

did not interrupt the speech of the Prime Minister, I will see that he replied to the points, but I cannot ask anybody to speak for 3-1/2 hours and then to sit again to reply to the points. We have got other business of the House to continue.

Now I am putting all the Amendments to vote—Amendment Nos. 1 to 10, 14 to 62 and 75 to 83.

*Amendment Nos. 1 to 10, 14 to 62 and 75 to 83 were negated.*

THE DEPUTY CHAIRMAN: I shall now put the motion to vote.

The question is:

That an Address be presented to the President in the following terms:—

"That the Members of the Rajya Sabha assembled in this Session are deeply grateful to the President for the Address which he has been pleased to deliver to both Houses of Parliament assembled together on the 12th March, 1990."

*The motion was adopted.*

THE DEPUTY CHAIRMAN: Now we take up discussion on Railway Budget. *(Interruptions)*. The House wants to have lunch. The House is adjourned till 3.00 O'clock.

The House then adjourned for lunch at twenty-eight minutes past two on the clock.

The House re-assembled, after lunch, at eight minutes past three of the clock.

The Vice-Chairman (Dr G. Vinya Mohan Reddy) took the Chair.

# **I. THE BUDGET (RAILWAYS) 1990-91 GENERAL DISCUSSION**

## **II. RESOLUTION APPROVING RECOMMENDATIONS OF RAILWAY CONVENTION : COMMITTEE—**

Contd.

SHRI VITHALRAO MADHAVRAO JADHAV (Maharashtra): Mr Vice-Chairman, Sir, I rise to give my comments on the Railway budget. This budget, which is not for the poor people, does not contribute either to the Indian economy or to the efficient functioning of the railways.

But, Sir, there is one thing which I do appreciate. In the beginning of his speech, the Railway Minister has said that financial performance in 1989-90 was extraordinary. As you know, our former Railway Minister, Mr. Madhavrao Scindia, was one of the best Railway Ministers... *(Interruptions)*... Our former Finance Minister has become your Prime Minister. Our former Railway Minister, Mr. Madhavrao Scindia managed the Railway Ministry in such a nice way that, as Mr. Fernandes has stated in his speech, the actual surplus achieved is Rs. 21.67 crores after the payment of full dividend of Rs. 715.66 crores. In the revised estimates also he has said that the total revenue-earning loading in the current financial year is now placed at 311 million tonnes. Though it is short of the target by 9 million tonnes, the performance of the Railways in the freight increase is also considerably good.

Sir, you know that the Indian Railway is one of the largest railway in Asia. Its total length is 62,000 kilometres. The operating locomotive fleet is 8,813; coach vehicles 37,870; total wagons, 5,58,602; total trains running, 17,619; passenger trains, 7,250; and daily passengers booked are about 1 crore; 9.59 million passengers are carried in total; the total tonnage is 329 million tonnes.

Sir, it is indicative that under our Government, our former Government under the leadership of Shri Rajiv Gandhi and our former Railway Minister the Railways have made a lot of progress. It was previously in loss actually. But in the last four, five years it has started earning profit. Of course, the credit goes to our hon. Railway Minister, the former Railway Minister, Mr. Madhavrao Scindia.

[Shri Vithalrao Madhavrao Jadhav]

Mr. George Fernandes who is the present Railway Minister is a dynamite as well as dynamic also.

SHRIMATI JAYANTHI NATARAJAN (Tamil Nadu): He is dynamiting Goa.

SHRI VITHALRAO MADHAVRAO JADHAV: No. You do not know that he has played the role of a dynamite a few years ago, and now he is a dynamic Railway Minister also. He has also given some advantages. Some new trains also he has introduced. Sir, I appreciate that 12 new trains have been introduced, the frequency of four trains has been increased, and seven trains have extended their runs. That is a good step.

Apart from that, I request through you the hon. Railway Minister to look to the economically backward regions of the country. My friend, my senior friend, I must say, Dr. Bapu Kaldate is sitting here. All the while we are raising our demand about the Marathwada Railways. Of course, this time, I must appreciate that Mr. George Fernandes has made a better provision than that made by our former Railway Minister. That is right. That is why I appreciate and I congratulate him.

SHRIMATI JAYANTHI NATARAJAN: Sir, I just want to draw your attention to something. Even before Mr. George Fernandes was not here. I understand the principle of collective responsibility. I am not saying anything about the Ministers here. Sir, I feel that he should be present here when the Railway Budget is being discussed.

