

[श्री सुशील चन्द महंत]

पर चिमनियां घुंघ्रां फेंके वहां पर फिल्टर लगाये जाते हैं। उस फिल्टर से दो फायदे होते हैं। एक तो इतनी राख नहीं पड़ती है और दूसरे जो कच्चा कोयला निकल जाता है घुंघ्रां के साथ ही और फ्यूल और एनर्जी का नुकसान होता है, वह बच जाता है उसकी जो कास्ट है, फ्यूल की जो कन्जंपशन है कोयले की कन्जंपशन कम होने लग जाती है उस फिल्टर के लगाने से। तो मेरी यह दर-खास्त है महकमा वालों ने भी जो इसका इंतजाम देख रहे हैं उन्होंने भी कई बार लिखा है कि इसका फिल्टर लगाया जाये, लेकिन आज तक वह फिल्टर नहीं लगा है। उसका टेक्नीकल नेम तो मैं नहीं जानता हूं, लेकिन मेरी यह दरखास्त है उन लोगों को उस शहर में जहां आपने फायदा किया है उसका मनेजमेंट लेने का तो कम से कम यह काम करिये कि उनमें फिल्टर लगाकर उनमें जो राख बेतहाशा पड़ रही है उस शहर के ऊपर और उसके इंद्रे गिंदे की फसल नष्ट हो रही है, इसको बचाया जाये। धन्यवाद।

I. The Appropriation (Railways) Bill, 1985

II. The Appropriation (Railways) No. 2 Bill, 1985

THE MINISTER OF RAILWAYS (SHRI BANSI LAL): Madam, I beg to move:

"That the Bill to provide for the authorisation of appropriation of monies out of the Consolidated Fund of India to meet the amounts spent on certain services for the purposes of Railways during the financial year ended on the 31st day of March, 1983 in excess of the amounts granted for those services and for that year, as passed by the Lok Sabha, be taken into consideration."

Madam, I also move:

"That the Bill to authorise payment and appropriation of certain

further sums from and out of the Consolidated Fund of India for the services of the financial year 1984-85 for the purposes of Railways, as passed by the Lok Sabha, be taken into consideration."

Madam, before commending the Appropriation (Railways) Bill 1985 and the Appropriation (Railways) No. 2 Bill 1985, I wish to explain to the House how the Demands for Excess Grants (1982-83) and Supplementary Demands for Grants (1984-85) have arisen.

The Demands for Excess Grants relate to the expenditure incurred during 1982-83 in excess of the amounts granted by Parliament by 6505.31 lakhs. Bulk of the excess had arisen under Demand 13, Retirement Benefits (Rs. 22.57 crores) and Demand 15, Dividend, etc., payment to General Revenues (Rs. 20.9 crores). The former being payment of retirement dues to staff, the payment could not be deferred and the excess had to be faced. The latter has arisen as a result of payment of deferred dividend to the General Revenues which had to be paid to a larger extent than that provided in the budget as a result of a larger surplus than budgeted having been achieved.

The excess under the other demands—Demand No. 10, Fuel and Demands Nos. 4—6, Repairs and Maintenance—is marginal, being less than two per cent of the sanctioned grant.

The above excesses were examined by the Public Accounts Committee 1984-85, who have recommended regularisation of the same in their 222nd Report (Seventh Lok Sabha).

Measures to achieve more efficient control over the expenditure have borne fruit and over the years the excess over the sanctioned grant has shown a significant reduction. The excess which was Rs. 247.29 crores in 1980-81 came down to Rs. 88.62

crores in 1981-82 and again to Rs. 65.05 crores in 1982-83.

The Supplementary Demand for Grants is for an amount of Rs. 91 lakhs. This is for recoupment of advances obtained from the Contingency Fund of India to make an immediate start on certain urgent works which had to be taken up immediately to avail of the current working season. These are:—

(1) A work of gauge conversion from Parbhani to Purna and Mudkhed to Adilabad on the South-Central Railway had to be taken up urgently to ensure uninterrupted supply of coal to the Thermal Power Station at Parli-Vajinath.

(2) Doubling of track between Malda-Kumedpur; and

(3) Provision of tokenless block working on Kumedpur-New Bongaigaon section and provision of loops at 12 stations on the North-East Frontier Railway. These works were required to augment the line capacity with a view to ensure uninterrupted communications in this strategic region.

