchasing tickets. This is a very serious issue. If all the people who are travelling in the trains purchase tickets, then the Railway Minister will not have this problem of increasing the passenger fares every year and that too to this extent. I hope the Railway Minister will give a thought to this and see that people who travel should pay and must pay. If they do not, they should be made to pay.

Now, Sir, I come to the aspirations and expectations of the people from Karnataka. Prof. Thakur who spoke earlier to me was referring to the number of Railway Ministers who

came from Bihar and West Bengal. I want to bring to the notice of this hon. House that Karnataka had five Railway Ministers, one Shri George Fernandes whose jurisdiction is Karnataka though his karmabhumi may be all India, is the sixth Railway Minister when he becomes the Railway Minister. We are expecting that since he knows all the problems of Karnataka, he will be a little more considerate to Karnataka.

AN HON. MEMBER: You mentioned him last time.

SHRI J. P. JAVALI: But he is the Railway Minister now. As a salute, his karmabhumi is India. He was elected from Bombay and now he has been elected from Bihar. I think, next time he may be elected from Karnataka.

PROF. CHANDRESH P. THAKUR: Don't you say that he was elected from Bihar.

SHRI J. P. JAVALI: Yes, when Shri Hanumanthiah was the Railway Minister—I think Shri Swarn Singh was preceded by him—the Broad Gauge conversion of Poona and Bangalore was proposed. This Poona-Bangalore Broad Gauge conversion work commenced but unfortunately came to a halt at Miraj. And it has been more than 20 years. We were promised that once the work commenced, it would not stop and it would reach Bangalore. But, unfortunately, in the last 20 years this conversion work from Miraj onwards has not been taken up. From time to time surveys are made, feasibility reports are made and then the matter is dropped then and there only. From Miraj to Bangalore, there is the missing link. On the one side, we have got Broad Gauge, and on the other side, from Bangalore-Mysore, the Broad Gauge line is coming up. This line is the heartbeat of Karnataka because it is in the heart of Karnataka, and shutting this railwayline, there may be more than 200 or 300 towns and cities. And this is the line, and this is the area where

[Shri J. P. Javali]
 a lot of scope is there for industrial and developmental activities. So, I would like to appeal to the Railway Minister who has not made any mention about this in the Budget that he would kindly consider and see that some commitment is made so that, if not in this Budget, at least in the coming Eighth Plan it is included and it is taken up. I would also like to bring to the notice of the hon. Minister that there is another missing link, i.e. Hubli-Hospet. Earlier, the Hospet-Guntakal line which was a metre gauge track was converted into broad gauge. At that time the reason given was 'operational convenience'. This clause, 'operational convenience', can be applied in this case also and the Hubli-Hospet line converted into broad gauge. This is a very important link.

Sir, Hospet belt is rich in iron ore. The concentrate of the iron ore in this area is something like 62—65 per cent, which is the richest in the whole world. In this connection, I would like to point out that the Vijayanagar Steel Plant is also being planned. Of course, the foundation stone for the Vijayanagar Steel Plant was laid way back in the year 1971 by the late Shrimati Indira Gandhi. The Government of Karnataka had already acquired 9,500 acres of land for setting up this steel plant. Since there is a demand from the State Government as well as from the people of this area, this scheme is going to be included in the Eighth Plan. To make this steel plant functional, a railway link is required and, therefore the Hubli-Hospet conversion should be considered.

There is also a demand for a new railway line between Hubli and Karwar. If I mistake not, this demand is nearly hundred years old. As you know, Karwar is the world's best natural harbour. On that sea-coast, a defence project known as 'Sea Bird' is coming up at a cost of Rs. 2500 crores. Therefore, the Rail-

ways are not able to lay this line, at least, they should prevail upon the Defence Minister to include this rail link as a part of their project.

I would also like to draw the attention of the hon. Minister to the problem in the case of the Hubli Workshop. This is the oldest in the whole country. It is more than hundred years old. It employs about 5,000 workers. The work culture in this workshop is the best in the whole country. You entrust any work, any job, to them, they do not resist it. On the other hand, they take it as a challenge and turn out the job more efficiently. In fact, many times, they have been awarded for doing good work. This workshop needs modernisation and renovation. A 17-crore rupee expansion scheme has been sent to the Railways for their approval. The same may please be looked into and sanction accorded. In case this workshop is not renovated, if the structures are not repased, there is the fear of the workers being retrenched. Another disadvantage is that, Hubli being on the metre gauge section, this workshop is attending only to the steam engines which are gradually going to be phased out and, therefore, it is facing shortage of work. In case the workshop is not going to get enough work, the workers may have to be retrenched. Therefore, it is urgent that this aspect is looked into by the hon. Minister and something is done in that regard.

We have also been asking for a separate zone for Karnataka. Almost every State is having one or two separate zones. I need not detail the advantages of having a separate zone. When representations were made, the Railway Minister himself said that due to financial constraints they cannot have a separate zone. In Karnataka we have three railway divisions. Two divisions, at Bangalore and Mysore, are linked to Southern Railway. One division which is at Hubli is linked to South Central Railway. As we are linked to two different zones, we have

to run from pillar to post to get certain things. Hubli itself is the second biggest city in Karnataka and the South Zone territory starts about ten miles from Hubli. For anything happening ten miles beyond Hubli we have to go all the way to Madras. We had made an appeal to the Railway Minister that if you are not going to give us a separate zone, at least bring all these three divisions within one zone, that is the Southern Railway zone which has its headquarters at Madras.

In Karnataka we are not having any fast trains. The fastest train that runs is at a speed of 50 kilometres. All other trains run at a speed of 30 to 32 kilometres. If you have to travel from Bangalore to Bombay by this route, you have to spend nearly 32 hours. I take this opportunity of bringing this also to the notice of the Railway Minister, requesting him to start a new fast train from Belgaum to Bangalore.

Lastly, I would like to say that while presenting the General Budget Prof. Madhu Dandavate has said that he is going to come before the House after six months to acquaint the House of what all was the promise and how much has been achieved in the six months' time. May I also make a suggestion? The Railway Minister has presented the Budget. He has initiated many plans in the Budget. Let him also come before the House in the next six months and tell us what he has been able to achieve and in the meantime if any new things have been thought of.

I am confident that a person like George Fernandes, with his experience, outlook and dynamism, is going to turn this railway administration into a dynamic organisation by bringing in new improvements.

Lastly, Railways, though are not commercial, are run on commercial basis. Commercial means it has to enter into a competitive field and for that you have to cut or reduce costs by using modern methods and run the organisation so efficiently that whosoever comes into contract starts linking

this organisation. From that point of view I am confident, Shri George Fernandes as the Railway Minister, is going to achieve the success by making this a dynamic organisation.

SHRI KAHNU CHARAN LENKA (Orissa): Mr. Vice-Chairman, we are discussing the Railway Budget today. This Railway Budget will open a new chapter in the history of this House, a chapter which is of a very discouraging nature. The Budget has been presented for the first time in this House by a minority Government. So the people of the country do not find any improvement or any future with this Budget because in every budget there is a political will behind the budget. But in this Budget we do not see any political will for the development of railways in the country. The Janata Party which is in the Government... (Interruptions) Party or Dal is the same. We call it Dal in our language, in English it is Party. This Party has no political will at all. They had the will to come to power to dislodge the Congress Government. Having come to power, their political will has ended there. So we do not see any newness in the Budget which has been presented.

The Indian Railways are the biggest public enterprise in the country. It is the largest in Asia and the second largest in the whole world managed by a single management. It plays a very vital role in the field of economic development of the country. Every sector of the society, be it rich or poor, every man or woman is affected by the performance of the Railway Department.

[Vice Chairman (Shrimati Jayanthi Natarajan) in the Chair.]

Madam, this Budget generally covers half of the economy of the country and affects the people in their multifarious problems. In this Budget, the Railway Minister claims that he has given relief to the weaker sections, which is not true. The exemption in the railway freight for the essential commodities is of peripheral nature.

[Shri Kahnu Charan Lenka]

This kind of exemption is a poor consolation because these articles are already bearing fairly heavy freight charges. I had considered the Railway Minister to be a very dynamic person earlier. Now that impression has been taken away from my mind by his presenting this kind of a Budget in this House. He has committed a great mistake by increasing the passenger fares and railway freight rates at a time when the rate of inflation is already high. The restricted increase is also bound to affect the weaker sections of the society.

Another glaring factor is increase in regional imbalances. For example, the south-eastern region has been badly neglected in many respects so far as railway development is concerned.

PROF. CHANDRESH P. THAKUR:
North-eastern region also.

SHRI KAHNU CHARAN LENKA:
There are many. Specially I am mentioning the south-eastern region, and I am speaking with a heavy heart. I do not want to encourage the feeling of regionalism, but in this budget this matter is so glaring that I cannot ignore mentioning it on the floor of the House. While new railway lines are being opened every year in the northern States, even sanctioned projects and sanctioned lines in Orissa are being stopped or delayed for years together.

Madam, as you know, the Paradip Port was started 20 years back. In order to connect Paradip Port with the hinterland of ore mining areas, a railway line was started some 16 years back, from Paradip to Banspani. But that line has not yet been completed. It has been completed from Paradip to Daitari, but from Daitari to Banspani it has not yet been completed on the plea that this portion of the line is not viable. This line is meant for carrying iron ore from the mining areas to the Paradip Port for export purposes. The Paradip-Banspani line via Daitari is a project which was sanctioned in 1975 but, up till now, only

half of it has been completed. The other portion is still pending completion. This year this project has not been provided any funds. Therefore, the future of Paradip is doomed; there is no future there. It is going to be a dead port due to shortage of sufficient quantities of iron ore at the port site. For want of this railway line up to Banspani iron ore is not supplied to the port with the result that the export target has been decreased very badly.

But, Madam, regarding the second project the Talcher-Sambalpur line, the cost of the project was Rs. 45 crores, out of which the previous Government had spent about Rs. 9 crores. I thank the honourable Railway Minister that in the current year he has allotted Rs 25 crores to complete the project. But if this rate of progress will continue, I think, the whole of this Five-Year Plan will be completed, but this project will not be completed. So, I request the Railway Minister to provide more funds so that this railway line is completed within two years because the scheduled time for its completion was 1990 and already it has been delayed. So, some more funds are necessary in order to complete this Sambalpur-Talcher line.

Madam, four years back a Division was started at Sambalpur. A meagre amount of Rs. 30 lakhs was allotted for that. Nothing has been done. So, the people of coastal Orissa started an agitation. Their feeling is that they have been badly neglected by the Railway Department. So, this Division, the construction of this Division should be augmented. More funds should be allotted for this Division.

Madam, so far as the Railway Map of India is concerned, you kindly have a glance over the map of Orissa. You can easily imagine how Orissa was neglected so far as the Railway Department is concerned. Before the independence, Orissa had got two lines fortunately or unfortunately. One is the coastal line. The Britishers wanted to connect Calcutta and Mad-

ras. So, they had the coastal railway line, ribbon line. In the western sector, the Britishers wanted to connect Bombay and Calcutta. So, fortunately some portion of the Bombay-Calcutta line went through Orissa in the western sector. So, apart from these two lines nothing has been done.

I told you, Madma, only one line which was started after the independence, the Paradeep-Banspani line, has not been completed yet. Out of 175 km., about 100 km. has been completed, and 75 km. is still pending. So, this is the affairs of the Railway Department in Orissa.

Madam, the South-Eastern Railway Headquarters is situated in Howrah. Howrah is a place which does not belong to the South-Eastern Railway. The people of Orissa have been claiming and demanding since long to shift this Headquarters from Howrah to Orissa because the major portion of the South-Eastern Railway is in Orissa. But, up till now, the Government has not taken any steps to shift this Headquarters to Orissa. Last year in the Orissa Assembly there was a unanimous resolution in the House to shift this Headquarters from Calcutta to Bhubaneswar or Cuttack. But nobody has given any importance to this demand. In the last election we faced a lot of trouble. Of course, the Government in Orissa now has promised to the people that it will fulfil this demand, a long-standing demand which Orissa was demanding since 40 years, to shift this Headquarters from Calcutta to Bhubaneswar. It is to be seen how the Government of Orissa and the Government of India help in the shifting of the headquarters in Orissa.

If you look to the present transport system of the Railways from Delhi to Bhubaneswar, the State capital, there are two super-fast trains. One is the Neelachal Express and the other is Puri Express. They have been named super-fast, but while the Puri Express takes 32

hours at the minimum from Delhi to Bhubaneswar, the Neelachal Express takes 36 hours. So, while these trains have been named as super-fast trains, actually they are super-slow trains. There is another train coming from Puri. It is named as Utkal Express. We call it Bharat Darshan train. This train starts from Puri in the morning and it again enters Orissa the next day. It starts from Puri, goes to Khargpur and then to Tatanagar and next day at about 2 O'clock again enters Orissa at Jharsuguda. It touches West Bengal, Bihar, Madhya Pradesh, Rajasthan, Uttar Pradesh; Haryana and then comes to Delhi. So, this is perhaps the national integration train. It takes 52 hours to reach Delhi.

Now, I would make one submission in the House regarding the retiring Members of the House. Since long they are demanding railway pass for their journey. Up till now the Government has not considered it. I would request the Railway Minister, if he considers this case, he will be remembered, because it is their long-standing demand on behalf of the Ex-MPs Association. So, I request him to consider this demand favourably.

While concluding I must say that there is nothing new in this Budget. As I said in the beginning I reiterate again that there is no political will behind this Budget. Every Budget requires a political will to develop the country. Here we see there is no political will. This Government had the political will to come to power and their political will has ended there. The people of India do not expect anything from this Government. The very first Budget has discouraged the poor people of this country. There is nothing new in it. It is a high-sounding Budget, but there is nothing in it. This budget has opened a new chapter of frustration in the history of Indian Railways. The target which this Government has set, it will surely fail

[Shri Kahnu Charan Lenka]

to achieve it. Madam, I do not expect anything from this budget except frustration, discouragement and hardship for the poor people. Thank you.

THE VICE-CHAIRMAN (SHRI-MATI JAYANTHI NATARAJAN): Before I call the next speaker, I want to ask the Members whether Prof. Asima Chatterjee can be given a chance to speak because she is leaving the town today.

SOME HON. MEMBERS: Yes.

THE VICE-CHAIRMAN (SHRI-MATI JAYANTHI NATARAJAN): Prof. Asima Chatterjee.

PROF. (MRS). ASIMA CHATTERJEE (Nominated): Madam Vice-Chairman, I thank you for giving me opportunity to participate in the discussion on the Railway Budget for 1990-91 presented by the Railway Minister in this House on March 14, 1990. This is the first Railway Budget of the National Front Government and coming from a dedicated socialist hon. Railway Minister, leader of the Railwaymen's Union, we expected much from Mr. George Fernandes. We expected that something effective will come out which will be beneficial to our common man. The budget was expected to raise high expectations, as I mentioned earlier, but I am sorry to say that the budget has not come up to our expectations. To our utter dismay, we observe the Railway Minister has proposed an all-round increase in fare and freight, parcel and luggage rates and also monthly season tickets. There is a sharp increase of 17 per cent in the fares of air-conditioned first class, AC sleeper class, first class and AC chair in mail and express trains for varying distances. The second class sleeper surcharge has also been increased substantially ranging from 33 per cent to 55 per cent. The surcharge

for a distance up to 500 Kms has been raised from Rs. 10 to Rs. 15, for distances of 501 to 1000 KMs the hike is from Rs. 15 to Rs. 20 and for distances beyond 1000 KMs it will be from Rs. 15 to Rs. 25. For second class and season tickets there is an increase in the fare varying from Rs. 4 to Rs. 12 per month. The increase in the case of first class monthly season tickets is to range between Rs. 16 and Rs. 48 depending on distance. Even the platform ticket has not been spared and it will now cost Rs. 2 as against Rs. 1.50. There is a sharp increase of 10 per cent in freight charges, parcel and luggage rates although some essential commodities have been exempted from the hike. The effect of these changes is bound to have substantial upward impact on the price level of essential commodities. The middle class which is mainly on railway transport, will be extremely hard hit not only by the increase in the second class sleeper surcharge, but also in the hike in the fare in second class accommodation of mail and express trains. Even the daily commuters who use seasonal monthly tickets for going to their places of work have been made to bear additional burden. Surely this type of budget cannot be called an egalitarian budget and one cannot associate a renowned socialist like Mr. George Fernandes with such a budget.

So far as my analysis goes, the increase in fare and freight will fail to check inflation and the increase in price index of essential commodities. The price index is already showing an upward trend. I plead to the Minister that he may kindly agree to reduce to some extent the hike in railway fares at least in the second class and in the rates of monthly seasonal tickets as this will cause not only inflation but economic depression. This will create much hardship to kisan, the rural people, the weaker and the backward sections including the middle class and the lower middle class.