SHRI KAMAL MORARKA (Rajasthan): He is replying in the other House.

THE MINISTER OF FOOD AND CIVIL SUPPLIES (SHRI NATHU RAM MIRDHA): He is in the other House.

SHRIMATI JAYANTHI NATARAJAN: Kashmir is going on in the other House. I request the Chair kindly to tell the Minister.

श्री नाथू राम मिर्धा: वह आ रहे हैं।  
He is coming.

SHRIMATI JAYANTHI NATARAJAN: Then it is all right. I thought he is in Goa.

SHRI KAMAL MORARKA: No.

श्री नाथू राम मिर्धा: आप ऐसे क्या प्वाइंट रैज कर रहे हैं? कभी कोरम, कभी मोटो. (व्यवधान)

SHRIMATI JAYANTHI NATARAJAN: Sir, I want to inform the hon. Minister through you that as a Member it is my right to raise whatever point of order I want. I need not be educated by the hon. Minister. If I want to raise a point of order, I will raise it. I do not need the Minister to tell me whether I should raise about quorum or not.

SHRI KAMAL MORARKA: Okay.

SHRI NATHU RAM MIRDHA: It is my duty to advise you.

SHRIMATI JAYANTHI NATARAJAN: I don't need your advice.

SHRI VITHALRAO MADHAVRAO JADHAV: Mr. Vice-Chairman, while appreciating the introduction of the new trains by the hon. Minister as mentioned in his Budget, I would like to put my demand about my region. Sir, you are also from Andhra Pradesh which is bordering my area. You are aware of the fact that the Adilabad-Parbani line has been sanctioned. This year the Minister has provided about Rs. 9.5 crores for that project. But it will take a long time, four five years. If the Budget provision is done at the present scale, then, it is possible that that project can be completed within five years. But by that time passengers, who are travelling from that area must have such facilities. So, constantly I have been demanding in this House that we must have at least one train on this route. Of course, there are four or five bogies attached to some passenger trains coming from Adilabad to Purna. The train actually does not go up to Manmad. So, I demand that at least for people who are travelling from Manmad to Bombay on the metre-gauge, they must have at least one express train so

that they can catch the main train of the broad gauge at Manmad and reach Bombay.

The former Railway Minister, Shri Madhavrao Scindia, had started so many new trains also. He had started the High Court Express from Nanded to Aurangabad. These are the two big cities on the metre-gauge line. From Kachiguda to Manmad there are three big cities—Nizamabad, Nanded and Aurangabad. In this very House I had demanded that from Kachiguda to Manmad one day time Express train should be started on this route so that the people feel more inconvenienced to go to important places like Aurangabad, Jalna, Nanded, Manmad and Nizamabad. And right from Hyderabad it may cover three-fourth portion up to Bombay.

There is one railway line which goes from Kachiguda to Ajmer. It starts from Kachiguda, goes via Secunderabad, Nanded, Purna and then from Purna it goes to Khandwa and then to Ajmer. Formerly it was going up to Ajmer. Now it has started coming up to Jodhpur or Jaipur. I had demanded that this train should be extended up to Delhi. I had also demanded that one or two second class AC sleepers should be attached to it so that the people in the interior areas get the benefit of this train. Right from Jaipur Jodhpur, Khandwa the place is inhabited by the economically backward people. So, I demand through this House that this train should be extended up to Delhi.

Sir, Nanded and Nizamabad are not only big cities, but they are also big business centres. Some industries have also come up there. This extension will enable the people of this area to have a direct link with Ahmedabad, the biggest city in Gujarat and another important textile city in India second only to Bombay.

It is noticed that foreign tourists coming to Bombay from Gulf countries or from Western countries who want to go to South India, do not get any direct link from Bombay. Of course, there is one Jayanti Janata Express which goes from Bombay to Trivandrum. But I find that

some of its bogies go up to Trivandrum. The whole train does not go. So, to provide a direct link one or two additional trains should be started from Bombay to Trivandrum.