(4) Provision of automatic signalling on Haur-Kharagpur section of the South-Eastern Railway. The work was found necessary to augment the line capacity which had become over-saturated due to introduction of additional passenger trains.

(5) Road over-bridge in lieu of level crossing on the Wardha-Sewagram section in the Central Railway; and

(6) Road over-bridge in lieu of level crossing at Mau Junction on the North-Eastern Railway. These works had to be taken urgently in the interest of safety of both rail and road traffic.

(7) Manufacture of 28 II Class day coaches at the Integral Coach Factory, Perambur. The coaches had to be manufactured urgently to augment the day services on the railways.

The questions were proposed.

SHRI MOSTAFA BIN QUASEM (West Bengal): Madam Deputy Chairwan, I rise to oppose these two Bills initiated by the hon. Railway Minister, and I want to avail myself of the opportunity to register my protest against the way in which the Government is managing the affairs of the railways in certain vital aspects even today.

Madam, the first Bill seeks to meet a constitutional requirement stipulated under article 115(1)(b) of the Indian Constitution to regularise certain expenditure incurred by the railways during 1982-83 in excess of the amounts already granted by Parliament.

Madam, in this connection, I want to make certain observations regarding the impropriations and irregularities involved in the budgeting and accounting process of the railways, and in making such observations I need not go beyond what the Public Accounts Committee have remarked in the 222nd Report of the Committee. Madam, the Public Accounts Committee, you know, has long been trying to impress upon the Government that this excess expenditure is unauthorised expenditure and that it betrays, lack of financial discipline on the part of the Government. I repeat, Madam, It betrays, lack of financial discipline on the part of the Government. I seek your permission to quote from the Report of the Public Accounts Committee regarding this matter because the reasons behind this excess expenditure are many. The Public Accounts Committee has observed, and I quote, Madam:

“An analysis of the reasons for excess expenditure over authorised allocations indicates that, as in the past, defective estimation of requirement of funds, lack of proper and timely review and monitoring of funds, failure to anticipate properly and provide fully for cost of materials for periodical overhauls and special repairs to wagons etc., have mainly contributed to the excess expenditure. The Commit-

[Shri Mostafa Bin Quasem]

tee have no doubt that by a better control over expenditure and more accurate estimation of liabilities, much of the excess expenditure could have been avoided. The Committee also note that a sizeable part of the excess expenditure was on account of pay and allowances, retirement benefits. The Committee have repeatedly emphasised that there should be no excess expenditure on account of pay and allowances as there is no element of uncertainty on this account."

I would like to draw the attention of the Hon'ble Minister, through you, Madam, to these observations which have been made rightly by the Public Accounts Committee in the said report. Now, another major reason for this excess expenditure has been due to the fact that expenditure relating to some of these 'Grants' have been wrongly booked under other grants. That is, this excess expenditure has resulted from misclassification of expenditure. Madam, I am constrained to say that misclassification of expenditure which retards sound budgetary control has been more or less a normal feature with the Railways. The Public Accounts Committee in its observations have also mentioned and with your permission I quote:

"The Committee are led to the inescapable conclusion that the Ministry of Railways have failed to effectively tackle the problem of misclassifications of expenditure between various grants. The Committee would again urge the Ministry of Railways to undertake a thorough scrutiny of the reasons for large scale misclassifications and to devise fool-proof measures to obviate recurrence of misclassifications.... The Committee would also like the Ministry to fix responsibility for such patent errors as soon as they occur".

I would once again like to draw the attention of the Hon'ble Minister to these observations of the Public

Accounts Committee and request him to take adequate steps so that such irregularities do not occur in future.

Madam, coming to the appropriation (Railways) No. 2 Bill, 1985, which relates to the supplementary demand for grants amounting to Rs. 91 lakhs. I would not like to go into the details of the different heads under which this supplementary demands for grants has been made. But I would like to take this opportunity to make critical observations of the working of the Indian Railways. I think it has crossed its adolescence stage. We are sure and I do agree that Indian Railways have definitely crossed the infancy stage. Even at this stage there are certain gross irregularities in the working of the Railways. I would like to mention a few of them. First of all, I would like to draw the attention of this august House, and particularly the Hon'ble Minister, through you, Madam, that even today there is a lack of planning in the Railways at the national level which has resulted in adverse repercussions in the field of opening of new lines, renewal of tracks, conversion of gauges, taking up of new projects, working upon and implementation of the projects, making improvement in rolling stocks, etc. This lack of planning on the part of the Indian Railways may be illustrated in many ways. I seek your permission, Madam, to refer to two or three such cases. It is our knowledge and the information goes that the Railway coaches produced by Integrated Coach Factory, Perambur, the workability and the longevity of the Railway coaches produced in that factory is roughly 15 years. After 15 years, a coach which was put on the rails has got to be replaced. Now, the annual production at ICF, Perambur after 15 years is just used to meet the demand annually arising to replace the worn out and delapidated Railway coaches. After 15 years, the annual production is not catering to the needs of expansion. It is not meeting newer demands.