Sir, coming to revenue receipts, I feel the Railways can earn a sizeable revenue if they tone up administration, cut down wasteful expenditure, repair wagons and coaches in time to increase their life span which would save huge expenditure. Otherwise, these wagons and coaches would be disposed of as scrap iron as is happening. I suggest more sheds and more repair workshops are to be established and timely repair work is to be taken up. The Railways should also control thousands of ticketless travellers and revenue can also increase by checking damage to railway property, wagon-breaking and theft by anti-social elements for which huge compensation is being paid by them. Vast land adjoining railway lines has been illegally occupied and if this land can be reoccupied and can be properly utilised, then the Railways will be able to earn more revenue. Indian Railways received a World Bank loan of 400 million dollars. Besides, the Railways have received 190 million dollars as loan for the Asian Development Bank for loco procurement and for importing new technologies and the EXIM Bank of Japan co-financed the loan with 100 million dollar credit. Nothing has been stated about this loan as to how it was utilised and this fund should have accountability at least to the Members of this august House and the Railways should work vigorously to promote tourism by providing a mode of transportation which is not only economical but has a special fascination for the tourists. For this purpose, the hon. Minister will have to work in consultation with the Minister of Civil Aviation also and also the States and this will help the Railways to earn more revenue. I understand the Indian Railways are a founder Member of ESCAP that is Economic and Social Commission of Asia and Pacific and also UIC, IRCA/Brussels, ORE and UMIC. Since the Indian Railways enjoy international cooperation, I would like to know whether this relation has further improved so as to

receive more funds from them for overall development of the Railways and also for the technological upgradation, modernisation of the Railway system and also whether any exchange programme for technical assistance has been formulated as this would considerably help the Indian Railway to improve the existing infrastructure, the technological upgradation of the network, upgradation of the communication network and computer-based freight operation system and more computerisation of passenger reservations in metropolitan towns. I believe funds that would be available through international cooperation may be utilised for improvement purposes and for increasing revenue and it would not be necessary to hike passenger fare and freight charges as proposed in the Budget.

In the Annual Report and Accounts 1988-89 of Indian Railways, detailed information on research and development has been given on pages 34 to 38. It has been mentioned that the Research, Design and Standard Organisation (RDSO) functions as advisor and consultant to help the Indian Railways in all technical matters. Scientists, technologists, educationists and senior executives are in the body. I would like to suggest that in this regard—i.e. in technical matters and in connection with the technical improvement and technological upgradation—the Indian Railways should work for research and development in collaboration with IITs, Universities and National Metallurgical Laboratories and other national laboratories under the Council of Scientific and Industrial Research. More research and development centres need be opened for which there should be provision in the Budget. It should provide funds for further technological developments.

Two years back, Madam, I had raised in this House the need to replace the single line by a double line from Sheoraphuli to Tarakeswar, a very important pilgrim centre in

[Prof. (Mrs.) Asima Chatterjee]

Hooghly District, West Bengal. Moreover, thousands of people are coming from Tarakeswar to Calcutta to attend their offices and also thousands of students are coming to study in schools, colleges and universities. I myself have the bitter experience of waiting there for a train. Last year I had been there. I could find that I had to wait for an hour and so long as the up-going train did not come down, I could not go to Calcutta. I request the hon. Minister to look into the matter and do the needful. I understand that the survey report has already been submitted to the Eastern Railway. I was associated with the Eastern Railway Board and therefore, I am aware of this. But the proposals seem to be pending and nothing has been done. It is of utmost importance to give relief to the student community and to the common people. I do not know whether those proposals have gone to the cold storage. May I further add that the conversion of the single line to double line will give relief particularly to those who come to the city daily for earning their livelihood, for selling the products which they obtain from their agricultural produce?

Now, Madam, coming to the question of railway safety, I regret to point out that we have not been able, as yet, to completely eliminate railway accidents or even to substantially reduce them. Only a few days back the Railway Minister made a statement regarding a serious accident involving the Dehradun-Bombay Central Express which took place on the 14th of this month. To my mind, the possibilities of rail accidents can be substantially brought down by an all-round vigilance of the operation staff and by enhancing operational efficiency. I do not know if it is possible to evolve some sort of foolproof arrangement whereby a train moving on the line can receive back positive signal through ultrasonic system about the existence of another moving train

from the opposite direction. Such ultrasonic systems are used by navigators in order to protect their ships against accidents with ice-berg. Can similar signalling system not be used in trains also so that accidents can be avoided?

The hon. Minister has mentioned about passenger amenities. At present, the long distance passengers, even in super-fast trains do not get reasonable comforts during their journey. Many unauthorised passengers from the intermediate stations, without any reservation, forcibly get into reserved compartments and disturb the bona-fide passengers and more often the railway staff are unable to provide any relief. This is very unfair and should be put an end to. Especially now, when there is a steep increase in the railway fares, the Railway Minister should look into the comforts of passengers. I would also like to mention again this year that in more closely associated with the passenger amenities and they should get amenities like having pure drinking water, good food and some entertainment. I have observed in foreign countries that there are film shows or some such entertainment for long distance passengers. I think there should be some arrangements for entertainment here also in the near future.

Regarding level-crossing accidents I made a mention last year. In fact, I would say I mentioned many times because I have been here for more than eight years. However, I would like to mention again this year that in level-crossings there should be overhead bridges because many people like to mention again this year that in result of which accidents take place.

I would like to suggest P. M. that care should be taken for this. I don't like to take much time of the House and I think, there should be some improvement in the Railway catering service and also some sort of relief must be there for the long-distance passengers. Reservation should be properly done.

While concluding, Madam, I would like to say that the Railway staff should be given more amenities, more comforts like housing, medicare, hospital facilities and particularly education to their children so that they can live comfortably as they are rendering great service to the nation.

With these words, Madam, I conclude and I thank you once again for giving me an opportunity to speak on this matter.

SHRI MOSTAFA BIN QUASEM (West Bengal): Madam, I am very much thankful to you for giving me this opportunity to take part in the general discussion on the Railway Budget for 1990-91.

At the very outset, Madam, I would like to point out that I am not fully satisfied with all the Budget proposals of the Railway Minister of the National Front Government. I wish I could wholeheartedly support the Budget proposals, but I cannot do that and I will try to elaborate the reasons for my not supporting all the proposals of the Railway Minister. I would also like to point out that our party, that is, the Communist Party of India (Marxist), has already expressed its unhappiness over the way in which the freight rates and the passenger fares have been increased or have been proposed to be increased in order to mop up additional resources for the Railways.

Now, it is already known that the Railway Minister proposes to mop up an additional revenue of Rs. 892 crores and, of this amount of Rs. 892 crores, Rs. 487 crores will come from freight traffic and the remaining Rs. 405 crores will come from the passenger traffic.

Coming to the increase in passenger traffic, of this amount of Rs. 405 crores which is likely to come out of

the increase in the passenger fares, a detailed break-up will show that the major brunt of this increase in the passenger fares will have to be borne by the passengers travelling in the Second Class in different trains and, according to one calculation—and I think that that calculation is correct—of this amount of Rs. 405 crores, which is likely to be raised by the Government by increasing the passenger fares, the commuters travelling in the Second Class will be contributing nearly Rs. 340 crores. So, the burden will definitely be on the common people, the low-income group and the middle-income group, for whom the railway transport is the main means of transportation.

Madam, a seventeen per cent increase in the passenger fare for passengers travelling by the A/C First Class and First Class may be justified because that may amount to taxing the people who have the capacity to pay. But the way in which the rise in passenger fares is being made shows that in the case of journeys beyond 1,400 kms. the increase is more than seventeen per cent in respect of passengers travelling in the Second Class. Apart from that, there is a sharp increase in the monthly season tickets for passengers travelling by the Second Class and, with the allied increase, namely, sleeper surcharge and increase in the luggage rates, all these will combine together and will adversely affect or put burden on the common people of our country.

Then, there is the disturbing proposal for increasing the freight rates. The honourable Minister proposes to give incentives to the railway users, to offer more traffic to the Railways, by providing for a rise in the freight rate by seven per cent during the slack months of April to September, and beyond that period, that is, from October onwards, an increase of ten per cent in the freight rate. It is, of course, heartening to note that certain

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essential commodities like foodgrains, edible oils, sugar, gur and certain other items have been exempted from the increase in the freight charges. But the ten per cent increase in the freight rates will definitely be inflationary in effect. Madam, only the other day, that is, on the 19th of March, the honourable Finance Minister announced hikes in the prices of petrol and high speed diesel. All these combined together will adversely increase the cost of transportation and will have the general effect of stimulating the inflationary pressure and the main burden will be on the common people of our country.

Of course a very welcome feature of the Budget proposals has been the decision of the Railway Minister to discontinue the production of A/C First Class and First Class coaches. This is definitely an egalitarian approach. But that approach is not reflected in the passenger fare and freight rate structures proposed by the Railway Minister.

For all these reasons, Madam, I am not in a position to support all these proposals relating to the rise in passenger fares and the increase in the freight rates since the main brunt will have to be borne by the common people, by the ordinary people, of our country. So, in tune with the demand of my party, the CPI(M), I would strongly urge upon the Government, the Railway Minister particularly, to give a second thought to this, considering the fact that as a result of all these increases, alongwith the increase in the prices of petrol and high speed diesel through the General Budget, the common people will be put to tremendous hardships and difficulties. I would once again urge very strongly upon the Railway Minister to give a second thought to these proposals and I would expect that the Railway Minister, while replying to this debate, will definitely come out with a revised proposal which will give some relief to the common people of our country.

Madam, it is not something new that the Indian Railways are having financial constraints. The Railways have been suffering from resource crunch and it has been streamlined by the Railway Minister in the Status Paper on the Indian Railways which has been published very recently. We can understand, and we do really understand, the compulsions and the constraints which the Railway Minister has to face in mobilising additional resources to meet the requirement of funding new railway projects for development in the railway system. But resource mobilisation cannot be fashioned in a way which puts an additional burden on the common people of our country who are bearing the brunt of increasing prices for a long time. The time has come when a serious thought should be given to the question of restructuring the railway finance. Some way must be found, some longterm measures should be taken, so that the resource crunch from which the railways suffer can be minimised. And this necessitates a serious thought of radical restructuring of the railway finance. Here in this context I would urge upon the Government of India, particularly the Railway Minister, to consider very seriously whether the age-old system of the railways paying dividend to the General Exchequer should continue, because the railways are incurring certain social costs, costs incurred by the railways, not for itself but for the society as a whole, in the form of operation of certain uneconomic lines complying with cost restraints and carrying certain essential commodities at concessional rates. The social cost borne by the railways during 1988-89 was estimated at Rs. 1644.46 crores. Therefore, in the context of social costs being incurred by the railways, the question of continuing with the practice of the railways paying dividend to the General Exchequer should be seriously reviewed. As a way out to get out of the resource constraint we find from the Railway Budget speech of the honourable Railway Minister

that he has advised his officers, the railway officials, to search for a non-traditional source for funding new railway projects, and one approach has been to associate the State Governments with railway projects along with the Railway Ministry. Examples are there. The State Governments of Bihar and UP have been associated with the construction of Chhatauni-Wagah rail-cum-road bridge. So far as the Konkan Railwayline is concerned, attempts are afoot to associate the State Governments of Maharashtra, Goa, Karnataka and Kerala and there have been reports that there has been a positive response from these State Governments. But I would like to emphasise is that these are particular cases of particular State Governments coming out for financing railway projects along with the Central Government. But this should not be made a general criterion for taking up new railway projects because States which are not capable of funding these projects will be in difficulty. You are aware that because of the calculated and continuous design by the previous Government to make inroads into the areas of fiscal operations of State Governments of our country, whatever may be the party in power in the seat of the State Government, in a majority of cases violating all norms of federal fiscal operations the previous Government made inroads into the areas of fiscal operations of State Governments as a result of which the State Governments are left with very scanty source of resource mobilisation. In each and every case if the State Governments are called upon to participate in carrying out railway projects, then it will amount to doing injustice to the States which are already suffering for want of adequate finance for funding their own projects. So, I would like to submit that the whole thing should be discussed in depth. Elaborate discussions should be held before further associating the State Governments with the funding of new railway projects.

There is no denying the fact and there is no gainsaying the fact that unemployment is a colossal national problem in our country and the Railway is the single largest employing unit of our country. But what has been the situation during the last 10 years? We are given to understand through the budget speech of the Railway Minister that the annual average increase in jobs in the Railways during the last 10 years has been just 0.6 per cent. The Railway Minister states that there is no greater scope for creation of additional jobs in the Railways. Madam, this statement of the Railway Minister regarding employment potential in the Railways is, according to my understanding, far from encouraging and one may even call it somewhat disappointing. Unemployment being a colossal national problem, an honest attempt is to be made to strike a balance between the need for modernisation and the need for creating additional employment opportunities. One may read in the statement of the present Railway Minister in his budget speech a continuation of the ideas of his predecessor which is the offshoot of the previous Prime Minister's craze for so-called modernisation. The hon. Minister should make an honest attempt to strike a harmonious balance between the need for modernisation and the need for creation of additional employment opportunities. Simply brushing aside the question that there is no scope for creation of additional employment opportunities in the Railways cannot be appreciated. The Railway Minister has devised a way to create additional employment opportunities, not directly within the Railways but indirectly in other sectors of the economy, particularly in the rural sector and in the cottage industries sector through projects in the Railways. According to him, that will create employment opportunities indirectly. But I think that this possibility of creation of employment opportunities through the impact of measures taken in the Railways is not a very serious proposition. That can-

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us very far in mitigating or in challenging the unemployment problem.

Madam, another thing to which I would like to draw the attention of the hon. Minister is the question of Industrial relations. To my understanding, industrial relations in the Railways have been discussed very elaborately and in a pleasant manner. But the matter-of-fact situation is somewhat different. That requires immediate attention of the hon. Railway Minister. Our Railway Minister is a prominent trade-union leader, particularly of the railwaymen, of our country. He must be knowing that hundreds of railway workers were removed from service or retrenched from service by the previous Government for taking part in the legitimate trade-union activities and they were subjected to other forms of victimisation such as penal transfers, break in service, etc. These forms of victimisation have been inflicted on several hundred employees. There was a genuine expectation on the part of such employees that when there has been a change of Government and the Government which inflicted this victimisation on our employees has been removed from power by the people of our country, the present Government, particularly the Railway Minister, would come out with a declaration that such victimisation measures will be removed. But, unfortunately, this expectation still continues to remain unfulfilled so far as the hundreds of victimised railway workers are concerned.

Madam, I would like to remind the hon. Railway Minister—I would like to repeat—a prominent trade union leader, particularly of the railwaymen that the 8-hour working day for all categories of Railway workers which was one of the major demands of the 1974 Railway strike has not been settled yet. Even the demand of 10-hour duty for the loco running staff from signing on to signing off remains unsettled. The loco running

staff were forced to go on a strike in 1981, and they were victimised by the previous Government. According to my information, about 700 such loco running staff are rotting outside and they are without employment. They had the expectation that some justice will be done to them, not that they are thinking that everything has ended because no mention is there in the Railway Budget, but they still hope that the Railway Minister will come with some soothing declarations in no time. But I would like to remind the hon. Minister that during the 1977 Janata regime, within a period of only six weeks of its assumption of office, the then Railway Minister had the proud privilege of announcing inside the Parliament that he kept his promise to re-instate those employees who were removed from service for taking part in the 1974 Railway strike. But, unfortunately, a period of 15 weeks has already elapsed since the present Janata since the present Janata Dal Government came into office, but no such announcement has still been made by the hon. Railway Minister on behalf of the present Government at the Centre. So, such employees do suffer from an agony. I would strongly urge upon the hon. Railway Minister to consider reviewing their cases because, so far as the loco running staff are concerned, Madam, you must be aware that the judgement of the Administrative Tribunal are in favour of their re-instatement. But the Railways have gone to the Supreme Court. The hon. Minister should make a review of their position and remove all the victimisation measures which are inflicted on them. (Time bell rings)

Madam, before I conclude, I would like to refer to certain pending Railway projects in my own State of West Bengal. Madam, Metropolitan transport project has recorded an overall progress of 81 per cent by the end of January, 1990. A part of the Phase-I of the project, i.e. from Esplanade

to Tollyganj has already been operational from April, 1986, and the remaining part, i.e. from Esplanade to Dum Dum is expected to be operational by 1991. Madam, metro traffic is picking up fast and a level of 56,000 passengers per day has already been reached. What I would like to emphasise upon the hon. Railway Minister is that Phase-II of the Metro Railway project provides for extension from Tollygunj to Garia. The State Government of West Bengal feels that it is high time that the 8 Km. stretch from Tollygunj to Garia was taken up for execution immediately by the Railway Ministry. There has been a tremendous growth of population in the area from Tollygunj towards Garia, during the last ten years, and the Metro extension will generate very large traffic from this area at practically very little extra cost as the existing assets of the Metro from Tollygunj to Esplanade will need no changes. The extension of the line can be overground—mostly along the embankments of Tollygunj's nalas, and this will be much cheaper than the underground construction. Any further delay in coming to a decision about this phase of work is likely to involve greater cost escalation. Besides, Madam, this section, when opened to traffic, will reduce the operational cost of the Metro Railway by better capacity utilisation.

Then, I would like to refer to the Tamluk-Digha broad gauge line. You are aware that the project was sanctioned in 1987. The construction work is progressing very slowly. The physical progress up to July, 1989, is only 7.9 per cent although the project is scheduled for completion in 1993-94. I would very much urge upon the hon. Minister to see that the work is completed within the targeted period of time.

Then, the Budge Budge—Namkhana railway line. The project was in the Railway Budget for the year 1981-82. In 1987, the Ministry of

Railways sanctioned a truncated part of the proposed railway line, i.e., from Lakhikantapur to Namkhana, which is a length of 47 kms. I would very much urge upon the Government, particularly, the hon. Minister, that the whole length from Budge Budge to Namkhana be sanctioned and substantial allotment of funds is made in future in order to complete the entire construction expeditiously.

Regarding the Howrah-Amta line, a small section between Howrah and Baragachia has so far been completed. I would urge upon the Government to expedite the completion of this project also.

Madam, I would like to point out that Agartala, the Capital of Tripura, is not connected in any direction by any railway line. There is a railway line between Kumarghat and Pecharthal. From Pecharthal, the line should be extended up to Agartala. Survey work is being conducted for the last five years. But nothing tangible has come out. A number of deputations have been there and representations have been made to the previous Government but no concrete work has yet been started. I would urge upon the Government of India and the hon. Minister, in particular, that Agartala should be connected by rail.