One important thing I have seen in this Budget is that 15,000 additional seats are to be provided. That is a good step, but I feel some more drastic steps are needed because every day about 10 million passengers travel through the Railways and the number of 15,000 additional seats is not adequate. The number of additional seats to be provided should be increased to 50,000. Another important thing is that our former Railway Minister, Shri Madhavrao Scindiaji had introduced computerised reservation system and this has solved the problem of corruption in reservation. The introduction of computerised reservation system is not only a technological development but has also led to considerable reduction in corruption. Earlier the common people used to face a lot of problems in Bombay when there was no computerised reservation system. They were forced to pay Rs. 20 or Rs. 25 extra to the illegal agents to get their reservations. Now after introduction of computerised reservation system, this has been completely stopped. Not only that even TTEs and other Railway staff were making a lot of money and that has been completely stopped. In the budget speech the Railway Minister has said: "Many more stations are to be provided with computerised reservation system." That is a good step. I request the Railway Minister, through you, instead of introducing computerised reservation system in big cities, he may concentrate in small towns like Nizamabad, Nanded and Jalna where the metre gauge lines are there and Aurangabad also because corruption is more prevalent in backward areas. So with introduction of computerised reservation system, backward people living in backward areas like Nanded, Jalna and Aurangabad can get some relief from corruption.

There was one scheme which was started by Mr. Madhavrao Scindiaji, namely, model stations. Most of the model stations were concentrated in the Northern

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India. In this very House I have criticised it. Later on they have selected Nampally, Hyderabad and the second one at Nanded as model stations. I do not know whether they have been developed as model stations because in the budget speech I do not find any reference to it. I also demand that Aurangabad and Nanded be developed as model stations because in Aurangabad we are having Ajanta and Ellora caves. Many people both from India and abroad come to see these caves. If more amenities are provided at Aurangabad, then, it will be a good thing from tourist point of view. I emphasise about Nanded also, not because it is my native birth because the tenth Guru of the Sikhs, Guru Gobind Singh died at Nanded, Panth because the tenth guru of the Sikhs, Guru Gobind Sindh died at Nanded. The Huzur Sahab Sachkand Gurudwara is there. It is one of the important gurudwaras in our country. On Baisakhi day nearly three to four lakhs of pilgrims come to Nanded. Therefore, a lot of amenities have to be provided there. At present we are not having all the facilities to cater to so many pilgrims. We do not have even waiting-rooms at Nanded. I request the Minister to take up Aurangabad and Nanded on the metre gauge line to be developed as model stations.

The hon. Railway Minister has said in his speech "Some more Rail Yatri Niwas are to be created." That is a good thing. There is a need for providing Rail Yatri Niwas at Delhi, Bombay or some other places where there are already lodging facilities. But I request the Minister, who basically comes from Maharashtra, to provide Rail Yatri Niwas facilities at Aurangabad where tourists come. I hope my friend, Dr. Bapu Kaldute will agree with me on this point. Many tourists who come from abroad can also avail of Rail Yatri Niwas facility at Aurangabad. Similarly at Nanded also a Rail Yatri Niwas should be provided. One Rail Yatri Niwas each at Kucheguda, Hyderabad and at Marwad should also be provided.

Mr. Vice-Chairman, Sir, you might have seen the conditions of metre gauge railway stations in Andhra Pradesh from where you come and Maharashtra also.

There are no proper facilities at these stations. Most of the railway stations do not have drinking water facilities. They are not having tea-stalls, they are not having paper stalls, they are not having covered sheds, they are not having any facility. Some of the floors are also not good. At least you must see that the railway stations which have been existing for a long time, have the minimum facilities of small covered sheds so that in the summer season when there is scorching heat and when the people get scorched by sun's heat, at least in every railway station, there is a small covered shed. As regards drinking water, one tap should be there and good drinking water should be provided. Then latrines should be there, then tea-stalls should be there and all these things should be taken care of.

Now I come to new railway line and the gauge conversion.

The Minister has said that a connection with the Konkarn railway—he has said for many years in Bombay—he was in the Opposition. I was in the Congress party. He has taken care of the feelings of the people of Konkarn and this year he has made a provision of Rs. 80 crores for the Konkarn railway. I am fully aware of the demand of the Konkarn people. The poverty of Konkarn region and its backward people. This area has got the gift of natural beauty. A big forest is there. Then the Agricultural University is there. So many things are there. The Railway Minister has declared that the Konkarn railway—Bombay-Mangalore railway line will be completed within a period of five years and for that purpose, he has provided Rs. 80 crores. That is a good thing. Again when I was having discussion with the Railway Minister, he said that we are going to set up one financial corporation and something like Rs. 900 crores are required for this purpose. The entire expenditure will be met by the Financial Corporation and within five years

that project will be completed. I think that would prove to be a great boon to the people of Konkan area.