Another thing which is happening—instances of which are not rare and I would like to point out that lack of planning is resulting in such things very often the Railways take up a project, start working on it and work on it for two or three years and then for some reason or the other, discontinue working on it or stop working on it and take up a new project more or less of a similar nature. (Time-bell). This is something which is very much distressing. Madam, I seek only two or three minutes.

I would like to take this opportunity to enquire about two or three things from the hon. Minister, through you, Madam. First of all, what about the casual workers working in the Indian Railways? According to the latest information, there are about 2.5 lakhs of casual workers working in the Railways for the last 10 or 15 or 17 years. We have been pointing this out to the Government repeatedly. The Government should come out with a complete solution of the problem. What is all the more distressing a note is that the predecessor of the present Railway Minister added to the fleet of casual workers to the tune of 2,000 in West Bengal alone. Now, without solving the problem of the existing casual workers, if you go on increasing the fleet of casual workers, that will aggravate the problem.

Then another clarification that I would like to seek from the hon. Railway Minister, through you, Madam, is, what about the loco running staff? In spite of repeated assurances from the Government, the ten-hour working day has not yet been ensured so far as the loco running staff are concerned. I would also like to draw the attention of the hon. Minister to the fact that a good number of loco running staff are still remaining victimised. I would request the hon. Minister—I would not like to advise because it is beyond my competence—I would urge upon the Government

to give a serious thought to these things and evolve a just and realistic solution to the problem so that the fate of the loco running staff is determined in the right path.

Madam, just one minute more. The number of railway accidents is still alarming. In reply to a question, the hon. Minister of State, perhaps on 24-1-1985, in the other august House, Lok Sabha, stated that there had been 38 collisions, 62 derailments, 61 level crossing accidents and 21 fires on the trains in the Indian Railways during 1984. I need not go into the details of the causes behind this phenomenon. But I would request the hon. Minister to put to use his know-how which he obtained very recently particularly as the Chairman of the Estimates Committee regarding the state of affairs in the Indian Railways. I would request him to put to use his knowhow and take adequate steps, meaningful steps, so that accidents on the railways are curbed to a considerable extent. That is all, Thank you Madam.

SHRIMATI MONIKA DAS (Karnataka): Madam Deputy Chairman, I rise to support the two Appropriation (Railways) Bills moved by the hon. Railway Minister. Railway is one of the worst economic departments and anybody can travel from the roof to the saloon in a train.

12 Noon

My friend said that the performance of the Railways has a direct bearing on a large section of the people. The public is unaware that the Railways are in difficulties, mentally and physically. It has a labour force of 1.9 million people. There are 32,000 wagons in the Indian Railways which go on moving daily and more than nine million people are travelling in the Indian Railways daily. Still my friend, who spoke just now, said he was opposing the two Appropriation Bills. As I said there are about ten million people travelling in the Indian Railways daily, from saloon to the roof. There are so many roof-tra-

[Shrimati Monika Das]

vellers. There are definitely merits and demerits in this. Many natural things will happen. I feel the Railways should have the most sophisticated signalling system with the latest electronic equipment. This should be spread all over to avoid fatal accidents in the Railways.

I feel that a large number of workers do not receive the attention of the Railway Administration. There is lack of attention on the part of the Railway administration towards their employees. About 1.7 million people are working in different posts in different workshops and in open lines. There is no dialogue between these workers and the officers. The administrative machinery should be strengthened, if necessary, to provide opportunities for dialogue between the different categories of workers on the one hand and the administration on the other.

Coming to thefts and dacoities in the Indian Railways, if you analyse you will find out that in most cases the Railway Protection Force people are involved. We have seen that in most of the thefts and dacoities the Railway security force people are involved. I would request the Hon'ble Railway Minister to see that there is proper coordination at various levels so that this menace and inefficiency are stopped.