Before concluding, Madam, I would once again urge upon the hon. Railway Minister to kindly give a second thought to his proposals for increasing the railway fare and freight rate, keeping in mind the common people who will be put to serious difficulties and I hope, he would definitely come out with revised proposals for giving relief to them.

Thank you.

डा० गोविन्द दास रिहारीया (उत्तर प्रदेश): उपसभाध्यक्ष महोदया, आपने जो रेलवे बजट के ऊपर बोलने का समय दिया उसके लिए मैं आपका आभार प्रकट करता हूँ और इसके साथ-साथ आपके द्वारा रेलवे मंत्री को जो जनविरोधी

[श्री गोविन्द दास रिछारिया]

बजट रेलवे का उन्होंने पेश किया है उसके लिए बताना चाहता हूँ कि रेल मंत्री बनने के बाद उनका जो समाजवाद था, उन्होंने जो संघर्ष किया था रेलवे मजदूरों के लिए, जो संघर्ष किया था समाजवाद के लिए वह उनकी विचारधारा कहां चली गयी। उन्होंने एकदम किराया बढ़ा दिया है। माल-भाड़ा ही नहीं बढ़ाया है बल्कि उन्होंने रेल मंत्री होते ही जो पहला बजट पेश किया है उसमें सेकेण्ड क्लास के जो मुसाफिर हैं जो सेकेण्ड क्लास के गरीब लोग चलते हैं उन पर भी किराया बढ़ा दिया है। इसके साथ-साथ उन्होंने स्लीपर का भी किराया बढ़ा दिया है और उन्होंने प्लेटफार्म का टिकट भी महंगा कर दिया है। इससे उनके जनविरोधी बजट का और उनकी सरकार जो यह कहा करती थी कि हम सभी काम लोगों की सहमति से करते हैं। लोगों को बिठाकर उनसे बातचीत करते हैं, इसकी अब पोल खुल गयी है और यह मालूम हो गया है कि रेल भाड़ा बढ़ाते हुए न उन्होंने किसी से राय ली और खुद कम्युनिस्ट पार्टी जो उनकी सरकार का समर्थन कर रही है, उनके एक साथी ने अभी बताया कि वे इसे जन विरोधी मानते हैं और इसके विरोधी हैं कि रेल किराया और सेकंड क्लास का किराया बढ़ाया जाये। तो इसका विरोध कम्युनिस्ट पार्टी के उनके साथी ने किया है और उनके रेलवे बजट पेश करने से उनकी सरकार की कथनी और करनी में फर्क है, इसकी पोल खुल गयी है। इस पर सरकार को, राष्ट्रीय मोर्चा सरकार को विचार करना चाहिए और रेल मंत्री को भी पुनर्विचार करने की आवश्यकता है कि इस तरह से वह कैसे और कब तक इस राष्ट्र के रहने वालों को यहां के गरीबों को कब तक धोखे में रखेंगे?

इस के साथ-साथ मुझे उनसे यह भी कहना है कि जो उन्होंने जनविरोधी कार्य किया है, उसे कुछ कम करने के लिए अगर वे कुछ अच्छे कार्य रेलवे के द्वारा कर दें, जो पिछले काम सिधिया जी द्वारा

चालू किए गए हैं, उनको तेजी से पूरा कराएँ तो उनके मंत्रालय को कुछ अच्छे कार्य करने का श्रेय भी मिल जाएगा। उन में पहला काम है कि मानिकपुर से झांसी तक इंटर लॉकिंग सिस्टम सिधिया जी ने मंजूर किया था जिसका कि कार्य धीमी गति से चल रहा है उसमें तेजी लाकर शीघ्र पूरा किया जाए। इसी तरीके से सेंट्रल रेलवे का हैडक्वार्टर बंबई में है। जिस समय अंग्रेजी राज था उस समय एक स्ट्राइक हुई थी रेलवे की अंग्रेजी राज के खिलाफ सारे देश में, उसकी भ्रगवानी झांसी डिबिजन के बहादुर मजदूरों ने की थी। सबसे पहले रेलवे की स्ट्राइक उन्होंने प्रारंभ की थी। उसमें क्रोधित होकर उस समय जो अंग्रेजी शासक थे उन्होंने वहां जो एक रेलवे का कारखाना था जहां कि माल डिब्बे के साथ-साथ सवारी डिब्बे भी बनते थे, उसको स्थानांतरित कर दिया था बंबई में। तो मुझे रेलवे मंत्री से यह कहना है कि वह जल्दी-से-जल्दी उस पर विचार करें और स्वतंत्रता आ जाने के बाद वह अपने मंत्रित्व काल में उस कारखाने को बंबई से शीघ्र वापिस झांसी लाएं, जिससे कि झांसी के मजदूरों के साथ जो अन्याय हुआ है और बहादुरी का काम करने के लिए उन्हें जो दण्ड दिया गया, वह अन्याय दूर हो सके। इसके अतिरिक्त मैं एक बात और उनसे खास तौर से निवेदन करना चाहता हूँ कि सेंट्रल रेलवे जिसका कि विस्तार बंबई से दिल्ली तक है उसका मुख्यालय बंबई में रहना यह इंगित करता है कि उसके जितने भी काम करने वाले हैं पूरे रेलवे के उनको असुविधा होती है। इसलिए इस पर विचार करें कि वह बंबई से हटकर भोपाल या अन्यत्र झांसी या जहां उन्हें उचित स्थान मिले बंबई से धीरे-धीरे उसे हटाना शुरू कर दें और सेंट्रल रेलवे के कारखाने को झांसी किसी स्थान पर लाएं जिससे कि बंबई में जो बढ़ती हुई आबादी का बोझ है और वहां जो प्रदूषण बढ़ रहा है उसका कुछ समाधान होगा और रेलवे की भी समस्या हल हो जाएगी। इसके साथ-साथ सेंट्रल रेलवे का जो झांसी डिबिजन है वहां पर गाड़ियों का आना-

जाना काफी है। इस कारण प्लेटफार्म की कमी हो जाती है। इसलिए एक प्लेटफार्म और उसकी सायडिंग बढ़ाने का प्रस्ताव जोकि पिछले रेलवे मंत्री ने स्वीकार किया था, उसके लिए पैसा जल्दी से स्वीकृत कराकर उस सायडिंग को जल्दी पूरा करने का कष्ट करें साथ-ही-साथ मुझे यह भी कहना है कि एक तंबू प्लेटफार्म से सीपरी बाजार तक जहां कि रेलवे की कई लाख की आबादी रहती है, वहां तक एक फुट-ओवर ब्रिज का कार्य बड़ी तेजी से चल रहा है। उसके पूरा होते ही मेरा अनुरोध है कि उस तरफ एक टिकटघर बनाने की व्यवस्था करें ताकि उस तरफ की सारी मजदूर आबादी को उधर से टिकट लेकर प्लेटफार्म पर आने की सुविधा प्राप्त हो और मध्य प्रदेश के तमाम लोग जो उस तरफ से आते हैं झांसी स्टेशन के ऊपर, उनको भी उस तरफ से टिकट की सुविधा प्राप्त हो सके।

इसी तरीके से तमाम सौन्दर्यीकरण हो जाने के बाद भी अभी तक झांसी का जो डिवीजनल हैडक्वार्टर है, वहां पर सेकेण्ड क्लास का वेंटिंग-रूम नहीं बन सका है, जिससे सेकेण्ड क्लास के यात्रियों को वहां भारी असुविधा का सामना करना होता है। तो वहां पर आप सेकेण्ड क्लास का वेंटिंग-रूम बनाने की सुविधा प्रदान करने का कष्ट करें।

इसके साथ-साथ इस पूरे बजट में रेलवे-मजदूरों के हित के लिए कोई कार्य नहीं रखा गया है। इस पर भी आप विचार करें कि जो मजदूर सारा काम करते हैं, जो मजदूर रेलवे के विकास के लिए काम करते हैं, जो मजदूर लड़ाई के मौके पर सेना को ढोने का काम करते हैं, उन मजदूरों के विकास, उनकी तरक्की के लिए जरूर कुछ कार्य होना चाहिए, उनके लिए कुछ योजनाएं जरूर होनी चाहिए। मैं चाहूंगा रेलवे मंत्री जो इस पर भी विशेष तौर पर विचार करने का कष्ट करें।

उपसभाध्यक्ष महोदय, आपने जो मुझे समय दिया है अपने विचार रखने

के लिए, उसके लिए मैं फिर आभार प्रदर्शन करता हूँ। धन्यवाद।

DR. NARREDDY THULASI REDDY (Andhra Pradesh): Madam Vice-Chairperson, I rise to speak on the lines of unity in diversity on the Railway Budget for 1990-91. To begin with, I may be excused to say that the hon. Minister for Railways has proved to be not "George Fernandes" but "Charge Fernandes". Madam, as the Minister is more dynamic, the Railway Budget is also more dynamic. How can it be a static one? But in the present circumstances of legacy from the previous notorious Congress Government, it seems to be inevitable. (Interruptions)

SHRI ANAND SHARMA (Himachal Pradesh): This is height of sycophancy.... Such negative remarks should be avoided.

DR. NARREDDY THULASI REDDY: What did you say?

SHRI ANAND SHARMA: Please don't take it otherwise. Madam, we are just trying to advise the hon. Member not to become such a sycophant that he becomes an object of ridicule.

DR. NARREDDY THULASI REDDY: I have criticised him. I said that he has proved to be "Charge Fernandes". I said that. How can you call me sycophant?

SHRI ANAND SHARMA: Your subsequent observations are not in conformity with the discussion.

DR. NARREDDY THULASI REDDY: Whenever I criticise....

SHRI SHABBIR AHMAD SALARIA (Jammu and Kashmir): Both these words "Charge" and "notorious" are unparliamentary.

SHRI KAHNU CHARAN LENKA: He is a notorious child.

THE VICE-CHAIRMAN (SHRI MATI JAYANTHI NATARAJAN): Yes, Dr. Reddy.

DR. NARREDDY THULASI REDDY: Madam, he has made a remark. I want clarification on that.

THE VICE-CHAIRMAN (SHRI-MATI JAYANTHI NATARAJAN): I did not hear what you said.

DR. NARREDDY THULASI REDDY: The hon. Member has referred to me as a 'child'.

SHRI M. M. JACOB (Kerala): 'Child' is a good terminology. If somebody calls me a child, I will be very happy.

DR. NARREDDY THULASI REDDY: Madam, though there is an increase in the freight rates and passenger fares, there are some commendable things also in the budget. According to the Status Paper issued by the Indian Railways, 58 per cent of the total number of passengers on the Indian Railways is accounted for by suburban passengers around the metropolitan areas of Bombay, Calcutta and Madras. These suburban services suffer a loss of about Rs. 122 crores per year because of highly concessional monthly season tickets. The rest of the country accounts for less than half of the total passenger traffic in the country. The reasons for this are not far to seek. Road transport offers not only speedier travel compared to passenger trains, which seldom reach on time, but their fares too have become quite competitive with mail and express trains. In other words it means, Madam, that railway services are underutilized in the vast areas away from the metropolitan areas. So, the railways should find out the reasons for such a state of affairs and take steps to rectify this imbalance.

Madam, according to a study conducted by the State Bank of India a couple of years ago, almost 80 per cent of the freight traffic in the country is cornered by the road transport because it has the facility of delivering goods at the doorstep of the consumer and quicker and dependable service. In fact, the major revenue

from freight services of the railways is now derived from Government departments, public sector units and transport of essential commodities which enjoy lower, concessional freight rates. Thus, in both passenger and freight traffic the railways are suffering losses and the burden is ultimately passed on to the consumer. So, Madam, the railways could resort to lower rates and better services in order to generate more traffic for the optimum utilization of both rolling stock and track facilities in all regions of the country. But successive Railway Ministers have chosen the easier option of raising to tariff to meet the rising costs of maintenance and running of the stock. In this context, as a doctor I would like to illustrate an example.

A doctor who can examine 100 patients per day can earn Rs. 300 by charging a mere Rs. 3 per patient. At the same time, a doctor who can examine only 30 patients per day has to charge Rs. 10 per patient to earn Rs. 300 per day. Madam, in both the cases the earning per day is the same, but the difference is in charging the patients. The first doctor is charging only Rs. 3 per patient while the second doctor is charging Rs. 10 per patient. The same thing applies to the railways also. So, I request the honourable Minister to consider this point. What the railways need today is a boost through a fresh approach to increase its revenues by attracting more passengers and more freight.

Madam, the increase of Rs. 5 per slab on travel by second class sleeper coaches becomes less of a revenue-raising and more of a restrictive impost aimed at discouraging their use by the common man. So, I request the honourable Minister to consider this point also.

The computerized passenger reservation system has improved the quality of railway service and it has cut down the service time considerably. Already nine cities are having

this facility, and in nine more stations the work is in progress. But unfortunately in Andhra Pradesh which is a highest pilgrimage centre in entire India, is not included in this. So, I request the Minister to provide this facility in the Tirupat Railway Station in Andhra Pradesh.

Madam, I also appreciate the extending of the facility of obtaining return and on ward reservation to cover Bombay-Calcutta and Madras-Bombay. In this context, I would like to request the hon. Minister to extend the same facility to cover Delhi-Secunderabad.

Adequate drinking water should be supplied to the passengers in trains, no doubt at all. But there is no necessity to purchase lakhs of water coolers to provide cool water. It will additionally charge the pocket of the passenger.

I request the Minister to provide the facility of the Rail Yatri Niwas at Tirupati the famous pilgrimage centre as provided in New Delhi and Howrah.

I appreciate the increase in the allocation of funds for passenger amenities from Rs. 16 crores in 1989-90 to Rs. 28 crores in 1990-91.

Madam, I welcome the enhancement of the amount of compensation payable in the case of death of a passenger in a train accident from the present limit of Rs. 1 lakh to Rs. 2 lakhs and also for doubling the amount of compensation to the injured.

I appreciate the idea of growing vegetables and tree plantation alongside the railway track in the vicinity of villages to contribute for eradication of the rural unemployment.

I request the hon. Minister to take necessary steps to increase the manufacture of concrete sleepers in place of wooden sleepers to preserve forest and to maintain ecological balance.

I appreciate the enhancement of the outlay for staff quarters from Rs.

35.26 crores in 1989-90 to Rs. 40 crores in 1990-91. Nevertheless it is inadequate. I will illustrate one example. The total number of quarters at Yerraguntla Railway Station in the Guntakal Division in the South-Central Railway is 15 as against the total staff strength of 48. Even those 15 houses are not in a dwelling condition. So, I request the hon. Minister to allot funds for construction of staff quarters at Yerraguntla.

I also appreciate the proposal for Rs. 10 crores as loan to the Indian Railway Organisation by way of seed capital for helping railwaymen in construction of their own houses.

I appreciate the inclusion of the West-coast railway line, the Konkan Railway, from Mangalore to Roha in 1990-91. I also appreciate the proposal for 300 km. of new lines to be commissioned in the year 1990-91. But I regret to say that the South-Central Railway has been neglected in this project. The new broad gauge line between Patancheru and Peddapalli to the length of 301 km., the new broad gauge line from Nandiyal to Yerraguntla to the length of 120 km., the new broad gauge line from Nizamabad to Ramagundam and the new broad gauge line from Nidubrolu to Nizampatnam—these lines have been surveyed, and reports were submitted to the Railway Board. But they are not included in the Budget. As Mr. Javali said, the *Janmabhoomi* of the Minister may be Karnataka, but Andhra Pradesh is an adjacent *bhoomi* of the hon. Minister's *janmabhoomi*. So, I request the hon. Minister to consider these new lines, also.

I appreciate inclusion of the scheme for conversion of the Guntur-Macherla meter gauge line into broad gauge.

I appreciate the proposal for electrification of 623 km. in 1990-91. But I regret to say that the Madras-Bombay line connecting the two metropolitan cities has not been included.

[Dr. Narreddy Thulasi Reddy]

The South Central Railway has proposed a techno-economic feasibility report on circular and allied transit system for the twin city of Hyderabad and Secunderabad and submitted the report to the Railway Board for its approval during November 1984. Repeated representations were made by the Government of Andhra Pradesh, but so far no action has been taken. I request the Minister to consider this point.

I appreciate the proposals to raise the capacity of the Integral Coach Factory at Perambur from 925 to 1,000 coaches per year, the capacity of Rail Coach Factory at Kapurthala from 170 to 300 coaches, the production of electric locomotives by Chittaranjan Locomotive Works from 100 to 120 and Diesel Locomotive Works, Varanasi, from 142 to 150 locomotives but I regret for not including the establishment of the Railway Coach Factory at Kazipet in Andhra Pradesh. It has the necessary infrastructure facilities such as water, land and power to facilitate the establishment of the coach factory project. The Planning Commission also approved the project in principle. The State Government of Andhra Pradesh urged the Central Government several times since the location of Kazipet is linked to both South and North, but no action has been taken so far. So, I request the hon. Minister to take necessary steps in this regard.

I welcome the extension of Tirupathi-Kakinada-Tirumala Express to Vishakhapatnam. I appreciate the idea of egalitarianism in the Railways, but it should not lead to curtailment of production of first class coaches. To build more of second class coaches with cushioned seats is a welcome feature.

I welcome the proposal to raise the pension fund to the extent of Rs. 172 crores in 1990-91 over the previous year. I appreciate the exemption of certain essential commodities like

foodgrains, pulses, salt, edible oils, fruits and vegetables, sugar, gur and jaggery from the proposed increase of the rate. I appreciate the rationality of difference of 3 per cent in the freight rates between the slack months and busy months.

The fare of second class ordinary is proposed to be increased from 50 paise at the lowest slab progressively rising to maximum of Rs. 4. I request the Minister to reconsider this point.