Now I come to a very long awaited demand of my area that is Manmad-Mudhker-Adilabad metre gauge to be converted into broad gauge railway line. Of course in 1972, when there was an extraordinary drought, the then Prime Minister, Shrimati Indira Gandhi had gone to Aurangabad and declared that the project will be undertaken. Then in 1977-78, Prof. Madhu Dandavate when he was the Railway Minister, he too had accepted that proposal and had given the green signal. In the eighties, a very meagre provision was made—sometimes Rs. 5 lakhs, sometimes Rs. 10 lakhs and sometimes Rs. 1 crore. My friend, Dr. Bapu Kaldate and I have been fighting for this for the last six-seven years in this House and up to this time, Rs. 31 crores have been spent on a project of Rs. 125 crores. Last year, Shri Madhavrao Scindia had provided Rs. 5 crores for this project but when we made our representation, he increased that provision up to Rs. 15 crores. Now, the hon. Railway Minister has made a provision of Rs. 14 crores for this project. I request the hon. Railway Minister that if Madhavrao Scindia could provide Rs. 15 crores and not a very meagre amount was given to the Konkan railway last year, this year you have provided a sum of Rs. 80 crores for the Konkan area, you please provide a little more for our project also. Please don't think that Konkan or Marathwada regions are different. For George Fernandes, Konkan, Marathwada and Bombay are all the same. I must say that he has shown the best example of national integration because he neither forgot his jansambhoomi nor his karembhoomi.

जो कर्म भूमि है वह कर्म भूमि  
बम्बई है, मराठवाड़ा है। उनकी जन्म भूमि  
है कर्नाटक, कर्म भूमि है बम्बई और वह  
आने हैं विहार में।

I would be more happy if instead of Rs. 14 crores, Rs. 25 crores would be provided.

हमारे बाजू की जो भूमि है उसका  
खयाल कीजिए।

Then, through you, Sir, I request for another project—Adilabad-Parvani. For this, he has made a good provision of Rs. 9.5 crores. So Rs. 14 crores plus Rs. 9.5 crores, comes to Rs. 23.5 crores. I request that for this Manmad-Parvani-Parali project—and I would request Dr. Bapu Kaldate also to put his efforts because now he is in the ruling party—to make a provision of Rs. 25 crores instead of Rs. 14 crores. And Rs. 9.5 crores is quite enough. This year's provision is Rs. 35 crores. If the financial corporation which he is going to create for the Railways helps and if the Manmad-Adilabad, Manmad-Parvani-Parali and Parvani-Adilabad lines are converted into broad gauge within five years, I assure him, when the Minister is alive, we will install his full-size statue, either at Aurangabad or at Nanded. That is my commitment in this House. I am sure that the Minister is capable of doing this. Don't you agree with me, Mr. Bapu?

DR. BAPU KALDATE (Maharashtra): I will contribute to it.

SHRI VITHALRAO MADHAVRAO LATTOOR: We have been waiting for a long time for this railway line. Even during Mr. Madhavrao Scindia's period we used to say that for Ahmednagar-Bed-Purvi. Our Ex-Member of Parliament, Kabeer Singh—though not much educated, she had a very developed mind—pursued constantly this railway line and saw to it that a survey was made. But in this Budget, the new line has not been included. Now, another M.P. has come from your party. I am quite happy. Mr. Thackeray is a good friend of mine. If you want to strengthen your party, please take up the work of a new line for Ahmednagar-Bed-Purvi. There is another important thing. There is a narrow gauge line from Mirai to Lattoor. On that line there is a big holy place, the temple of God Vitthal. Lakhs of people from Karnataka and Andhra come every year there. People from Mirai and Lattoor also come. For a

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very long time we have been demanding that this narrow gauge line should be converted into a new broad gauge line. Every time, the answer is that due to constraint of resources, the work could not be undertaken, Sir. I do not know what type of economic survey is there. If there is no infrastructure available for backward regions, how then will a feasibility report come? Unless you lay new roads and new railway lines and communication line, the area cannot be developed. I request the hon. Minister to take up the work of conversion of this line into a broad gauge line and extend it to Lattocr Road. There is another hon. Member in the other House, Shri Uttamrao Rathod, who is my friend and he hails from Hangoli constituency. He has also demanded in the other House for a new railway line Bhokar-Kadgaon-Umarkhed-Pasad-Daura. The people of Vidharba are also demanding consideration of that project. There is another old project which was taken up during the Nizam period. There was a proposal to lay a new line from Ramagundam to Kurudwadi, Ramagundam to Nizamabad and then from Bodan-Deglore-Muked-Gandar and then up to Kurudwadi. The old proposal was there. Survey was also done up to Nizamabad. I do not know what happened to that later on. This is very important because a distance of 300 kilometres will be reduced for Bombay from Ramagundam and to Kurudwadi and then to Bombay. This line will run through the backward areas of Marathwada, Telangana and some parts of Karnataka. That is why I request, through you, the Minister to consider these things.