Madam, now I would like to say a few words about casual labourers. My friend on the other side has also spoken about this problem. It is true that the Railways have the largest force of casual labourers. In 1980 there were about 5 lakhs of casual labour. Though this figure has come down by now, still they have a force of 3 lakhs of casual labour. These casual labourers are exploited by the Railway Officers. Even after putting in a service of five to ten years, they are not made permanent. If they are continuously employed, then they have to be made permanent. In order not to make them permanent and exploit them, they break their

service and thus create loopholes so that the continuity is broken. In the open lines and in various workshops thousands of casual labourers are employed. I know what they do in their engineering departments. If they want ten people, they will take 20 or 30 people. When the work is over, they are thrown out without giving them any benefit. The officers know how to create loophole and dispense with their services after creating a break in their service. There is a provision that if they have worked continuously for a period of sixty days or so, they should be made permanent. But they are not made permanent even though they might have worked for such a period continuously. Therefore, I would request the honourable Railway Minister to look into the problems of the casual labourers working in the Railways. They are the most important people and they are required for every inch of space in the Railways. For operating sophisticated machines and other things, we required officers. But casual labourers are the most important people so far as open line works are concerned.

Efficiency should be ensured in the Railways. There may be merits and demerits in any system. Now, it seems the Railways have abolished all the Committees. I would like to tell the Minister: You need not abolish all the Committees. But you can abolish the Hindi Salahkar Committee. I do not mind your abolishing it. I do not want that Samiti. But there are other important Committees like the DRCs, that is, Divisional Railway Committees. We had the Zonal Users' Committees. These Committees could go into the merits and demerits of any issue and can go into the problems of the passengers. If you abolish all these Committees, how will you find out what is going on in the Railways, what the problems are, etc? At least, Madam, a few important Committees should be there.

Madam, earlier, the Railway Minister promised many things during the Budget time. In my State, that is, in Karnataka, there is a train to Delhi. It is from Bangalore to Delhi. The then Railway Minister had assured that five bogies would be attached to this train. But this has not been done. I would request the honourable Minister to do this immediately. The people in my State in general and those in Bangalore in particular are facing a lot of difficulties for want of these five coaches. There is no other train for them except this to come to Delhi straight. Therefore, I would request the honourable Minister to provide these five coaches promised earlier so that we are able to come to Delhi without much of a difficulty.

Then, Madam, there is the problem of unrecognised unions in the Railways. There are many such unions. We do not mind recognised unions. But there are many unrecognised unions and they are misusing all the workers, particularly the casual labourers. These people do not know which is a recognised union and which is not a recognised union. So, they go on from union to union. So, these unrecognised unions should not be given any encouragement at all.

During the last Budget session, the honourable Railway Minister had given so many assurances. But I would like to request the present Railway Minister to see that the minimum facilities are available. Level crossings should be there at important places. Overbridges also should be there wherever necessary. Many accidents take place because of the level crossings remaining unattended. At the manned level crossings, there are people who are operating the levers because it is manually operated. I have also seen in many places men pulling the levers and they are operating the levers manually. I would like to suggest that all such manually operated levers should be removed and everywhere there should be automatic, sophisti-

cated and electrically operated systems. At important railway crossings there should be at least an over-bridge. If that is not possible, at least an over-bridge should be there to avoid accidents.

Madam, this is an Appropriation Bill. The hon. Member is getting money for the railways. They are using it. I do not say that they are not using it; they are using it. But I request the Railway Minister to see that it should be used properly so that the system is greatly improved. The Railways is a most important department. Most people are using the railways. I request the hon. Minister to look into this matter.

Madam, I received a letter from the hon. Railway Minister. Last time at the time of the Railway Budget I gave some suggestions. There is one train from Bombay to Bangalore called the Mahalakshmi Train via Miraj and Hubli. Only from Bombay to Miraj it is broad gauge, and from Miraj to Bangalore, a distance of 400 kilometres, it is metre gauge. Because of this the people are put to a great deal of difficulty. The Railway Minister has written a letter to me that engineering surveys have already been done for conversion of MG line into BG line from Miraj to Bangalore and they are going to take it up during the Seventh Plan period. I request the hon. Minister to see that it should be taken up immediately. And, at present, there is no railway line from Hubli to Kurouvad which is a most important place it is a manganese area. But they are taking it by trucks. If a railway line is completed there, they can save a lot of money.