Regarding the price of the platform ticket raising from Rs. 1.50 to Rs. 2, instead of increasing it, I think it is better to improve the checking system.

For Rayalaseema people of Andhra Pradesh, there is no direct facility to come to Delhi. So, I request the Minister to attach a separate compartment to Rayalaseema Express starting from Tirupathi and detach it at Guntakal to be reattached to Karnataka Express (2627) at Guntakal which comes to Delhi.

I regret to say Gooty-Renigunta Section in South-Central Railway is the most neglected one. The trains running in this section are very few. In addition to this some of the trains which have been running for 30 years had been cancelled two years back. Madras-Bombay Janata Express, which was running previously used to be very convenient for passengers of Rayalaseema area in Andhra Pradesh especially for the small and marginal farmers who used to take their agricultural produce at Madras and Bombay by this train, but for reasons not known this train has been cancelled. Several representations were made and agitations took place, but no result has come out. So, I would request the Minister to re-introduce the Madras-Bombay Janata Express.

The double line work between Guntakal and Renigunta in the South Central Railway is going on very

slowly for decades. The Muddanur Thermal Project which is going to be commenced shortly is adjacent to this line. In future there will be a flow of coal racks. So, I request the Minister to take necessary action to speed up this double line work. Madam, Yerraguntla station is one of the strategic stations in Guntakal division in South Central Railway. There are three cement factories at Yerraguntla. Muddanur thermal project is nearer to it. Proddatur, the second Bombay of Andhra Pradesh is nearer to it. So, I request the Minister to modernise the Yerraguntla railway station and to provide the provision of stoppage of 963/964 Chennai Express at Yerraguntla.

Madam, in most of the sections Railways are providing catering services in aluminium casseroles keeping hygiene in view. But actually these are the most unhygienic because we see boys collecting throwaway casseroles alongside the tracks and the same casseroles are used for packing food. So I request the Minister to cancel this system and supply food in plates. As a doctor, I feel supplying of food in aluminium casseroles is unhygienic.

Madam, encroachments on both sides of the rail track on several sections are causing problems in maintaining the safety of tracks. Unauthorised interference by suburban commuters often leads to malfunctioning of brake system creating safety hazards. I request the Minister to take necessary steps in this regard.

Madam, in some long-distance trains, I think it is necessary to provide T.V. or at least radio so that we can know what is happening in the entire world. Sometimes we have to travel by train for two or three days. We cannot get newspapers. So at least T.V. or radio can be provided in the long-distance trains.

Madam, in the railway stations, the porters and autowallahs are cheating

innocent passengers especially rural passengers. So, I request the Minister to take note of this point.

Regarding punctuality of trains, it is better to say less. The late running of trains has become very common with our Railways. Some three months back Kerala Mangla Express was late by eight hours. Regarding Andhra Pradesh Express, it can be written in golden letters in the annals of the Indian Railways that it never reaches its destination in time. So that in the situation of punctuality of our trains

Madam, whenever a passenger cancels his ticket, Railways are not giving reservation charges and they also deduct some amount from the cost of the ticket. They deduct money from the cancellation ticket depending upon the commencement of journey. This is a welcome feature. At the same time, I want to know from the Railway Minister, if there is delay in running of the trains, whether his Department would pay certain percentage of money due to late running of trains.

Late running of trains, leads to missing of link trains and link buses causing a lot of hardship to women and children passengers. So it is an additional burden for them. The Railways should fix accountability for late running of trains. The Railways should pay a certain percentage of charges to the passengers depending upon the duration of the delay of trains. Madam, I want to bring to the notice of the hon. Minister one fact that in the beginning of eighties, there was a loco employees strike. At that time, nearly 300 drivers, firemen and some other people were dismissed. Later on, they went to the court and the court has given order in favour of them. Some of them were taken back and some of them were not taken back. I request the hon. Minister to employ all of them because of the court orders.

[Dr. Narreddy Thulasi Reddy]

5.00 P.M.

Madam, regarding ex-M.Ps, though they are ex, in the public life, they are active. Already, ex-M.Ps have the provision of pension. Like that, I request the hon. Minister to provide railway pass facilities to the ex-M.Ps also. With all these points, Madam, while I am supporting the Railway Budget, the commendable points in the Railway Budget, I request the hon. Minister to consider the points mentioned by me.

Thank you.

श्रीमती रत्न कुमारी (मध्य प्रदेश) : उपमहाध्याक्ष महोदया, मोर्चा सरकार का पहला रेल बजट आम जनता पर एक विजयी के समान गिरा। बजट में यात्री किराया, माल भाड़ा, पार्सल, सामान भाड़ा, प्लेट फार्म टिकट व मासिक सीजन की टिकट की दरें बढ़ाकर 812 करोड़ रुपये की अतिरिक्त आय और 186 करोड़ रुपये के अधिशेष का प्रस्ताव किया गया है। बजट में वातानुकूलित तथा प्रथम श्रेणी राजधानी गाड़ियों में भी बड़े पैमाने पर वृद्धि की गयी है। केवल माल भाड़े में ही वृद्धि होती तो एक बात थी, प्लेट फार्म टिकट दो रुपया करना जनता के हित में नहीं—इस वृद्धि को वापस ले लेना चाहिए।

रेल बजट में यह नहीं कहा गया है कि रेल यात्रियों को आरक्षण और रेल यात्रा के समय होने वाली परेशानियों और असुविधाओं को दूर करने के लिए सरकार क्या कदम उठा रही है।

रेलवे को माल भाड़ा बढ़ाने की जरूरत न पड़ती यदि माल की बकिंग और ढुलाई के कार्य पर विशेष ध्यान देकर व्यापारी वर्ग को अपना माल रेलों द्वारा अधिक मात्रा में भेजने हेतु आकृष्ट कर रेल राजस्व में वृद्धि पर विशेष बल दिया गया होता। आज व्यापारी वर्ग का रुझान ट्रांसपोर्ट कम्पनियों द्वारा माल भेजने और मंगाने की ओर तेजी से बढ़ रहा है। निश्चय ही ट्रांसपोर्ट कम्पनियों द्वारा माल

भेजने और मंगाने की ओर तेजी से बढ़ रहा है। निश्चय ही ट्रांसपोर्ट वालों की सेवाएँ, माल सुरक्षित और शीघ्र पहुँचाने की दिशा में विश्वसनीय प्रमाणित हुई हैं। रेलवे को अब माल ढुलाई का काम उन्ही सूरत में मिल पाता है जब वह ट्रांसपोर्ट कम्पनियों की सामर्थ्य एवं क्षमता से बाहर होता है। सरकार को रेल की विश्वसनीयता बढ़ाने व व्यापारी वर्ग को अपनी ओर आकृष्ट करने के लिए कोई प्रभावी कदम इस बजट में कहीं दिखाई नहीं देता।

हमारा देश बहुत बड़ा देश है। यहां अनेक विभिन्नतायें हैं भाषा की, वेश की और रहन-सहन की भी। जब देश में रेलवे लाइनें नहीं थीं लोगों के आवागमन के साधन भिन्न ही थे। एक प्रदेश के वासी दूसरे प्रदेशों का भ्रमण बड़ी देर में और बड़ी कठिनाई से करते थे। इसी प्रकार एक प्रदेश का उत्पादन जो खेती या छोटे-छोटे उद्योगों द्वारा होता था वह भी बड़ी कठिनाई से दूसरे प्रदेशों या दूरस्थ स्थानों पर पहुँच पाता था। जो वस्तुएं जल्दी सड़ जाने वाली होती थीं वे तो दूसरी जगह जा ही नहीं पाती थीं।

अब हमारे देश में बहुत बड़ी तादाद में रेलवे लाइनें बन चुकी हैं और आवागमन तथा माल ढुलाई पहले से बहुत आसान हो चुके हैं। फिर भी जब हम अपने देश के किसानों के उत्पादन पर दृष्टि डालते हैं तो ज्ञात होता है कि आज भी किसानों का समग्र उत्पादन पूरी तरह और अच्छी तरह एक स्थान से दूसरे स्थान पर नहीं पहुँचता। हम फलों और हरी सब्जियों को ही लें तो देखते हैं कि इन्हें सुरक्षित रूप से यानी ताजी की ताजी दूसरे स्थान पर पहुँचाना सम्भव नहीं है। ऐसे बहुत से स्थान देश में हैं जहां खाम किस्म के फल और सब्जियाँ पैदा होती हैं। मिट्टी और जलवायु के असर से इन उत्पादों का निर्माण होता है। किसान अपने इन उत्पादों को यदि महानगरों तक ताजे के ताजे पहुँचा

मकें तो उसे कितना लाभ हो। और महानगरों में महंगी बिकने वाली ये वस्तुएं सस्ती हो जाएं। महानगरी निवासियों को तरह तरह की सामग्री और एवं फल उपलब्ध हों। रेलवे पथ पर चलने वाली एक्सप्रेस एवं सुपर फास्ट गाड़ियों में एयरकूल्ड एक दो डब्बे लगाये जायें जो इन हरी एवं ताजी चीजों को रास्ते के स्टेशनों से लाद कर महानगरों तक पहुंचा दें। इन वस्तुओं को किन किन स्टेशनों से उठाया जाये यह वहां के उत्पादन पर निर्भर करता है। आस-पास के गांवों से वस्तुएं मोदामों में एकत्र की जायें। वहीं से ट्रेन में लादी जा सकती हैं आवागमन एवं माल ढोने का सब से सस्ता साधन रेल पथ पर चलने वाली रेल गाड़ियां ही हैं। सबको पर चलने वाले ट्रक सामान ढोने में महंगे ही पड़ते हैं और उनमें एयर कूलिंग का कोई प्रावधान नहीं है। इसलिए किमान अपनी मेहनत में लगाई गई फसल को ठीक प्रकार से बेचने में असमर्थ हो जाता है। मेरा रेल मंत्री जी से अनुरोध है कि वे देश के महानगरों में पहुंचाने वाली शीघ्रगामी रेल गाड़ियों में ताजे फल सब्जी एवं इसी प्रकार के दूसरे "पेरिशेबल" सामान को पहुंचाने के लिए कुछ डब्बों का प्रबन्ध करावें।

रेलगाड़ियों द्वारा जो माल ढोया जाता है उसमें भयंकर चोरी होती है और रेलवे को उसका परिणाम बड़ी बड़ी रकमें देकर भुगतना पड़ता है। हर वर्ष रेलवे करोड़ों रुपया देती है नुकसानों में। इसे रोकने का भी प्रबन्ध करना चाहिये।

रेल दुर्घटनाओं को रोकने के लिए सरकार ने क्या कदम उठाये हैं इसका कोई विवरण इस बजट में नहीं है। रेल मार्गों पर बने छोटे पुल जिनकी आयु खत्म हो चुकी है और जो वर्षा में बह जाते हैं उनका नवीनीकरण भी आवश्यक है। रेलवे फाटक जो शहरों के बीच में हैं उनके बंद हो जाने से भीड़ एक जाती है और दुर्घटनाएं होती हैं उन पर जादा चौकसी की जरूरत है।

अन्तर्राष्ट्रीय महिला वर्ष में रेल विभाग की नौकरियां महिलाओं को देने,

उनके लिए अतिरिक्त डब्बों को लगाने, गाड़ियों में महिलाओं को और सुविधा और सुरक्षा प्रदान करने के किसी भी उपाय के विषय में बजट में कोई संकेत नहीं है।

मध्य प्रदेश के जबलपुर नगर को सीधी गाड़ी से दिल्ली तक जोड़ने के लिए एकमात्र गाड़ी महाकोशल एक्सप्रेस है। इस गाड़ी से लगभग 800 से 1000 यात्री रोज यात्रा करते हैं। यह जबलपुर से 2.30 पर दिन को निकलकर दूसरे दिन 10 बजे से 11 बजे तक निजामुद्दीन स्टेशन पर पहुंचती है। यह गाड़ी कभी भी अपने निश्चित समय पर गन्तव्य स्थान तक नहीं पहुंचती। दो से लेकर चार घंटे लेट हो जाना इसके लिए साधारण बात है। मार्ग में आने वाले किसी भी स्टेशन पर यह दूसरी गाड़ियों को पास करने के लिए खड़ी हो जाती है। दूसरी गाड़ियों के निकल जाने के बाद ही यह आगे बढ़ती है। यद्यपि इसे एक्सप्रेस गाड़ी कहते हैं। इस प्रकार का व्यवहार इस गाड़ी में क्यों किया जाता है। यात्रियों को अपना समय बर्बाद करना पड़ता है और जिस कार्य के लिए वे यात्रा करते हैं वह भी बहुत लेट होने के कारण नहीं हो पाता। जबलपुर से निजामुद्दीन तक चलने वाली इस गाड़ी को एक्सप्रेस की तरह ही चलाया जाये जिससे यह समय पर पहुंच सके।

रेलवे में कार्यरत कर्मचारियों के कल्याण के संबंध में कोई भी संकेत इस बजट में नहीं है जबकि भारत के लाखों निवासी रेलवे में कार्य कर अपना तथा अपने परिवार का उदर पोषण करते हैं। माननीय रेल मंत्री जी ने कई गाड़ियों को आगे बढ़ाया है परन्तु मध्यप्रदेश के लिए कोई विचार नहीं किया गया। राजकोट एक्सप्रेस जो वर्तमान में राजकोट से भोपाल तक चलती है और जिसके भोपाल पहुंचने का समय 7 बजे प्रातः है उसे जबलपुर तक बढ़ाया जाना चाहिए जिससे कि जबलपुर के बहुसंख्यक गुजराती समाज के साथ ही नौकरों पेशे के लोगों को तथा व्यापारियों को भी लाभ पहुंच

[श्रीमती रत्न कुमारी]

सके। यह गाड़ी सुबह 7 से काम की 7 बजे तक भोपाल में खड़ी रहती है। यह जबलपुर होकर सायं काल भोपाल लौट सकती है। इसे भोपाल से जबलपुर तक सुपरफास्ट कर दिया जाये।

आपने रेलवे बजट पर मुझे बोलने के लिए समय दिया उसके लिए मैं आपको धन्यवाद देता हूँ।

SHRI J. S. RAJU (Tamil Nadu): Madam Vice-Chairman, I am thankful to you for this opportunity to speak on the Railway Budget. The ebullient and energetic Mr. George Fernandes has been entrusted with a difficult task. I wish him success in this challenging task.

Madam, it is heartening to note that the Railway Minister has ordered to stop the production of first-class railway coaches and to produce more second-class coaches with sleeper berths. This will help 15000 additional persons travel by II Class coaches comfortably.

As I am coming from Tamil Nadu which is very near Mysore, the birth place of our hon. Railway Minister George Fernandes, I wish to stress a particular scheme which was sanctioned in the year 1983-84, but is making snail's progress. I am referring to the Beach-Luz section forming the first segment of the planned circular railway line in Madras city. The project has doubled to Rs. 108 crores and so far, only Rs. 43 crores has been allotted and as the matter stands, the original plan will, in all probability take six to seven years to complete. Now, Phase-I from Beach to Chepauk is likely to be completed only by 1992.

However, the Railway Minister has been allotting the bulk of his Budget, about Rs. 100 crores a year, for the Metro Transport Project, to the capital-intensive Calcutta Metro, leaving very little for the Madras MRTS

project, the annual allocations ranging from Rs. 1 crore to Rs. 9 crores only. My West Bengal colleagues should not misunderstand me when I say that the allocation to Madras is step-motherly when compared to Calcutta. I am sure that my beloved friend, Comrade Nallasivan, will endorse my view-point. Anyhow? I want to press the case of Madras to the Railway Minister that he may be moderate in his allotment, in view of the scheme being very old and the cost of construction going sky-high every day.

Madam, the Tuticorin-Karur broad gauge line, a long-time dream of Tamils, is very likely to become a reality in its entirety soon, thanks to the greater attention the project, of late, has been receiving from the Centre. The progress of the project so far was not encouraging due to poor allocation of funds, all these years. In seven long years, that is from 1981 to 1989, the distance covered under this project is hardly 74 kilometres, that is from Karur to Dindigul.

The work in progress from Dindigul to madurai, a distance of 66 kilometres, is expected to be over in the next two years. The conversions of the Madurai to Maniyachi line from metre gauge to broad gauge has to be taken up. The allotment of Rs. 11.5 crores to Karur-Tuticorin is very meagre. The amount already allotted may be enhanced by this Government to fulfil the expectations of the people at large in Tamil Nadu. I would like to point out that in the planned Karur-Tuticorin broad gauge line, from Karur to Salem, a new railway line may be laid so that, instead of going round-about from Karur to Erode and then to Salem, one can proceed from Karur to Salem directly. Thus the rush-up traffic from Trinchy to Erode may be reduced. I would also request that the conversion of metre gauge to broad gauge and doubling and electrification of

track beyond Villupuram on the Southern Railway have to be reconsidered and given priority.

I may say, to augment the income of the Railways, from the mine of wealth under reference, the following steps may be taken. Firstly, the store material found in the station yards as well as in the outskirts of the stations from Kashmir to Kanyakumari, if put into open auction, may fetch the deficit finance in the Railway Budget. Here, I may say, vested interests are blocking the auction of such material. This amount, even on a rough estimate may not just off-set but may be over and above the deficit finance.

Secondly, the vacant sites which are now used by the Railways for years together may be earmarked for building houses for railway employees.

Thirdly, ticketless travel has risen to a high level which needs proper checking. Perhaps, the income out of the penal tax levied may be sufficient to meet the demands.