Another important matter is, the former Railway Minister had come to my place and he had inaugurated the Nanded Railway Division. In the last year's speech also it was written that a new railway division will be opened at Nanded. Sir, two years ago, when there was a written examination for vacancies in South Central Railway, from Marathwada region nearly two lakh candidates took the examination. There were 200 or 300 vacancies. Out of those one lakh, only 12 people were selected. I

do not know whether they had got the employment or not. It is but natural that the people who are living in Andhra Pradesh feel that they should get employment and people who are residing in my area feel that they are getting injustice. From that point of view, I have raised this issue in this very House. The answer has come from the Minister. That is true. Twelve people have been selected and they have also not traced out whether they have come for employment or not. We have demanded a separate Division at Nanded. The Minister has agreed. He has inaugurated that Division, yet the Division has not come. But in this Railway Budget, he has made a provision for that Division. So I request the hon. Minister that for the acquisition of land and other things, he should consult the Chief Minister of Maharashtra and take early steps that his Division should be opened in Nanded. It was opened by the hands of our former Finance Minister Shri S. B. Chavan. Mr. Madhavrao Scindia was also there.

एक मातृतीय सहस्रः पञ्चर लघा  
दिया :

श्री विठ्ठलराव मधवराव जाधव :  
बाकी कुछ नहीं हुआ :

Another drawback in this Budget is that the hon. Railway Minister has increased the charges of platform ticket. It is unjustifiable. Formerly, a platform ticket was sold for 10 paise or 20 paise. Then it was increased to 50 paise. Our Government had increased it to one rupee and now it has been made two rupees. It is unjustifiable. You please reduce it to one rupee. Formerly, when it was kept at 50 paise, the problem of change was there. When it has been made one rupee, there is no question of any change. So it should be increased to two rupees. It is unjustifiable on the part of the passengers and the Government also.

Another important point which I would like to make is that the reservation charges for the sleeper coach has been increased from ten to twenty-five rupees for different distances. I do not agree

with that also. I cannot defend it; I cannot justify it. When a person who is coming from my place to Delhi, has to pay Rs. 80 or Rs. 90 for the ticket and Rs. 25 as reservation charges, that is more than one-fourth amount to be paid for reservation. I request the hon. Minister to reduce the reservation charges and it should be made uniform, i.e. Rs. 10 or it should not be increased beyond ten rupees. Another important point is that if you increase the AC First Class or air-conditioned First Class fare, I am not concerned with it because the rich people travel by them. Nobody will say that it is not justifiable. So, Sir, I request through you the hon. Railway Minister to take care of that.

Modernisation of railways is equally an essential thing. You know that for a very long time, the electrification process has been going on from Bombay to Delhi, Bombay to Calcutta, Bombay to Madras and Madras to Delhi. These are all main lines of the Railways and they should be electrified as early as possible. Unless the speed of the railway electrification is increased the Railways cannot progress. The speed of progress is directly correlated with the speed of electrification of the Railways as far as the Railways are concerned. So, Sir, electrification is very essential. New modern technology is also equally important because I had an opportunity to see in Japan the Bullet Train running at the speed of 250 kms. per hour. Though we cannot do that, I am proud that our Rajdhani Express goes at the speed of 120 kms. per hour and reaches within 16 hours. Earlier, it was 18 hours, because the track is not so good, we cannot increase their speed. With the introduction of new technology, we can increase the speed. If we do not have the technology, we can borrow it. But borrowing the mass-based technology is not difficult at all. That is important. Whatever things are there with the people, we can take those things and we can introduce them in our Railway system so that they can benefit.