With these few suggestions, Madam, I support the Railways Appropriation Bill, and I hope that the Railway Minister will look into it properly to ensure that the Railways are run smoothly, effectively and efficiently.

Thank you, Madam.

THE DEPUTY CHAIRMAN: **Shri Ramakrishnan.**

SHRI R. RAMAKRISHNAN (Tamil Nadu): Madam Deputy Chairman, at the outset, my humble salutation to you, since it is the first time I am speaking after you have taken over as Deputy Chairman. I am happy indeed that today our venerable Member from Uttar Pradesh, Shri Kamalapati Tripathi, is here, because when I first entered the Rajya Sabha he was the Railway Minister and in my maiden speech on the Railway Budget I referred to him as the Bhishma Pitamah. So I am very happy that he is here today. But I am doubly happy that the Minister of Railways has been entrusted to a very esteemed friend of mine, Mr. Bansi Lal, whom I consider as one of the most dynamic Ministers, since I have had the occasion to work with him in Committees and I have seen him in action. And I am sure that with the help of a young and equally able man like Mr. Madhavrao Scindia the Railways have got a very bright future in India.

Madam Deputy Chairman, the Railways in India are the life-line of the nation. In fact, the Railways are the biggest public sector undertaking in this sub-continent, and not only in this sub-continent, next to China, and to another country in South America, I think, the Indian Railways are the second or third largest undertakings in India. And, therefore, it is absolutely necessary that the funds which are available with them should be properly and efficiently utilised to get the maximum advantage out of it. But, unfortunately, for whatever reason, despite the massive pumping in of funds into the Indian Railways over a period of years, the Indian Railways are not doing as well as they should. Every time a new Railway Minister comes, he gives one slogan or the other. Madam, as you know, mere slogans won't work and it is only when you get something concrete in action, you know what your money is doing.

One of the most important things in the Railways is safety and every Minister and every Administration has been stressing it. It is no doubt unfortunate that as soon as Mr. Bansi Lal took over, there were a few railway accidents. But what are the reasons which have caused these accidents? Is it man made or machine made? What exactly is the reason? Herein lies the answer to this very important thing. External vigilance alone can result in proper, safe and accident-free railway running. I do not think the Railways have done well in having a crash programme for computerisation of signalling. Small things like reservations can wait. The fifth, sixth, seventh and even eighth generation computers have come into play. I think the Railways should make use of these for signalling so that you can have efficient running of railways. About two years back, the Railway Minister, in reply to one of my suggestions, said that as far as computerisation for reservations is concerned, a beginning has been made. I may submit that even there it is pell-mell. A visit to any Railway Station in our country will show that the Railways always say 'full' as used to be the case with the Indian Airlines in the old days. We have introduced reservations against cancellations and it is a welcome thing. I think you should streamline it further.

I will now come to a more important thing about the Railways. A recent study about the condition of the tracks of the Indian Railways shows that more than 8000 kilometres of tracks have become worn out because they have completed their life span. These should be renewed immediately. I would like to know from the hon. Minister whether it is correct. If so, is there any time-bound crash programme which the Minister has got in this connection?

I would say that the Railway Administration is one of the good things

handed over by the British. As far as Parliament is concerned, every one of the speeches made by the Members here is dissected by the Railway Ministry and a reply is given by the Railway Minister. But a mere answer is not sufficient. I think there should be implementation of the assurances given by the Minister.

Madam, punctuality in the Indian Railways has become a joke. Things have come to such a pass that when somebody went to the railway station and found that the train was coming on time, he was surprised. But soon he discovered that it was yesterday's train. This is not only a joke today. During the last 3 or 4 months, I do not think the Tamil Nadu Express has arrived at the correct time on a single day. Punctuality on the Indian Railways is very bad and I hope that during the regime of Mr. Bansi Lal, he will see that the trains run on time.

There should be proper passenger amenities provided at the railway stations and also in the coaches. I do not know whether you had the good fortune of travelling in the Indian Railways, but definitely our railway coaches, many of them, whether 1st Class or 2nd Class, are bad and awful. Everyone of us who travels in trains, it may be any class, knows that there is absolutely no maintenance as far as the coaches are concerned. Most of the coaches require a thorough overhauling and I hope that this will be attended to. Basic amenities like drinking water are not available in many of our way-side stations. It is the least that the Railway Administration can do, i.e. to provide drinking water at the railway stations for the convenience of the passengers. I think this will be done on war footing.