Fourthly, there should not be any category of 'uneconomic lines' in the Railways and closure of lines on that ground. For instance, there is a vague apprehension in the minds of the public that the Mettupalyam to Nilgiris train may be closed as uneconomical. It will not be out of place here to say that the lines were laid at a low cost. Traffic on those lines should not be closed for the commercial reason of all loss and no gain. The Government has got a moral duty towards the welfare of the citizens. As such, Mettupalyam to Ooty, though it may not be economically profitable to the Railways, yet it is a social obligation of the Government to provide transport to the public to the Queen of hills.

It is unfortunate, if I may say so, that the Divisional Office originally proposed to be had at Tirunelveli stands shifted to Kerala.

I would canvass the Railway Minister to open the Divisional Office at Tirunelveli instead of in Kerala. The hike in the passenger fares is resented

by the travelling public since the existing rates are already higher than the bus fares. The freight charges enhancement also is opposed by the business community. I submit that the Railway Minister may be pleased to have a second thought at least regarding relief to passengers on fares though not on freight charges.

I wish to state the grievances of railway workers for the kind consideration of the Railway Minister. The Railway administration has failed to protect the interests of these railway workers who were rendered surplus on the steam loco side, consequent upon accelerated phasing out of steam locomotives and rapid induction of diesel and electric locomotives. Hundreds of railway workers in workshops and locosheds were subjected to hardship. Renewal of coaching stock on a programmed basis is a vital step in the direction of providing comforts to the travelling public.

In the field of industrial relationship on the Railways, the honourable Minister will have to note that the recognition accorded to two Federations of railway labour long ago is still being enjoyed by them. A new approach has to be made in the light of changed circumstances so that the true representative character of the labour organisations on the Railways is reflected. Until such time as a fresh voting on the basis of secret ballot among the workmen is taken and the relative strength of the unions is ascertained for the purpose of recognition, all the registered unions of a general nature functioning on the Railways should be granted recognition so that there need no bias towards any union. A policy decision at the Ministry level should be taken at the earliest. Meanwhile, the various regional railway administrations should be administered to grant interviews to the representatives of unrecognised unions also. Similarly, all privileges like provision of accommodation and other facilities should be made available to them.

[Shri J. S. Raju]

Though the honourable Minister has spoken laudably about the medical facilities available for the railwaymen all over the railway system, there is wide-spread resentment among the railwaymen that standard medicines are not given to them and proper diagnostic treatment is not given to needy persons.

Coming to the question of staff quarters, I would like to say that the Railway Ministry should provide basic amenities like bathrooms, flush-out latrines in quarters built four or five decades ago. These need modernisation on a top priority basis.

The honourable Minister has spoken about redundancies in workshops and about converting them into production units. The Central Workshop at Ponnmalai and the two major workshops at Madras should be developed on such lines without delay. In the name of manpower planning, large-scale surrender of posts is being done leading to extra work-load on the staff. Fresh standards and turn outs on modern lines should be fixed to ease the burden on the staff. In the Ponnmalai Central Workshop, there were over 10,000 railway workers prior to phasing out of steam locomotives. Presently, the work force has come down to 5,6000 men. Due to the persistent demands from the workers' side, the administration has promised to provide work-load for 25 POH diesel locos some three years back. Although the proposals were sent by the Workshop administration for 12 POH diesel locos, due to denial of sanction on account of the ban on recruitment, the POH work stands still, at 9 diesel locos only. The ban on recruitment should be lifted, and staff sanctioned to raise POH to 12 diesel locos as per the proposal submitted by the Ponnmalai Workshop administration. The Ponnmalai Workshop administration had sent a proposal for the creation of about 90 grades in various disciplines

for rebuilding of six MG diesel locos during the year 1989-90 initially, with a view to increasing the number to 24 gradually. But sanction has not been given. However, the work is being carried on through overtime working by the diesel POH Shop workers. This rebuilding work is undertaken in respect of locos which have served 18 years. After rebuilding these locos may serve for another 36 years. The original intention behind the move was to create a shop for this work which should be sanctioned without delay.

There are certain demands from the various sections of the railway workers which also deserve consideration and which I would like to mention just now.

The arbitrary ban on recruitment imposed by the previous Government is still continued in the Railways, resulting in large-scale surrender of posts in various categories. Very recently, the General Manager, Southern Railway, has ordered the surrender of a number of posts in various categories overnight on the plea of creating the required number of posts for new projects to be taken on hand. This goes against the principle of the honourable Minister of Railways who has ordered putting a stop to computerisation on the Railways which may cut out employment opportunities. Hence the ban on recruitment has to be lifted immediately in cases where additional posts are justified. Ironically, whenever surrender of posts are resorted to, it is made applicable only to Group C and D services and reasonable analysis of justification for the expansion in Group A and B services is not at all done.

The 5-day week system introduced in the administrative offices should be extended in order to cover all the workers in the Railways, with a maximum of 40 hours of duty per week. The system of maintaining Confidential Reports, which was introduced during the time of the British colonial regime

and which makes the employees slaves to the officers, should be done away with, as has been done by the DMK Government in Tamil Nadu.

Selection to the posts up to the scale of Rs. 1600-2440 in all categories of staff should be given up as workers with considerable number of years of service only are liable to get these promotions step by step. The previous Government had given incentives like advance increments and appointments to the so-called loyal workers of the 1974 strike. The same privileges should be extended to other workers also to remove the disparity. The discrimination in the issue of post-retirement passes to Group C and D employees should be scrapped and the Group D employees should also be given two sets of passes per annum covering all family members. In view of the large-scale unemployment problem prevailing as on date, sons up to the age of 28 years dependent on the employees may be included as family members for the issue of privilege passes and PTOs. Then, final withdrawal from the Provident Fund should be allowed for employees completing 15 years of service as against the present 20-year limit. The ceiling limit for the various advances like temporary advance from the PF on medical grounds, cycle advance, festival advance, etc. has been fixed so many decades ago which is not commensurate with the present-day costs of the items involved. Hence they should also be revised upward suitably.

Thousands and thousands of railway quarters constructed about half a century ago are in occupation by the railway staff who are suffering very much due to want of basic amenities. All these quarters should be modernised with terraced roofing, bathrooms, flushout latrines, etc. In the case of staff occupying railway quarters there is no justification for recovery of rent, in addition to the forfeiture of house rent allowance which is granted to other employees, towards

the very same purpose of paying rent, for accommodation.

There is only one and the same increase structure in the pay scale of Highly skilled Artisans Grades I and II which is not justified. The HSA Grade I should have more than Rs. 30/- as annual increase commensurate with the additional responsibility which is attached to the post of HSA Grade I.

The disparity in Night Duty Allowance between staff appointed prior to 1958 and those appointed after 1958 should be scrapped and the higher rate of NDA applicable to those appointed prior to 1958 should be made applicable to all, as Night Duty Allowance is given for the duty performed during the same night hours for all the staff.

The arrangement of drawing pay by the employees on leave, strike, etc. through their colleagues in the case of railway employees alone is made complicated by insisting upon leave certificates. This may be done away with and simplified as in the case of other Government departments.

Appointment to one ward may be considered at least in the case of staff voluntarily retiring from service after completion of 20 years of service.

A higher grade of pay is allowed to the gatekeepers of Traffic Branch than their counterparts in the Engineering Department which is not at all justified as both these categories of gatekeepers turn out the same quantity and quality of work, and especially the engineering gatekeepers do their work in more difficult conditions, i.e. in good-forsaken places, at mid-sections, having to be more alert and vigilant in discharging their duties without interlocking arrangements.

Persons recruited in the Stores Department on railways as Store Khalasis do not have enough opportunities for promotions and they retire as Store Khalasis themselves in the majority of cases. They should, there-

[Shri J. S. Raju]

fore, be promoted to skilled grade after serving for five years.

All Stores Khalasis in Stores Department on railways should be granted heavy manual allowance irrespective of their places of work.

I would also like to plead the case of ex-M.Ps. They may be given passes for railway journeys till their death so that they can continue their social work unhindered. With these remarks I resume my seat. Thank you. (ends)

SHRI M. VINCENT (Tamil Nadu): Madam Vice-Chairman, thank you very much for the opportunity given to me to participate in this discussion on the Railway Budget.

This Railway Budget is a budget of all round and all time hike. From ordinary passenger train ticket to superfast train ticket, second class fare to first class fare, AC Chair Car to AC First Class, platform ticket to season ticket, sleeper surcharge to freight rate, without any exception, all the charges have gone up in this budget. By this George Fernandes has proved himself as the best all rounder Railway Minister in Hike. This budget clearly shows that the Minister had mind only the revenue, not the common man. I plead with the Minister that the increase in freight rates, passenger train tickets, platform tickets and second class season tickets must be scrapped. The Minister was happy to announce 12 new trains. But he has not made us happy in Tamil Nadu. The Commercial Operating Superintendent, Southern Railway, announced last year that a superfast day express between Madras and Tirunelveli would be introduced shortly. It is a matter of regret that this train did not find a place even in the cluster of 12 new trains announced. It is regrettable that the Dindigul-Maniyachi broad gauge line has not been given due consideration. It has been neglected and a worst treatment has been meted out to this broad gauge line project.

Madam, parallel broad gauge line from Maniyachi to Thalaiyuthu and from Maniyachi to Tuticorin, a distance of 53 kilometres, was commissioned in 1985-86. New broad gauge line from Karur to Dindigul, a distance of 72.90 kilometres, was commissioned in 1988-89. Parallel broad gauge line from Dindigul to Madurai, a distance of 64.32 kilometres, is said to be under progress. But the conversion of meter gauge to broad gauge of Madurai-Maniyachi line with a distance of 127.25 kilometres and Milanittan-Tuticorin line with 7 kilometres has not yet been touched.

In reply to my question on 16-3-1990 asking as to when the laying of lines between Madurai-Maniyachi will be taken up, the Minister said that the work on this line will be as Phase II of this project. His reply was evasive. I hope that the Minister will tell the exact time when Madurai-Maniyachi conversion line project will be taken up. I request the hon. Railway Minister to allot additional funds for Karur-Dindigul, Madurai-Maniyachi broad gauge conversion so that the work may be completed early. The highest priority should be given to the pending projects before taking up any new projects.

As per the poor allocation of Rs. 14 crores, the M.R.T.S. in Madras will not take shape during the 20th century. This project sanctioned in 1983-84 was estimated to cost Rs. 54 crores. Now the revised estimate is Rs. 108.21 crores. Unfortunately, the funds sanctioned are very low year by year from 1984 onwards. This is against the annual requirement of 25 to 30 crores of rupees. During the last six-year period, only an amount of Rs. 36 crores has been spent on this work. The present estimate indicates the need for another 72.21 crores for its completion. This budget has neglected Tamil Nadu. Since it is a surplus budget, the Minister should consider allotting more funds for the speedy completion of this project.

Another important aspect is speeding up of the 119 UP and 120 DOWN Nellai Express. This is the only train in Tamil Nadu which covers 15 districts from the North to the South. If the Nellai Express is run at the same speed as the Vaigai Express from Madras to Madurai, the people of the southern districts of Tamil Nadu would be able to gain three hours.

Madam, in 1983 Himsagar Express was introduced from Kanyakumari to Kashmir as a National Integration Train covering 11 States and passing through 3487 kilometres. In 1983, the running time of the train was only 68 hours with A/C coaches. Now in 1990, after 7 years, this train takes 86 hours without A/C facilities. All the foreign countries connect the two tips of their nation by super fast trains with all the facilities and amenities. Now in Japan the Bullet Train runs at a speed of 300 kilometres per hour. In Germany, Trans Rapid runs at a speed of 310 kilometres per hour. In France, Grande Vitesse runs at 380 kilometres per hour.

Madam, the foreign countries are connecting their two tips by jet speed trains, but we are connecting Kanyakumari and Kashmir by a train moving at snail's pace. The symbolic representation of the National Integration Train is that it is running like a goods train. This is the fate of our country. The Railway Minister should take it as a challenge. He must have the spirit. This train should be named as "Prestigious Train". The Railway Minister should take special interest for this train and connect Kanyakumari and Kashmir within 60 hours with all facilities and amenities. By doing this, we can save the honour of the nation.

Madam, the Railway facilities in Kanyakumari district are in complete neglect, both by the officials and the Government. The prime reasons for this is that it comes under the Trivandrum Division.

Madam, it has been announced several times that the Madras-Trivan-

drum Mail will be extended up to Kanyakumari and that it would be known as Madras-Kanyakumari Mail. Because of the internal politics in the Railway Zonal Office at Trivandrum, this move is purposely delayed. Madam, Train No. 901 Up and Train No. 902 Dn Vivekananda Express and Train No. 903 Up and Train No. 904 Dn—the Ahmedabad Express—which were originating and terminating at Kanyakumari were shelved without assigning any reason. At the Nagercoil station, there has been no improvement in the yard facilities, signalling system, and the inter-locking arrangements. The Mechanical Department has not been provided even with a hydraulic jack. Facilities for the running staff for night halt have not been provided.

Madam, I have got some suggestions to make. New station should be constructed at Parvathipuram. Balrampuram tunnel has become unsafe because of crumbling and cracking. This should be immediately attended to. From Barasal to Tirunelveli, all the railway platforms are rail-level platforms. All these platforms should be raised as high level platforms. One more glaring neglect is with regard to the Island Express which originates at Kanyakumari. Only eight berths are available for reservation at Kanyakumari. For Jayanthi Janata running between Kanyakumari and Bombay, only 16 berths are available for reservation at Kanyakumari. All the other berths are to be booked at Trivandrum. It is not only a neglect but it is also an insult to the people of Kanyakumari district. Kanyakumari is having this fate only because it is attached to the Trivandrum division. Madam, I request the hon. Minister to take steps to attach it to Madurai division.

With these words, Madam, I conclude. Thank you.

THE VICE-CHAIRMAN (SHRI-MATI JAYANTHI NATARAJAN): Shri Surendra Singh Thakur—not here; Smt. Manorama Pandey—not here; Shri A. G. Kulkarni—not here; Shri Vikal—not here; Shri Hari Singh.

बीधरी हरे सिंह (उत्तर प्रदेश) : माननीय, सदन में 1990-91 के लिए रेलवे विभाग के बजट पर चर्चा हो रही है। रेलवे का सिस्टम इतना फैला, विकसित और इतने एरिया को टच करता है कि दुनिया में रूस के बाद में भारत दूसरा मुक्त है इस क्षेत्र में। यह प्रसन्नता की बात है कि यहां जो रेलवे सर्विसिज है, बावजूद इसके कि बहुत सारा कामिया है, आवश्यकता बहुत है, मांग बहुत है, जरूरत बहुत है, लेकिन जो सिस्टम है, उसका हम काविले-तारफ मानते हैं और यह सारा देन जो है वह गिजों सरकार, हमारा राजीव गांधी जी का, इन्दिरा गांधी जी का, नेहरू जी की सरकार की देन है क्योंकि बुनियादी तौर पर जो सिस्टम उन्होंने बनाया, इसको फैलाया, इसका सर्वे करके यह जो नेटवर्क फैलाने का प्रयत्न किया, यह होने पर हां आज दिव्यमान में रेलवे एक कोने से दूसरे कोने तक जुड़ गई है। यह जो 1990-91 के बजट को हमारे जो मौजूदा रेलवे मिनिस्टर है, वे रेलवे विभाग से, उसका कार्य-प्रगति से और उसके काम करने वाले कर्मचारियों की जिन्दगी से बहुत जुड़े हुए हैं। रेलवे के जो कार्य-कलाप हैं और उनमें जो सर्वे का सवाल था और अन्य सवालों को लेकर वे बहुत सारे आन्दोलन चलाते रहे हैं। जब यह बजट बन रहा था, पेश होने की उम्मीद था, हम समझते थे कि एक ऐसा समाज-वादी संजो रेलवे का बना है कि जो रेलवे के मंडलों को समाजवाद की ओर ले जाएगा। लेकिन मुझे मालूम पड़ता है कि मंत्री महोदय ने प्रयत्न तो किया कि रेलवे का बजट समाजवादी हो, उस में बजट आए और इनकी जो प्रा-डिटरमिंड पालिसी थीं उनमें मंत्री महोदय ने इस बात का ध्यान रखा कि यात्रियों की सुख-सुविधाएं दो जाएं, उनके कष्टों का निवारण किया जाए लेकिन यह सब मन में होने के बावजूद भी जिस पार्टी का सरकार है, जिसके वह संजो है, उसमें होने मुश्किल स्थिति के लागू हैं कि संजो जो रेलवे बजट को जिस दिशा की ओर ले जाता चाहते थे, ले जा नहीं पाए हैं। अधिकार वह क्या करते, कन्वेंटिव रिस्पोसिबिलिटी है कैंबिनेट की, सबकी

मिजा-जुजा जिम्मेदारी होती है। फिर भी उन्होंने इन सब जगहों के बावजूद मुश्किल स्थिति के बावजूद उन्होंने यात्रियों के हित में फर्स्ट क्लास के डिब्बे और बढ़ाने के बजाय, सेकेंड क्लास से सुकि मुसाफिर ज्यादा सफर करते हैं इसलिए सेकेंड क्लास के डिब्बे बढ़ाने की पहल की है और इसके लिए ज्यादा सपना रखा है। इसके लिए मैं उनको धन्यवाद देता हूँ।