43 R. S.—12.

Lastly, Sir, I would like to say that Railway Budget and Railway working system should be an employment-oriented system. It must have the potential for the creation of employment. We are having a large population in our country. And, Sir, so many people are deprived of their employment and they are not getting any employment. So, I would like to request that new avenues of employment should be found by the Railways. Planting of trees on both sides of the railway lines, maintenance of the environment, taking care of nature, and so many other things are there which can provide employment. So, the Government should try to find some new avenues of employment within the Railway system itself. The Indian Railways is the largest Railway in the whole of Asia and it is the second largest in the whole world, next only to that of the Soviet Union and our Railways should be made the most modern and technologically the most well-equipped one in the world.

With these words Sir, I conclude.

THE VICE-CHAIRMAN (DR. G. VIJAYA MOHAN REDDY): Yes, Mr. Gurudas Das Gupta.

SHRI GURUDAS DAS GUPTA (West Bengal): Mr. Vice-Chairman, Sir, frankly speaking, I do not feel just disappointed at the Budget that has been placed before us, but I feel totally let down because this Budget could have been placed by any Maharaja, may be from Gwalior or from any other town of the country.

SHRI VITEALRAO MADHAVRAO JADHAV: Your Maharaja is ruling this country now and you should not forget that.

SHRI GURUDAS DAS GUPTA: But since this Budget has been presented by a known socialist and an acclaimed trade union leader at one time of the Railwaymen, I feel let down because certain principles that we all stood for together seem to have been sacrificed.

Sir, the point is that this Budget could have been presented by Mr.

[Shri Gurudas Das Gupta]

Madhavrao Scindia also. There is no difference, there is no demarcation, and it has only a demoralising effect on the people who wanted a change of Government, not for a change of persons, but for a change of policies. Therefore, in my opinion, this is a repetitive Budget, treading on the beaten track of the previous Government.

The important point is that the passenger fares and freight rates have been increased. But what about the promise of a change, a change in the direction of the improvement of the running of the trains, change in the direction of providing greater amenities for the common people who travel by trains, not in reserved coaches, but on the rooftops of the trains? In my opinion, the cost of inefficiency, the cost of malfunctioning, the cost of corruption, the cost of lack of accountability, the cost of chaos and the cost of disorder, all have been added to the social cost of running the trains and the sum total has been put as an additional burden on the common passengers of the Indian Railways. The additional revenue that Mr. Fernandes intends to raise through the increases in fares and freight rates could have been obtained without taking recourse to increasing the fares and freight rates, but by improving or tightening the Railway administration, by preventing leakage and by curbing the illegal outflow of the Railway revenues. Therefore, I believe that this is a repetitive Budget and this course of improvement of the Railway administration for earning additional revenues has not been resorted to because this is not a very easy way to do, easy thing to do. I wish Mr. Fernandes and his Government took note to this short-cut method of imposing additional burden on the common people, but took to the longer road of revival of the Indian Railways. You will kindly bear with me if I say that forgetfulness is a trait of an human character. The Minister of today has forgotten the tradeunionist of yesterday. Not only have principles been sacrificed but some of the per-

sons who were closely associated with him when he had been leading the trade union movement have also been forgotten totally. The Minister is not here. I wish he is briefed properly of the discussion we had in this House. I wish Mr. Fernandes remembers Comrade K. M. Bhadra, I wish he remembers Karuna Bhattacharya, I wish he remembers Lakshminarayan, the one-time colleagues of the tradeunionist, Mr. Fernandes. Why I refer to the names of those persons because they are the people who had been his colleagues and that they were dismissed from service by invoking the provisions of 311. Those victimised colleagues of Mr. Fernandes should have been remembered and I believe Mr. Fernandes at least gives them pensionary benefits. They were the people who were victimised in 50s and 60s. We are honouring the participants of the freedom struggle. Why cannot we honour the people who had built up the trade union movement in our country and while doing so they were victimised. Therefore, I wish those who have been victimised long before are not given a tamrapatra but are given a little pecuniary assistance because most of them are leading a difficult life. In this connection I demand hundreds of loco workers who are retrenched during the strike in 1981 are taken back to their job. Unfortunately all these points are not covered by the present Minister but these are the longstanding demands of the trade union movement of this country. Therefore, the glorious one-time leader of the railwaymen's movement and at present a member of this Government seems to have forsaken some of the principles that he stood for in 60s and 70s. During those days of struggle Mr. Fernandes spoke against contract labour in railways. Contract labour as a system has been introduced in railways in 1980 during the Congress regime. Mr. Fernandes only carries forward the inglorious legacy of the past Government. Now even contractors are doing the job of renewal of track and contract, laying of sleepers and screening. All these are considered to