लेकिन सिर्फ एक आइटम के करने से कामन गैन के लिए ट्रेन की सुविधा नहीं मिल जाती है, रेल विभाग में सुधार नहीं हो जाता है। इसलिए बहुत सी चीजें करने की आवश्यकता है। मुझे इस बात की प्रसन्नता है कि आज आपके रेलवेज के अंदर आधुनिक क्वालीटी, माडर्न टेक्नोलॉजी और कंप्यूटर सिस्टम इंटीग्रेटेड हुआ है जिसको राजीव गांधी जी ने बड़ी शक्ति से, बड़ी दिलचस्पी से मुल्क में फैलाया। आज कन्याकुमारी तो क्या, हैदराबाद, बंबई, बलकना, लखनऊ, अहमदाबाद आदि सारे स्टेशन एक साथ जुड़े हुए हैं। हमें इस बात की बड़ी खुशी है। हमने प्लेटफार्म पर जाकर देखा है कि अब वहां पर कंप्यूटर से रिजर्वेशन होता है। अब विल्ला में ही आसानी से कहीं भी जाने के लिए रिजर्वेशन हो जाता है। पहले दूर-दूर स्टेशनों पर रिजर्वेशन कराने के लिए काफी देर तक ब्यू में खड़ा होना पड़ता था। लेकिन अब आप दिल्ली में ही रहकर लौटने के लिए रिजर्वेशन करा सकते हैं।

तो यह जो सारा एडवांसमेंट मिला, हमारे देश के लोगों को जो आराम मिला, मुसफिरों की जो दिक्कत दूर हुई, पहले वे लंबे-लंबे ब्यूज में खड़े रहते थे, बिटो पर गए तो पता लगा कि जगह नहीं है, पता लगा कि आधिका नाम वेटिंग लिस्ट में है। तो मैं कह रहा था कि राजीव गांधी की सरकार ने और राजीव गांधी ने बड़ी दिलचस्पी लेकर जो ये कंप्यूटर का सिस्टम रेलवेज में चलाया और दूसरी इंडस्ट्रीज में भी लाने की कोशिश की, आरिस में लाने की

कोशिश की उस सबका यह परिणाम है कि अब बैठे-बैठे रिजर्वेशन हो जाता है। टेनोविजन पर आ जाता है प्लेटफार्म पर इंडिकेशन आ जाती है कि सीट खाली है या नहीं। यह जो सारी सुविधायें मिली हैं, यह हमारी रेलवेज की बड़ी देन है और यह पिछली सरकार का कंट्रीब्यूशन है और उनको भी मैं इसके लिए धन्यवाद देता हूँ कि उन्होंने रेलवे को आधुनिक बनाने के लिए प्रयत्न किए। इसकी बहुत आवश्यकता थी। जैसा मैंने कहा कि उन्होंने बड़ी कोशिश की है कि रेलवेज में लोगों को आराम मिले, अच्छी सुविधायें मिलें और कामन आदमी जो है वह सुख-सुविधा के साथ सफ़र कर सके। मुझे इस बात की बड़ी प्रसन्नता है।

साथ ही मान्यवर, मैं यहां पर यह भी निवेदन करना चाहता हूँ कि पिछले सत्र में भी हमारे धूमिया जी ने यह बात उठाई थी कि यह जो कामजों में चाय देते हैं, अब कुल्हड़ आ गया है, बड़ा अच्छा लगता है और मंत्री जी ने इसकी घोषणा अपनी बजट स्पीच में भी की है। यह इस बात का द्योतक है कि रेलवे मंत्री जी के मन में कामन आदमी के लिए कितनी जगह है। लेकिन वह जितना करना चाहते थे उतना नहीं कर पाए। महोदया, यहां मैं यह निवेदन करना चाहता हूँ कि नई रेलवे लाइनें बनाई जाएं, नए स्टेशन बनाए जाएं, इनकी मांग होती रही है। मैं जहां रहता हूँ वह दिल्ली से 60 किलोमीटर की दूरी पर है—बुलंदशहर और वहां से हजारों की तादाद में लोग रोज सुबह दिल्ली में दफ़्तर अटैंड करने के लिए आते हैं, काम करते हैं और दूगरे काम करते हैं। उनमें कर्मचारी हैं, आफिसर्स हैं। दिल्ली में रहने के लिए जगह नहीं है, बार-बार मैं यह निवेदन करता रहा हूँ कि कोई न कोई सीधी गाड़ी दिल्ली से बुलंदशहर के लिए चलाई जाय और चोला जिला जो बुलंदशहर का एक हिस्सा है, एक स्टेशन है, बहुत अच्छा स्टेशन है। वहां से फ़िर्क 12-15 किलोमीटर लाइन बिछानी पड़ेगी। जो गाड़ी यहां से चूल्हा स्टेशन आती है वहां से 15 मिकिलोमीटर रेल लाइन बनाकर

बुलंदशहर जा सकते हैं। बुलंदशहर स्टेशन मौजूद है, फ़िर्क 15 किलोमीटर की लाइन आपको बिछानी है जिससे मेरठ का आधा डिवीजन दिल्ली से जुड़ जाएगा और दिल्ली से जहां से हजारों कर्मचारी आते हैं क्योंकि उनको दिल्ली में मकान नहीं मिलते, दवादारू के लिए अस्पताल यहां आना होता है, स्कूल नहीं मिलते, वे सुबह उठते हैं और रात को 11-12 बजे पहुंचते हैं। तो मैं माननीय रेल मंत्री जी से प्रार्थना करना चाहता हूँ कि इतिफ़ाक से वह यह मौजूद नहीं है, उनके साथी मुमकिन है मेरी बात को उन तक पहुंचा दें कि बुलंदशहर को सीधी रेलगाड़ी बनाना जरूरी है। इस बार के बजट में आप इसे नहीं ला सके हैं तो अगले बजट में इसको लाएंगे, इसका वे एनाउंसमेंट कर देंगे।

महोदया, गाजियाबाद से हजारों कर्मचारी दिल्ली आते हैं लेकिन सुबह कोई गाड़ी नहीं है। इसी तरह से शाम को 5, 6, 7 बजे कोई गाड़ी नहीं है। इतनी कठिनाई सरकारी कर्मचारियों को होती है कि उसका अंदाज आप नहीं लगा सकते। तो मैं आपके माध्यम से मंत्री जी से निवेदन करना चाहता हूँ कि जो 70-80 किलोमीटर का इलाका दिल्ली के आस पास का है वहां आप बंदई की तरह से रेल चला दें तो दिल्ली की आबादी भी कम हो जाएगी और जो मकान बनाने की समस्या है वह भी कम हो जाएगी। और यहां के लोगों के रहन सहन में सुधार हो जाएगा। अभी हमारे पर्यावरण मंत्री जी ने कहा है कि अगले पांच सालों में आधे से ज्यादा दिल्ली के लोग कैमर के मरीज हो जाएंगे। यह उन्होंने लोक सभा में कहा है कि दिल्ली में इतन ज्यादा पोल्यूशन को गया है कि जहां हरापन देखने को नहीं मिलता, शुद्ध हवा नहीं मिलती, पानी अच्छा नहीं मिलता, दिल्ली के लोग हवा नहीं खाते हैं बल्कि जहर खाते हैं। जो सांस लेते हैं उसमें जहर जाता है। तो अगले पांच साल में दिल्ली में पोल्यूशन राना बढ़ने वाला है कि यहां पंचम प्रतिशत से अधिक लोग कैमर से पीड़ित हो जाएंगे। तो इस बर्तन को हमें देखना चाहिए, दीवार पर

[चीधरी हरिमिह]

लिखे को पढ़ना चाहिए। इसको देखते हुए यह बहुत आवश्यक है कि दिल्ली के आस पास सौ किलोमीटर की दूरी पर जैसे बंबई और कलकत्ता में ट्रेन चलती हैं उसी तरह दिल्ली में भी चलाएं। दिल्ली में कलकत्ता की तरह मेट्रो रेलवे के लिए अंडरग्राउंड रेल लाइन बनानी चाहिए। दिल्ली कास्मोपोलिटन सिटी है, यहाँ दिन पर दिन खुशहाली आयेगी इसका मुझे भरोसा है लेकिन ऐसी ट्रेन आपको बनानी चाहिए जिसमें लोगों को सुविधा मिलेगी और जो पेट्रोल का भार बढ़ता है वह भी बहुत कम हो जाएगा।

इसके साथ ही साथ देहातों में आये दिन पता लगता है कि ट्रंक से रेल का एक्सीडेंट हो गया। करीब डेढ़ सौ ट्रंक एक्सीडेंट रेल से हो चुके हैं रेलों के क्रॉसिंग पर। मरकारो आंकड़ों के अनुसार 700 लोग मारे जा चुके हैं। इसलिए अनमैड क्रॉसिंग पर आपको आदमी नियुक्त करने चाहिए, उनकी व्यवस्था करनी चाहिए जो कि अत्यंत आवश्यक है। दिल्ली से आप खुजो जंकशन पर चले जाइये, वहाँ पर क्रॉसिंग पड़ते हैं, कोई आदमी नहीं होता और आए दिन आदमी, जानवर, भैंस, गाय जो बड़ी कीमती आजकल होती है ब्रे मारी जाती है। तो इसके लिए योजनाबद्ध तरीके से काम करना चाहिए।

जहाँ पर रेलवे प्रोटेक्शन फोर्स के बारे में कहा गया कि जो हिफाजत करने वाले हैं उनमें जो भरती होती है, उसमें जो आदमी रखे जाएं वह सारे देश में होने चाहिए। हमको देखने को यह भिन्नता है कि रेलवे सेक्यूरिटी में जो सब इंस्पेक्टर हैं अगर गौर से देखो तो वे कुछ ही हिस्सों के लोग मैजोरिटी में हैं। रेलवे में सर्विस को बाइबेस्ड बनाने के लिए हिन्दुस्तान के हर कोने के, हर हिस्से के, हर कद के, हर जुवान के आदमी को लेना चाहिए। चाहे छोटे कद का आदमी हो या बड़े कद का, सबको

आपको लेना चाहिए। सेक्योरिटी फोर्स है उनको बाइबेस्ड बनाना चाहिए। इसमें कंटेरा में इंटेग्रेशन तो होगा ही साथ-साथ सुरक्षा भी बढ़ेगी। यू.पी. का अगर कोई रक्षक है तो वह असम में क्या कर पायेगा। उसको पता नहीं लग सकेगा कि क्या करना है। इन सब चीजों से बरी होना आवश्यक है। सेक्योरिटी में हर लिले, हर हिस्से, हर भाषा के आदमी की भर्ती की जानी चाहिए। मैं इस मौके पर याद दिलाता आवश्यक समझता हूँ कि आपकी जो स्पेशल फोर्स है असम में, त्रिपुरा वगैरह में, जो सेंट्रल एग्जिजेंट हैं वहाँ पर जो आपको रेलवे प्रोटेक्शन फोर्स है उसमें 12, 15-15 साल से लोग पड़े हुए हैं। कोई असम में पड़ा है तो वहीं पड़ा है। उसका ट्रांसफर ही नहीं किया जाता। सैकड़ों की तादाद में लोग अपने मन के मुताबिक आसानी के साथ दिल्ली में अपने घर के पास 20-20 साल से पड़े हुए हैं। उनका ट्रांसफर ही नहीं होता। कल एक साहब मुझसे मिले थे, उनकी बात सुनकर बड़ा ताज्जुब हुआ कि 15 साल से बराबर ट्रांसफर की कोशिश कर रहा है लेकिन कोई नहीं सुनता। कोई असम के अंदर सविन्य करता है, कोई त्रिपुरा के अंदर काम करता है, कोई बीहड़ स्टेशन पर तैनात है इसलिए मेरा कहना है कि यह सुख-दुख रेलवे में सबको मिल-कर बांटना चाहिए। कोई आराम के साथ सविन्य कर रहा है और कोई बनवासो ज़िन्दगी गुजार रहा है यह नहीं होना चाहिए। 10, 12 या 15 साल जो भी वाजिब समय हो उसके बाद सबको ट्रांसफर करना बहुत जरूरी है।

साथ ही साथ जो आपका प्लेटफार्म पर कंटेरिंग का मामला है वह तो ठीक है, बहुत अच्छा है, उनका रख-रखाव भी बहुत अच्छा है। सर्विस भी बढ़ी प्रॉम्प्ट है। लेकिन जिन स्टेशनों पर ठेकेदारों द्वारा कंटेरिंग होती है वह बड़ी गंदी होती है। खाना ठीक नहीं होता, दाल में कंकड़ होती है। डबल रोटी का स्टाफ बहुत खराब होता है। तीन-तीन, चार-चार दिन की वासी डबल रोटी सप्लाई करते हैं।

बड़े-बड़े शहरों में तो ठीक है डबल रोडों को खरब हो जाती है और बचती नहीं है लेकिन जो छोटे-छोटे स्टेशन होते हैं वहाँ डबल रोडों सही नहीं होती, मकखन सही नहीं होता। कांटेक्टर के जरिये जो आपके यहाँ केटरिंग होती है उसको खत्म किया जाए। इन छोटे-छोटे स्टेशनों पर, मध्यम श्रेणी के स्टेशनों पर रेल विभाग अपने द्वारा केटरिंग शुरू करे। उन लोगों को शिफायत रहती है कि एक बार खाना खा लिया कि बीमार पड़ जाते हैं। जो पैसजर पैसा देता है वह बीमारी भी मोल लेता है। यह जरूर है कि भूख लगी होती है और जो मिलता है वह खा लेता है। इसमें पेट जल्द भर जाता है लेकिन घर आकर उसको इलाज करना पड़ता है। जो प्राइवेट ठेकेदारों को आपने कांटेक्टर दे रखा है, चाहे किसी भी क्षेत्र में हो, बाँय पिलाता हो, खाना खिलाता हो उसको हर क्षेत्र में आपको खत्म करना चाहिए। ताज्जुब की बात यह है कि ठेकेदारों की रेलवे विभाग के साथ साठ-गांठ ऐसी बनी रहती है कि 15-15, 20-20 साल तक उनी से जुड़े रहते हैं। उन्हें कोई हटा नहीं सकता चाहे वह कूड़ा-करकट खिनाए या मिनावट वाली चीज खिलाए। जैसे तो उनकी कोई शिफायत करता नहीं है और अगर कोई करता भी है तो उसको मार दिया जाता है, उसका मर्डर कर दिया जाता है। इसलिए मेरा कहना है कि रेलवे में इसको समाप्त करना बहुत जरूरी है। इनको बड़ी जिम्मेदारी के साथ खत्म करना चाहिए।

साथ ही साथ एफिशियन्सी की मैंने बात की। रात को रेल चलती है लेकिन पैसजर रात को भी चढ़ते हैं इससे फर्स्ट क्लास के पैसजर सो नहीं सकते। हर स्टेशन पर आदमी आ जाँगे और तोड़-फोड़ करेंगे। जहाँ पर कोई भी पुलिस प्रोटेक्शन फोर्स का आदमी दिखाई नहीं देता है और कोच में जो एटेंडेंट होता है उसकी तो ड्रिमत ही नहीं होती है। ऐसा लगना है कि सेक्यूरिटी प्रोटेक्शन फोर्स ने सरेण्डर ही कर रखा है। कहते हैं कि अकेला आदमी है, मारा जाएगा। अगर अकेला आदमी है तो इसका मतलब यह नहीं है कि आप सरेण्डर कर दें।

इसके लिए आप क्रेक फोर्स बनाइये। भले ही आपको उनको ज्यादा तनख्वाह देनी पड़े। आप एनाउन्स कर दीजिये कि उनको इनाम मिलेगा और अगर उनको कुछ हुआ तो उनके परिवार वालों को पेंशन दी जाएगी, लड़कों को पेंशन दी जाएगी। लेकिन किसी बदमाश को बिना टिकट यात्रा नहीं करने दी जाएगी। मैं देख रहा हूँ कि अभी तो पूरी तरह से सरेण्डर कर दिया गया है। किसी भी हालत में सरेण्डर नहीं किया जाना चाहिए। कई बार ऐसा होता है कि कोई आदमी लखनऊ से दशहरा और चोसा आम ला रहा था तो बीच में बदमाशों ने लूट लिया और परिवार वाले देखते ही रह गये। इस तरह की जबर्दस्ती और धोखा-मस्ती नहीं चलनी चाहिए। जब चाहते हैं, बीच में ट्रेन को रोक लेते हैं और आवाज लगाकर कहते हैं कि यह आदमी ज़रा हेकड़ है, इसका इलाज करना है। सेक्यूरिटी फोर्स का आदमी कुछ नहीं करता है और डर जाता है। ऐसा नहीं होना चाहिए और ऐसे डरने वाले आदमी को सर्विस में रखना नहीं चाहिए। मैं जब यू. पी. में था और पुलिस विभाग मेरे पास था तो आप पता लगाइये, मैंने आईरन हेण्ड से इस तरह की चीजों को समाप्त किया। यू. पी. के लोगों को सब कुछ मालूम है कि मैंने कितने सुधार किये।

जहाँ तक एफिशियन्सी की बात है, मैं चाहता हूँ कि सर्विसेज के अन्दर कार्य-कुशलता बढ़नी चाहिए। एक बात मैं खास तौर पर कहना चाहता हूँ कि सर्विस के अन्दर बहुत से कर्मचारी ऐसे हैं जो पिछले दसों सालों से काम कर रहे हैं, लेकिन टेम्परेरी हैं, उनको परमानेंट नहीं किया गया है। खास तौर से जो क्लास-4 के लोग हैं, वे टेम्परेरी बाम कर रहे हैं और काम करते हुए 10-10 और 15-15 साल हो गये हैं। परमानेंट होने के लिए भी मोटी रकम देनी पड़ती है और टेम्परेरी आदमी को जब चाहा निकाल दिया जाता है। आप सारे हिन्दुस्तान का सर्वे करवाइये। इस प्रकार से जो टेम्परेरी आदमी हैं उनको परमानेंट कीजिये।

[चौधरी हरि सिंह]

आखिर में एक बात मैं फिर कहना चाहता हूँ कि बुलन्दशर के लिए दिल्ली से एक सीधी रेल गाड़ी आप सुबह और शाम को कर दीजिये। वहाँ से हजारों लोग रोज दिल्ली आते हैं, क्रॉज के आदमी आते हैं और दूसरे सरकारी कर्मचारी हैं। खुर्जा जंक्शन पर कोई भी गाड़ी इस वक्त नहीं रकती है। वहाँ के कर्मचारी रोज हल्ला करते हैं, लेकिन फिर भी गाड़ियों को खुर्जा स्टेशन पर रोका नहीं जाता है। इसलिये जब तक आप गाड़ी का इंतजाम नहीं करते हैं तब तक कम से कम गाड़ियों को रोकने की व्यवस्था तो कर दीजिये। मैं यह कहना चाहता हूँ कि आपका प्रयत्न बहुत अच्छा है, लेकिन इसके लिए मेहनत की जरूरत है। श्री राजीव गांधी जी ने रेलवे की जो फ़ाउंडेशन छोड़ी है उसको आप और आगे बढ़ाइये और उसको पूरा कीजिये तो आपकी ट्रेन नम्बर एक ट्रेन बन सकती है। इन अलफ़ाज के साथ मैं आपको धन्यवाद देता हूँ।

6.00 P.M.

SHRI DAVID LEDGER (Assam): Madam Vice-Chairman, I do not have reason to be delighted or reassured by the Railway Budget for the year 1990-91 because it has precious little to offer to the people of the far-flung and backward areas, specially the North-East, including Assam. I am constrained to make the observation that the first Railway Budget of the National Front Government has greatly disappointed all the people of my region once again.

Madam, it is needless to emphasize that the pace of development, of railways in the North-East has been pathetically slow in spite of the fact that the area is industrially the most backward. The completion work of the broad-gauge line from Guwahati to Dibrugarh is languishing for several years, but the present Budget does not make any allocation for this project. The long-standing demand for a Railway Division at Rangiya, the foundation for which were laid way

back in 1972, has not yet been included so far and it has not been included in the present Budget also. Similarly, the persistent demand for a rail-cum-road bridge over the Brahmaputra at Bogibil in Upper Assam, connecting the North and the South Banks of the river, has been ignored. Nor is there any mention in the Budget proposals of increase in the frequency of any of the long-distance trains to and from Assam.

Madam, the plea of resource constraint is not always tenable. Constraints will remain, although, maybe, in a lesser or minimised degree. The vision and the will to correct the regional imbalances hitherto created by previous governments and to develop railways in all regions of the country at a uniform pace by fixing the priorities is what matters most.

The hon. Minister in his speech, while introducing the Budget, said that the Railways are the biggest single employing unit in our country. I am afraid, the people of my State will have to take this with a rather large pinch of salt, for, the North-East Frontier Railway has done mighty little so far to recruit local youths. Local deserving candidates belonging to the region have been systematically deprived over the years. There is discrimination even in recruitment of Grade IV staff, and it is increasingly felt that the legitimate interests of the local candidates have not been protected. Vacancies have not been filled in by candidates sponsored by the local employment exchange. Decision taken in this regard by the N.F. Railway authorities from time to time in the past 20 years have not been implemented.

The proposal in the Budget to introduce the new Jammu-Tawi-Guwahati weekly Express train is, however, a welcome move. Equally reassuring is the commitment of the Railway Minister that the Computer Reservation System at Guwahati along with eight other important cities will be completed within the

next year and that 18 km.-long Jamira-Bhairavi section of the Lalabazar-Bhairavi project will be commissioned in the ensuing financial year.

Madam, a lot of hue and cry has been raised against the proposed increase in passenger fare and freight rates. But I feel that in view of the steady decline in the budgetary support from the Railway during the last plan periods and also in view of the massive resource crunch facing the Indian Railways today, the Railway Minister had very few options left. The hikes are a necessary evil for healthy maintenance of this giant public sector undertaking. The hike in the second-class fare is marginal and is not likely to hit the common man severely. Besides, the decision to exclude foodgrains, fruits and vegetables and certain other items of essential human consumption such as pulses, salt, edible oil, sugar, jaggery etc. from the 10 per cent increase in the freight rate will give a lot of relief to the poor man although the increase in the prices of other commodities which is likely to accrue as a result of the increase in freight rate, will indirectly affect the common man to some extent.

Madam, the Railway Budget for the ensuing year is by no means a populist budget. It is rather a pragmatic one. There are a number of proposals in it which deserve appreciation. The budget aims at achieving a certain level of egalitarianism by reducing disparities between the rich and the poor. The decision to curtail manufacture of first-class coaches and build more second-class coaches with cushioned seats aiming to provide around 15,000 additional seats during the next two years is definitely a good move. The facility of obtaining return and onward reservations between major cities will be of great help. The provisions should be expanded so as to include other important stations as well. Similarly, the target for completion of the computerisation of the system of passenger reservation

in nine more centres including Guwahati is another welcome move which has received wide appreciation. The system has already resulted a lot of time-saving in those centres where it is working, and the passengers have found great relief because they can now afford to avoid long queues. The proposal to enhance the amount of compensation payable in the case of death of a passenger in a train accident from the present limit of Rs. 1 lakh to Rs. 2 lakhs and also to double the amount of compensation in case of injuries with the coming into force of the Railways Act, 1989 with effect from 1st July, 1990 is another move that has generated wide-ranging approval. I feel that a few suggestions which, according to me, will help improve the functioning of the Railways, are called for.

The congestion on railway platforms has become a source of great inconvenience to the passengers. Congestion is caused by the rush of travelling passengers, friends and relatives, who come to receive and see them off and also mobile vending trolleys and permanent vending stalls. This congestion needs to be relieved. A complete ban on the entry of persons other than passengers may not be possible. Raising the price of platform tickets may have a deterrent effect. On the one hand it will discourage the unwanted hangers-on from getting into the platform and causing nuisance, on the other it will augment the earnings of the railways. At the same time, an effective system of checking platform tickets should be introduced and implemented. Another area which strikes the imagination is the lack of amenities especially in the smaller stations. These stations need to be upgraded and provided with better facilities.

The standard of food served on the running train is generally poor and the method of carrying and serving the food is most unhygienic. Efforts should be made to provide standardised food in clean packets. Adequate provision should also be made

[Shri David Ladger]

for regular supply of cool drinking water in the running trains as is done on some platforms.

I would like to offer another suggestion. Hon. Members, Dr. Reddy and Shri Raju have already offered their suggestions. The retiring Members of Parliament often face problems because free Railway passes are discontinued immediately after their retirement. We feel that a proposal should be taken up by the Railway authorities to provide passes even to the retired MPs so as to enable them to actively participate in constructive work in all parts of the country.

Before I conclude, I must have a special word of appreciation for the Ministry of Railways and the Railway Board for coming out with the 'status paper' just prior to the presentation of the Budget. The document is indeed innovative and thought-provoking. It has succeeded in highlighting the long-term major issues confronting the Indian Railways and the railway users. I am sure, a healthy debate on these issues within and outside Parliament will be able to offer solutions to the various problems afflicting the Railways today. Already a number of seminars have been held in different parts of the country and the issues raised in the 'status paper' have been widely discussed.

A Budget, under any circumstances, should respond to the ground realities. If the Indian Railways are to bring backward and far-flung areas to the mainstream of national development, if these areas are to be economically developed at a faster pace, then it is imperative on the part of the Indian Railways to expand the rail network in these areas by providing them with modern facilities at par with other parts of the country. The thrust given in the upgradation of technology and modernisation of Railways, a positive step by any standard, should include the backward areas like Assam and other North-Eastern States in the future agenda.

The hikes in passenger fares and freight tariff can be justified only if railway services improve in the coming year and the people get a better deal. The egalitarian approach of the Railway Minister should be and should appear to be people oriented in the true sense of the term.

With these words, I conclude.

श्री सुरेन्द्रजीत सिंह, महलुवालिवा (बिहार) : उपसभाध्यक्ष महोदय, रेलवे बजट पर जो चर्चा चल रही है, मैं उस पर बोलने के लिए खड़ा हुआ हूँ। रेल की बात जब मैं करूँ तो मुझे वह जमाना याद आता है जब इसी भारत की भूमि पर ब्रिटिश साम्राज्यवाद ने रेलगाड़ियाँ चलाई। यह रेलगाड़ियाँ उन्होंने अपनी सुविधा के लिए चलाई और अपने कम्युनिकेशन नेटवर्क को बढ़ाने के लिए चलाई। उन्होंने भारतीय नागरिकों को उसमें बहुत ज्यादा सुविधाएँ नहीं दे रखी थीं। चाहे दक्षिणी अफ्रीका को ले लीजिये, चाहे हिन्दुस्तान को ले लीजिये, हिन्दुस्तान में रेल व्यवस्था वैसी ही थी कि हिन्दुस्तानी अगर प्रथम श्रेणी के डिब्बे में अपने प्रेसों में टिकट कटा कर बैठ जाता था तो उसे उठाकर बाहर फेंक दिया जाता था। यह वह जमाना था और उससे जो कष्ट महात्मा गांधी को हुआ था उस महात्मा गांधी ने इस मुद्दे में एक रेलवे संवार जो भारतीय नागरिकों के लिए रहेगा, वैसी व्यवस्था करने की बात सोची थी, परिकल्पना की थी और उस परिकल्पना को चालू करने के लिए जो ब्लू प्रिंट तैयार हुए थे वे नेहरू जी ने, लाल बहादुर शास्त्री जी ने और राजीव गांधी ने बनाकर दिखाये। आज कहने को हमारे पास बहुत अच्छी-अच्छी रेलगाड़ियाँ हैं, आप, राजधानी एक्सप्रेस में चढ़ें तो आपको लगता है कि आप रेलगाड़ी में चढ़े हैं, आप शताब्दी एक्सप्रेस में चढ़ें तो आपको लगता है कि आप रेलगाड़ी में चढ़े हुए हैं, आप पैलेस ग्रान व्हील्स में चढ़ें तो आपको कुछ और ही एहसास महसूस होता है। किन्तु कभी चढ़कर देखा आपने पटना और गया की रेल पर, कुलकर्ता से मुजफ्फरपुर लाइन पर चलने वाली रेल पर, दिल्ली से

फर्रुखाबाद जो ट्रेन जाती है उस पर । बड़ा अफसोस उस दिन हुआ जिस दिन मैं यहां से फर्रुखाबाद जाना चाहता था और मैंने यहां रेलवे बुकिंग में टिकट बुक करने के लिए कहा कि मेरा फर्स्ट क्लास का एक बर्थ बुक कर दीजिए तो उन्होंने कहा अहलुवालिया साहब हम आपको कहेंगे कि फर्रुखाबाद अगर आपको जाना है तो कोई और रास्ता ढूंढ़िये पर ट्रेन पर चढ़कर मत जाइयेगा । मैंने कहा ऐसा क्यों ? कहने लगे शायद जब फर्रुखाबाद उतरिएगा तो आपके बदन पर अण्डर-विपर और बनियान ही रह जायेगी, कपड़ा नहीं रहेगा । बड़ा अफसोस हुआ सुनकर । ऐसा महसूस भी होता है । ट्रेन की यात्रा हम जब करते हैं तो आम जनता कैसे डिब्बों में चल रही है यह जरा सोचने की बात होती है क्योंकि रेलवे बोर्ड के अफसर या रेल मंत्री जब चलते हैं रेलगाड़ी पर तो उनके साथ एक सैलून लगाया जाता है और उस सैलून के अंदर की जो बनावट है और उस सैलून में जो सुविधाएं उपलब्ध हैं वे शायद किसी ट्रेन के एयर कंडीशंड फर्स्ट क्लास में भी न हों जब इतनी अच्छी सुविधाएं उस सैलून में उपलब्ध हैं और जब हम उसी गाड़ी के सेकेण्ड क्लास के जनरल डिब्बे की ओर देखते हैं तो न उसकी सजास को कोई साफ करता है, न उसमें पानी मिलता है, न उसकी सीटें ठीक जगह पर हैं, न उसमें कोई परिचारक है । उसमें कभी ध्यान देने की जरूरत नहीं समझी जाती है । हमारे रेल मंत्री जी, चाहे वे कांग्रेस में आये या जनता दल के हों, सब यही कहते हैं कि रेल मंत्रालय एक ऐसा मंत्रालय है जिसने इतने लोगों को रोजगार दिया है, इतने लोगों को रोटी दी है, इतने लोगों को घात दी है और इतने लोगों को काम करने का स्थान दिया है । पर वे लोग कहां काम करते हैं । मैं आपको 60 फीसदी ट्रेनों ऐसी दिखा सकता हूँ जो बिना किसी परिचारक के चलती हैं । 60 फीसदी ट्रेनों में आपको परिचारक नहीं मिलता । अगर मिलता है तो वह गाड़ों के डिब्बे में बैठा हुआ है, कभी किसी की जरूरत पड़ जाये, 3 टायर, 2 टायर या जनरल डिब्बे के यात्री को तो वह उसकी ढूँढ़ता रहेगा । अगर वह मिलेगा

तो ए.सी. 2 टायर में मिलेगा, ए० सी० फर्स्ट क्लास में मिलेगा । यहां तक कि जनरल फर्स्ट क्लास के डिब्बे में भी कोई परिचारक नहीं मिलता । कभी आप कलकत्ता से या अंडाल से आजिमगंज जाइये, अंडाल से बहरामपुर जाइये, उन ट्रेनों की हालत कैसी हैं ? रामपुरहाट की तरफ जाइये । आप कभी सियालदाह स्टेशन से बालूरघाट की तरफ जाइये, मालदा की तरफ जाइये । उन ट्रेनों की हालत क्या है ? ऐसा महसूस होता है कि रेलवे बोर्ड का दफ्तर दिल्ली में है और दिल्ली के इस सूरज की रोशनी अतना दूर शहर हो जाता है उतनी ही रोशनी कम होती जाती है, उतनी ही धूमिल होती जाती है, उतनी ही ट्रेनें गंदी होती जाती हैं, उतनी ही टूटी फूटी सीटें ट्रेनों में मिलती हैं । आप जब रेलवे की बात करते हैं, आप गर्व से सिर ऊंचा करते हैं और कहते हैं कि फलां विदेशी देश ने हमको रिंगन बनाने का आर्डर दिया है । हम इतना विदेशी मुद्रा या विदेशी अर्न कर रहे हैं । आप बड़े गर्व से कहते हैं कि फलां कंपनी ने हमें ट्रैक बनाने का आर्डर दिया है और हम उससे सिर ऊंचा करते हैं कि इतना विदेशी मुद्रा हम अर्न कर रहे हैं । परन्तु अपने ही मुँह में ही जब हम रेल सेवाएँ लोगों को दे रहे होते हैं उस वक्त हमें महसूस होता है कि हम कहां खड़े हैं ? महोदया, इस मुँह की रेलवे के चाल-चलन की परिभाषा या उसका मापदण्ड सिर्फ जी० टो० एक्सप्रेस, जलक्स, राजधानी एक्सप्रेस, पिक सिटी एक्सप्रेस और पैलेस ग्रान ह्वील से नहीं नापा जा सकता है ।

महोदया, आपने इस वजह को पेश करने से पहले घोषणा पत्र लगाया । बड़ा दुर्भाग्य है कि यह घोषणा पत्र पार्लियामेंट लगने के पहले प्लेटफार्म पर बिकवाया । आप उस पर बहस करते, लेकिन आपने उस घोषणा पत्र पर कोई बहस नहीं की पार्लियामेंट में । आप बहस करते कि इस घोषणा पत्र में है क्या ? आपने तो चुनाव पर टी० बी० पर इंटरव्यू दिखाया कि आपने एक स्टेटस पेपर बनाया है और उसके माध्यम से शायद आप एक करिश्मा

[श्री सुरेन्द्रजीत सिंह ग्राहलुवालिया]

खरने वाले हैं। आपके हाथ में कोई अलादीन का चिराग आ गया है जिससे कि रेलों को आप सभी कुछ देने वाले हैं। उस प्राथमिक पत्र के साथ-साथ जो आपका बजट आया है, आपने बड़े गर्व से कहा कि हमने कोई चीज नहीं बढ़ायी। कुछ नहीं किया। आपने कहा कि 1400 कि. मी. के बाद 20 रुपए सिर्फ सेकंड क्लास में बढ़ेंगे। महोदया, 1400 कि० मी. का किराया अगर सेकंड क्लास का 67-68 रुपए होता है, आप उस पर 20 रुपए बढ़ा रहे हैं। इसका मतलब 33 प्रतिशत की वृद्धि है और यह 33 प्रतिशत की वृद्धि आपने निम्न स्तर के लोगों के लिए की। गरीब जनता के लिए की क्योंकि सेकंड क्लास के नीचे और कोई क्लास नहीं है। उस पर आपने 33 प्रतिशत की वृद्धि की। परन्तु आपने धनराशि में और बड़े-बड़े साहसिक और बड़ी-बड़ी कंपनियों के प्रतिनिधियों के लिए जो फर्स्ट क्लास, एअर कंडीशंड टू टायर और चैयर कार में चलते हैं, उनके लिए फ्लैट रेट 17 परसेंट किया है। यह संतुलन आपने गरीब जनता के साथ क्यों किया? ऐसा क्यों किया? ये एकाउंटिंग जगलरी, फिगर को जगलरी क्यों की जाती है जनता के साथ? आपने कहा कि चावल के भाड़े में वृद्धि नहीं होगी, नमक के भाड़े में वृद्धि नहीं होगी। परन्तु मैं आपके माध्यम से रेल मंत्रालय को बताना चाहता हूँ कि जिस दिन रेल बजट आया है उसके दूसरे दिन से खाने योग्य तेल की कीमत ढाई रुपए पर के. जी. बढ़ गयी है। अब एक मध्यम वित्त परिवार जिसको अपना सीमित बजट रखना है उसके लिए सिर्फ एक चीज गाने योग्य तेल पर ढाई रुपए पर के. जी. बढ़ गए। उसके बाद जनरल बजट है और बढ़ी हुई चीजों की लिस्ट बननी है। एक मध्य वित्त परिवार जिसका कि बजट के सिवाय और कोई आमदनी नहीं है, उस परिवार के लिए वृद्धि करीब 30 प्रतिशत से लेकर 35 प्रतिशत हुई है। इसके बावजूद हम कह रहे हैं कि अगर गरीब जनता के लिए हमने यह बजट पेश