be sensitive works in connection with the safe running of trains. As you know, contractors never do their work according to the normal specifications. Therefore, their substandard works lead to derailment of trains, lead to disorder in the running of trains, lead to substandard railway track. Therefore, I would like the Railway Minister to assure the House that he is going to stand by his own commitments that he made when he was leading the railwaymen's movement or he should tell us whether he is retreating from that position. What is the condition of the rolling stock? What is the condition of the locos? What is the condition of the wagons? On a number of occasions I myself travelled in bogies that were considered to be condemned because they had already spent their normal life span. Loco workshops doing repair and maintenance work are handicapped because there is short supply of raw material and also spare parts. There are also a large number of vacancies in the railways. There was a blanket ban on recruitment in the public sector. I like the Minister to tell us whether that blanket ban on recruitment in the Railways is going to be lifted or the Indian Railways are going to be run by the Government with short manpower, leading to casualty of safety and curtailment of the amenities of passengers. Sir, lack of passenger amenities, deplorable condition of waiting halls, not of the New Delhi station but of the rural railway stations, far away from the citadel of power, and also stinking retiring rooms even today are there. I wish the Minister speaks about the improvement that he intends to make in this respect.

Sir trains do not run on time in most cases. Trains normally are late. It may be the prestigious Bombay-Delhi Rajdhani Express or the Calcutta-Delhi Rajdhani Express which are running on the normal schedule. But most of the suburban trains do not run according to the time schedule. It is our common experience that the reserved accommodation in

second class coaches is encroached upon and there is none to look after the harassed passengers at least to ensure that the reserved accommodation is given to the persons for whom it is reserved. May I remind you, Mr. Chairperson, that wagon breaking, ticketless travel and reservation rackets continue unabated even today?

Sir, I read in the newspapers that Mr. Fernandes has been moving inognito in Srinagar while discharging his responsibility as Minister for Kashmir Affairs. I invite him to travel inognito and I wish he kindly agrees to take me as his companion and I wish that he visits the Sealdah section on the Eastern Railway and see for himself what is the pitiable condition under which thousands of commuters have to travel and earn their livelihood. I feel Mr. Chairperson, West Bengal has once again been neglected. Why is that so? Because the long-standing demand of West Bengal for the construction of a rail link between Tamluk and Digha has not been accepted and the long standing demand of West Bengal people for the construction of railway line between Bellurghat and Malda has not been accepted by the Government till now. Our demand for a more pair of trains between Baripat and Sealdah has been ignored for a long time. This is a Government which speaks of its support and solidarity with the kisans. But because of non-availability of trains the poor kisans living in that are left absolutely at the mercy of the people who can deceive them. The main reason is the non-availability of easy transport to the market of Calcutta. Bottleneck between Kharagpur and Howrah must be removed.

Mr. Chairperson, let me celebrate the arrival, late arrival, of the Minister by telling him whether he is ready to consider the extension of Metro Railway to Salt Lake Stadium in Calcutta.

Mr. Chairperson, I request the Minister to kindly break with the past and to kindly bring about a change that we all stand for. This is a Budget not of change. This is a Budget that

[Shri Gurudas Das Gupta]

could have been presented by anybody else. This is a Budget that carries forward the legacy of the past. This is a Budget which only proves that a staunch trade union leader is still in the clutches of the bureaucracy. And I am constrained to say that this is a Budget that has been prepared almost on the same lines the last Budget was prepared. The short route of imposing taxation on the common people has been resorted to. This is a budget which does not speak of filling up the vacancies in the Railways. This is a budget which does not speak of taking stringent steps for improving the amenities of the common people. This is a budget that does not speak of bringing about an improvement in the whole situation. This is a budget that does not speak of taking stringent steps for clearing the accumulated garbage in the Railway Board. This is a budget which could have been presented by anybody else. This is a budget which does not speak of discarding of contract system in the Railways. This is a budget that does not speak of taking back of the retrenched loco railwaymen. This is a budget which speaks of the forgetfulness of the one-time trade union leader of his own colleagues. The people who were running the trains in 1950s and 1960s should at least be given pensionary benefits by Mr. Fernandes. Therefore, at the end, I must confess that I have not been disappointed. I only feel let down because this budget has sacrificed some of the principles which should have been followed by this Government. Thank you.