किया है, यह उनको समझने देने के लिए बजट पेश किया है। और-तो-और रिजर्वेशन पर जो 75 परसेंट वृद्धि हुई है, उससे कौन प्रभावित होगा? यह तो सोचने की बात है, परन्तु ये सारी चीजें करने के पहले हमें यह भी विचार करना चाहिए कि हम कैसे सुविधाएं दे रहे हैं? अगर उन सुविधाओं का मापदण्ड पैलेस आन बॉल्स है क्योंकि मंत्री महोदय ने बड़े गर्व से घोषित किया कि पैलेस आन बॉल्स जैसी एक और ट्रेन बनाने की बात सोची जा रही है। अखबारों में निकला कि पुराने डिब्बे अब फर्स्ट क्लास के डिब्बे हो जाएंगे। यह तो दिल्ली की बड़ी ट्रेनों के लिए बंद हो जाएंगे, लेकिन वही डिब्बे अण्डाल से बहरामपुर लाइन में चले जाएंगे या गया से पटना की लाइन में चले जाएंगे या फर्रुखाबाद से दिल्ली की लाइन को चले जाएंगे, जिनमें लाक नहीं होगा, जिनके सण्डास साफ नहीं होंगे। इसलिए मजबूरन हमें मानना पड़ेगा कि भारतीय-रेल नाम की सिर्फ एक चीज है। अब गरीब कहाँ जाय? तेल की कीमत आपने बढ़ा दी, डीजल की कीमत आपने बढ़ा दी और यह ट्रेन का किराया भी आपने बढ़ा ही दिया। अब उसके बाद तो यह 11 नंबर की गाड़ी, अपने पैर ही हैं और कुछ नहीं है। इसके बारे में जरा सोचने की जरूरत है।

महोदया, प्लेटफार्म का टिकट भी यह दो रुपए का कर दिया। प्लेटफार्म कोई पार्क तो नहीं है कि कोई शीक से घूमने जाएगा। किसी के मां-बाप, किसी के भाई-बहन आते हैं या कहीं जाते हैं तो उन्हें लेने या छोड़ने जाता है और इस पर आप कर लगाने लगे। यह कर लगाने की जरूरत क्या थी? कितना रुपया कमाया जाएगा इससे? यह कमाई आखिर किसके लिए? रेल क्या घाटे में चल रही है?

महोदया, जहाँ तक सुविधाएँ देने की बात है तो अगर रेल में चलते हुए किसी यात्री का कत्ल हो जाय तो रेल उसे क्या देती है? गाड़ी में अगर डकैती हो जाय तो रेल क्या देती है? वह तो कह

ती है कि जिस राज्य के मध्य से रेलगाड़ी गुजर रही थी, यह वह की ला एण्ड आर्डर की प्रोब्लम है और वहां की सरकार उसका सुधायना करेगा। अब रेल जंगलों से गुजरती है, जंगलों में तो कोई पुलिस थाना होता नहीं। रेल गुफाओं के बीच से निकलती है, बंबई से पूना जाते वक्त बीच से सात गुफाएं आती हैं, वहां तो कोई थाना नहीं है। तो इसकी जिम्मेदारी रेलवे की होनी चाहिए और रेलवे गर्व से कह सके, पूरा मजबूती से कह सके कि हमारा रेल में जो चढ़ेगा उसका सामान चोरी नहीं होगा, वह लूटा नहीं जाएगा, उसका कल गाड़ी में नहीं होने देगे। आपने आर० पी० एफ० और जी० आर० पी० बना रखी है, अपनी सम्पत्ति की रक्षा के लिए, लेकिन जो पैसेजर आपकी ट्रेन पर चढ़ता है उसकी रक्षा के लिए क्या है? इस पर गौर करने की जरूरत है।

महोदया, अगर कोई एक्सीडेंट हो जाता है, उसमें कोई आदमी मारा जाता है तो आप कहें हैं कि रेल की गलती थी और इसलिए दो लाख रुपया क्षतिपूर्ति के लिये देते हैं। लेकिन अगर कोई चोर उसको मार दे, उसका सामान लूटकर ले जाय तो उसके क्षतिपूर्ति देने के लिए आप तैयार नहीं हैं। आप क्यों नहीं ऐसा सिस्टम करते कि रेल-टिकट के साथ उसका बीमा होगा ताकि ट्रेन अगर दंगे में फँस जाय और वहां यात्री को स्तारकर मार दिया जाय तो बीमा होने से उसको रेलवे क्षतिपूर्ति देगी, ट्रेन में अगर आग लग जाय तो उसका कंपनसेशन देगी, ट्रेन की दुर्घटना हो जाय तो रेल उसकी क्षतिपूर्ति करेगी। इस पर विचार करने की जरूरत है। मैंने पहले भी रेल-बजट पर बोलते हुए कहा था कि आप देखें कि कितना प्रोमिसम पे करना पड़ता है और कितनी सुविधाएं आप यात्रियों को दे सकते हैं। हर यात्री के जीवन का बीमा होना चाहिए, हर यात्री के सामान का बीमा होना चाहिए। वैसे तो आप एक तरफ रोकते हैं, दूसरी तरफ सारा निकलता है। आपने कभी हिसाब लगा कर देखा कि आपके यहां कितनी रेल-बुकिंग होती है और उसके बाद कितना आपको क्षतिपूर्ति

के रूप में पे करना पड़ता है। आप रेलवे की सुविधाओं को बढ़ाना चाहते हैं, यात्रियों को सुविधाएं देना चाहते हैं तो इसके लिए अच्छे तरीके हैं, अच्छे रास्ते हैं और बहुत कुछ दिया जा सकता है, बहुत कुछ इसमें किया जा सकता है। इस पर गौर करने की जरूरत है।

महोदया, डी. आर. यू. सी. सो. और जेड. आर. यू. सी. सी. की मॉनिंग में जो कुछ होता है, उसमें कितनों पर निर्णय होता है, कितनी पर फैसले लिए जाते हैं और किस-किस फैसले के बाद वहां कुछ अच्छे काम किए गए हैं? मंत्री जो जरा यह बताएं, पता सगे लोगों को। महोदया हमारे मुक्त में करों पांच करोड़ विकलांग हैं। हम जब नीकरी देने की बात करते हैं तो इन विकलांगों को वंचित किया जाता है। अगर वह उद्योग में जाएं तो कहते हैं कि यहां क्या करेगा? अगर वह वह किसी दफ्तर में जाएं तो कहते हैं कि यहां क्या करेगा? अगर कोई रेलवे में भेजा जाए तो कहते हैं कि यहां क्या करेगा? हर आदमी अपनी जिम्मेदारी दूसरे पर डालता है। महोदया, मेरी आपके माध्यम से गुजारिश है रेलवे अधिकारियों और रेलवे मंत्रों से कि जरा साफ कि कभी एक विकलांग उनके घर में भी बंदा हो सकता है। उसके बारे में क्या करेंगे, उसके बारे में क्या सांख्यिकी? मैं उनको कृपा का पात्र नहीं बनाना चाहता परन्तु मैं आपके माध्यम से यह सांग करता हूँ कि कम से कम रेलवे में नीकरियां जा हैं, उसके लिए 10 प्रतिशत लोगों की सुरक्षा की जाए विकलांग लोगों के लिए और कम से कम उन्हें बुकिंग पर तो, काउंटर पर तो बैठा सकते हैं। उनसे काउंटर का काम लिया जा सकता है। पूरे हिन्दुस्तान में कितने बैड्स हैं प्लेटफार्म पर, कितने प्रतिशत आपने विकलांगों को दिए हैं? आपके मैगजिन और अखबार बेचने वाले हैं, आपने कितने विकलांगों को दिए हैं? आपने कितनी कैंटीन्स विकलांगों की दी हैं, इनके बारे में सोचना है? हम सिर्फ बजट पेश करें कि एक पद्धति पुरानी चली आ रही है, उसी पर हम आगे बढ़ते जाएं और कोई नई चीज

[श्री सुरेन्द्रजीत सिंह अहलूवालिया]

पेश न हो और हम सोचें कि हमने इस चीज की कीमत नहीं बढ़ाई और इन्हिलिये बाजार में कीमत नहीं बढ़ेगी। आप छोड़िए सब बातों को, आप लोहा लादने पर फ्रेट बढ़ाया, सिर्फ लोहा लादने का अगर फ्रेट बढ़ जाये तो भारतवर्ष के बाजार की हर चीज की कीमत बढ़ जाती है, क्योंकि लोहा लादने का जब फ्रेट बढ़ता है, पिंग आयरन लादने का जब फ्रेट बढ़ता है, उसी पिंग आयरन, उसी कास्ट आयरन, उसी माइल्ड स्टील से राइस हस्क मिलने बनती हैं। जब मेरी राइस हस्क मिल की कीमत बढ़ जाएगी तो नव्युरलों में राइस की कीमत बढ़ा दूंगा। आप उसे रोक नहीं सकते क्योंकि मैंने उसकी कीमत दी है और इसी तरह चीजों की कीमतें बढ़ती जाती हैं, हम उनको रोक नहीं सकते, आज इन सब चीजों पर विचार करने की जरूरत है और यह प्राइस एण्ड फ्रेट स्थायल जो है, इसको देखने की जरूरत है, इसको केलब्रुलेट करने की जरूरत है कि कैसे हम इसको रोक सकते हैं ?

महोदया, हमारा कम्प्यूटर किरायें, राजीव जी ने एक नई दिशा दी, टिकटों में बड़ी विप्लव हुआ करती थी, कम्प्यूटर सिस्टम शुरू हुआ, पर यह कम्प्यूटर आज भी कम पड़ता है। इस टिकट पर सब कुछ लिखा होता है। टाइम टेबल पर आपने ट्रेन छोड़ने का वक्त लिखा है, इस टिकट पर क्यों नहीं लिखा ? टाइम टेबल पर आप छापते हैं कि यह ट्रेन कितने बजे स्टेशन पर आएगी, कितने बजे छूटेगी और कितने बजे पहुंचेगी ? आपने इस पर क्लियर लिखा है कि क्योंकि आपने उसका भाड़ा केलब्रुलेट करना है, किन्तु आप टाइम क्यों नहीं लिखते, जबकि हवाई जहाज की टिकट पर लिखा होता है—टाइम आफ डिपार्टर एण्ड रिपोर्टिंग टाइम—आपकी इस टिकट पर क्यों नहीं लिखा होता ? अगर प्रोग्रामिंग में कोई कमी रह गई है तो उसमें सुधार लाएं और अगर थोड़ा दूर करना कठिन है तो आप ध्यान रखिए कि अगर हमारी ट्रेन लेट चलती है तो कल को कोई डेमेज सूट हो सकता है। तो यह डर भी

कम से कम रेल मंत्रालय और रेल कर्मचारियों के दिमाग में रहना चाहिए कि अगर ट्रेन लेट चहूँगी तो डेमेज सूट फाइल हो सकता है और टाइम का वरबादी का सूट फाइल हो सकता है जो हमारे लिए भार बन सकता है। तो डर चीज पर विचार करने की जरूरत है।

महोदया, हमारे समाज में एक्स-सर्विसमें भी बहुत बड़ी सख्या में हैं और पिछले सरकार ने एक्स-सर्विसमें के लिए बहुत कुछ किया है पर मैं गुजारिश करता हूँ कि अभी भी गुंजाइश है उनके लिए बहुत कुछ करने की और रेलवे में एक्स-सर्विसमें को इन्वाल्फ करने की जरूरत है। मैं मंत्री जी से आग्रह करूंगा कि ऐसे कितने प्रतिशत लोग रेलवे में आज तक इम्प्लाय किए गए हैं, यह भी जरा बताने की कृपा करें।

महोदया, उसके साथ-साथ मैं जिस जमात से आता हूँ वह एम्प्लॉय की जमात है। छह साल तक एक राज्यसभा का सदस्य रहता है और उस फ्री पास मिलता है, यह लाल आईडेंटिटी कार्ड ही उसका पास है। पर मैं यह चाहता हूँ कि जब वह रिटायर हो जाए तब भी उसके पास पास होना चाहिए ताकि वह कुछ धनराशि तो कर सके। महोदया, मैं आपके माध्यम से रेल मंत्री महोदय से गुजारिश करना चाहूंगा कि विहार का एक बहुत बड़ा इलाका जो कि आदिवासियों का इलाका है वहाँ अभी भी ट्रेनें नहीं चलतीं। वहाँ अभी भी सड़क पर घोड़ा उठाए संचाल आरतें और संचाल खड़े नजर आते हैं, जिनके पास और कोई रास्ता नहीं और वह भी किसी ट्रक का इंतजार करते हैं या किसी जीप का इंतजार करते हैं। कोई कृपा करके एक जाता है तो लद जाते हैं अन्यथा रात-दिन पैदल चलते रहते हैं।

महोदया, मैं आपके माध्यम से रेल मंत्री जी से गुजारिश करूंगा कि हजारीबाग से पटना के लिए एक डायरेक्ट ट्रेन चलाई जाए। यहाँ के लिए नवादा, नालदा होते हुए ट्रेन जा सकती है और इससे काफी लोगों को सुविधा मिल सकती है जिससे

यह जो रास्ता है, यह पटना के साथ जुड़ जाएगा अन्यथा अभी यह जुड़ा हुआ नहीं है और यह काफी लंबा पड़ता है और ट्रेन लेने के लिए आदमी को या तो गय आना पड़ता है या फिर धनबाद जान पड़ता है, उसके बाद वह पटना पहुंचता है या गिरिडीह से उसको ट्रेन पकड़नी पड़ती है ।

महोदया, मैं चाहूंगा कि उस इलाके के आदिवासी लोगों के लिए यह ट्रेन चलाई जाए और आपके माध्यम से मैं इसके लिए रेल मंत्री जो स गुजरािश करता हूं और उसके साथ-साथ बरौनी से पटना एक नान स्टाप ट्रेन चलाने की मांग करता हूं । बरौनी एक औद्योगिक जगह है, औद्योगिक शहर है जहां इंडियन आयल की रिफाइनरी है, हिंदुस्तान फर्टिलाइजर है और बरौनी थर्मल पावर स्टेशन है जोकि सीधे राज्य राजधानी से जुड़ा हुआ नहीं है । अतः मेरी गुजरािश है कि वहां से पटना के लिए एक डायरेक्ट ट्रेन होनी चाहिए ताकि आसानी से पटना पहुंचा जा सके । इसी तरह पूर्णिया से पटना एक लांग स्ट ट्रेन आती है जिसका रास्ता काफी लंबा पड़ता है । मैं चाहता हूं कि पूर्णिया से या कटिहार से जो ट्रेनें चले वह पटना तक आएँ और सीधे राजधानी तक पहुंचाएँ ।

महोदया, मैं पिछले तीन साल से यह डिमांड कर रहा हूं कि राजधानी एक्सप्रेस वाया पटना जाने का प्रावधान करने की जरूरत है और यह मेल लाइन के पैसेंजर्स की बहुत लांग स्टैंडिंग डिमांड है और हर बार यही कहा जाता है कि पटरियां कुछ ठीक नहीं हैं । लेकिन लाइन वहां नहीं भेजी जा सकती है । पटरियां वहां पर काफी कुछ लग रही हैं । इसलिए उस रास्ते से राजधानी एक्सप्रेस को ले जाने की कोशिश की जाए ।

यही कहते हुए मैं अपना वक्तव्य समाप्त करता हूं । इति ।

डा० रत्नाकर पाण्डेय (उत्तर प्रदेश) :
माननीय उपसभाध्यक्ष महोदया, सदन में कोरम नहीं है । जब तक कोरम नहीं होगा तब तक सदन को चलाना ठीक नहीं है । मैं अपने नेता गुरुपदस्वामी जी से अनुरोध करूंगा कि वह इस बात को नोट करें कि ट्रेजरी बैच में केवल 5-6 व्यक्ति बैठे हुए हैं । तो आज सदन को स्थगित कीजिए ताकि वाणिज्य मिले कि बिना कोरम के सदन न चले । इसलिए मैं अनुरोध करूंगा कि कोरम को पूरा कीजिए, कोरम के बिना जो कार्यवाही होगी वह अनियमित होगी । मैं विश्वास करता हूं कि हमारे नेता गुरुपदस्वामी जी इस बात पर ध्यान देंगे और आज सदन को स्थगित करेंगे ताकि आगे से सदस्य एलर्ट होकर सदन में आएँ और तभी बहस हो ।

श्री शिवप्रताप मिश्र (उत्तर प्रदेश) :
महोदया, मैं इसका समर्पण करता हूं ।

SHRIMATI BIJOYA CHAKRAVARTY (Assam): Madam, in the days of the Congress rule, we have seen that sometimes only two Members used to be sitting on their side.

THE VICE-CHAIRMAN (SHRIMATI JAYANTHI NATARAJAN): In any case, I was going to call some other Members who are not present. Mr. Birla. Mr. Ram Awadhesh Singh. They are not here. Since these Members are not here, I am going to adjourn the House

The House stands adjourned till 11 O'clock tomorrow.

The House then adjourned at thirty-seven minutes past six of the clock till eleven of the clock on Friday, the 23rd March, 1990.