SHRIMATI SYEDA ANWARA TAIMUR (Nominated): Mr. Vice-Chairman, Sir. I am thankful to you for giving me the opportunity to take part in the debate on Railway Budget. In the election manifesto of the National Front, it was strongly said that the prices of commodities will be brought down and that they will take every possible step to control inflation. But the Railway Budget has proved quite contrary to it. This budget will lead

to further inflation. The increases in freight rates, rates for parcel and luggage as well as sharp increase in passenger fares will be inflationary as well as painful to the users of the Railway services. What is particularly worrisome is that the Railway budget will add fuel to the inflationary situation prevailing in the economy. While I appreciate the hon. Minister's concern for maintaining and improving the financial viability of the Railways, I am not at all convinced that the only route for doing so is through increases in freight rates and increases in passenger fares. Cost reduction in railway operations through efficiency improvements and higher productivity of existing equipment and manpower deserves closer attention. This alternative route would have been beneficial to both users of railway services and to the economy in general. I request the hon. Minister to indicate what steps are being contemplated for efficiency improvements and cost reduction in railway service. I would have thought that only after every effort in these directions had been taken, would the large increases in freight rates and passenger fares be implemented. It is not too late to look into these aspects. Furthermore, I would urge upon the hon. Minister to leave no stone unturned to improve the quality of railway services. Unless this is done, the users of railway services will be doubly penalised.

I think most of the points which I wanted to mention have already been mentioned by my previous speaker. So, I need not repeat them. Only efficiency improvements and cost reduction will enable the Railways to generate sufficient investible resources to increase capital stock and extend railway grid or net work. In this respect, the Indian Railways has played an important role in improving communications to far-flung areas, reducing regional disparities and originating by-passed areas into the mainstream of Indian political and economic development. However a lot have to be done.

4.00 P.M.

Sir, I would like to bring to the attention of the hon. Minister the pressing needs of the North-Eastern region of our country, in particular Assam. There is a strong case for extending the Board Gauge railway line from Guwahati Dibrugarh. The importance of this extension in the economic development of the Assam Valley cannot be over-emphasised since there is a sufficient, effective demand for passenger and freight traffic over a Broad Gauge track from Guwahati to Dibrugarh. This investment project is not only financially viable from the viewpoint of Railways, but would also make a significant contribution to the socio-economic development of a relatively backward region of the country. I request the hon. Minister to sympathetically consider this worthwhile proposal for extending the Broad Gauge net work of the Indian Railways.

Sir, rationalisation of the operation of the railways in Assam deserves a serious consideration. In this respect, I would urge the hon. Minister to consider the long-standing demand of the Assamese people that the junction in Rangia be upgraded to that of a Division.

While I deplore the inflationary implications of the Railway Budget which would be painful to the people, the Railways are faced with a challenge and an opportunity. The challenge is to improve safety and quality of service through increased productivity. The opportunity is for the Railways to extend its services to many far-flung regions of the country. I hope that the Indian Railways will face the challenge and exploit the opportunity with courage and imagination. I am afraid that these require a lot more than increase in freight rates and passenger fares. Ensuring economic growth with equity requires significant improvements in the productivity of the Indian Railways. The conspicuous absence of these pressing issues leaves a lot to be desired in the Railway Budget of 1990-91. Thank you, Sir.

## MESSAGES FROM THE LOK SABHA

**II. Appropriation (Railways) Bill, 1990**

**III. Appropriation (Railways) No. 2 Bill, 1990**

**SECRETARY-GENERAL:** Sir, I have to report to the House the following messages received from the Lok Sabha, signed by the Secretary-General of the Lok Sabha:—

**I**

"In accordance with the provisions of rule 96 of the Rules of Procedure and Conduct of Business in Lok Sabha, I am directed to enclose the Appropriation (Railways) Bill, 1990, as passed by Lok Sabha at its sitting held on the 26th March, 1990.

2. The Speaker has certified that this Bill is a Money Bill within the meaning of article 110 of the Constitution of India."

**II**

"In accordance with the provisions of rule 96 of the Rules of Procedure and Conduct of Business in Lok Sabha, I am directed to enclose the Appropriation (Railways) No. 2 Bill, 1990, as passed by Lok Sabha at its sitting held on the 26th March, 1990.

2. The Speaker has certified that this Bill is a Money Bill within the meaning of article 110 of the Constitution of India."

Sir, I lay a copy each of the Bills on the Table.

**I. THE BUDGET (RAILWAYS) 1990.**  
**#1—GENERAL DISCUSSION.**

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