Another point is about the top Railway Administration. I have absolutely no knowledge or even acquaintance of the top officials in the Railway Board. We read from the newspapers that many of them are going

to retire in two to six months. There should be some proper thinking at the highest level that persons who are entrusted with the care of the day-to-day running of the Railway Administration, particularly the Chairman, the Member (Engineering) and the Member (Mechanical) of the Railway Board are in their position. The Minister should think well in advance and see that persons are there at least for a period of two to three years in their posts. And they should see that the persons who are there are there at least for a period of two or three years in whatever posts they are. And they should have some proper thinking on the subject so that there can be some proper thinking, some proper implementation and some proper follow-up. If officials come and go, I am not saying that the Railway administration will be paralysed. But then there will be no continuity if you keep on changing the men at the top. So, give a person a tenure of three years. Even if a person is going to retire, make an exception and give him one or two years or whatever period of time you want so that the top Railway administration is not the subject of frequent change.

Fourthly, I would like to say that you see that the Railway Minister talks to the Planning Minister and to the Finance Minister to see that adequate funds are available. Previous Minister, Mr. Ghanj Khan Choudhury said that the Planning Minister and the Finance Minister do not release enough funds. In fact, I had suggested earlier that the Railways is one organisation which can think of floating their own Bonds. This is one method by which black money in this country could be tapped. Suppose the Government was to announce that the persons can invest money in Railway Bonds and that this will not be questioned, so much of black money will become available for good use. And this is a suggestion which can be considered. But anyway ade-

[Shri R. Ramakrishnan]

quate funds should be released to the Railways by the Finance and the other Minister.

Before I conclude, Madam, I will come to two or three things involving my State. And before that, one very important thing which I want to mention is that recently the Railway Minister, in reply to a question tabled by my colleague, Mr. Mohanarangam and other, has said that there is no proposal to name the Grand Trunk Express or any other Express after the name of our late revered Prime Minister Indira Gandhi. Previously also, about three or four years back, I have made a plea in this House that important national trains should be named after very important and non-controversial national leaders. I am sure, you will all agree that Mahatma Gandhi is a non-controversial national leader. I am sure, this whole House and this nation has agreed that Mrs. Indira Gandhi, despite whatever the differences of opinion people had with her, was an outstanding national leader, if not an international leader. Similar is the case of our Periyar Anna who was a national leader. Similar is the case of Subrahmanya Bharathi. Similar is the case of so many other persons—Netaji Bose and others. The Railway administration, taking cover under the plea that it is not the policy of the Government, says that no train will be named after national leaders because there will be a plethora of pleas for naming this train or that train after national leaders. I do not see any reason. At least they can name important national trains after very important and outstanding national leaders like Mrs. Indira Gandhi, for example.

THE DEPUTY CHAIRMAN: Only if the trains are run on time.

SHRI R. RAMAKRISHNAN: Even if they do not run on time, the fact that the train carries the name of Indira Gandhi who was a strickler for punctuality and discipline will make the Railway administration see that

that train goes on time. Therefore, I once again plead with the hon. Minister, Mr. Bansi Lal, that he should convince the Cabinet and change the policy and name the Grand Trunk Express after our outstanding national leader Mrs. Indira Gandhi, and the Tamil Nadu Express after our great leader, Periyar Anna, and also the other important train going to the South after the great freedom fighter, Subrahmanya Bharathi.

AN HON. MEMBER: Mahatma Gandhi also.

SHRI R. RAMAKRISHNAN: Of course, people have forgotten Mahatma Gandhi. I would also very much like that his name is also included for the Rajdhani Express or anything else.

Now, coming to Tamil Nadu, Madam, only recently, in reply to Question No. 80 in this session, the hon. Minister of Railways has given an exhaustive reply about the conversion of the Karur-Dindigul-Tuticorin line into Broad Gauge. Madam, ever since I was a boy, I have been hearing that this Karur-Dindigul-Tuticorin line is going to be converted into Broad Gauge. And now I have become a man, I have become a Member of Parliament. Still I am hearing that the project is going on. And every year the same reply is given. And this year they have said that the outlay for the project during 1984-85 is, however, substantial. But, at the same time, in answer to Q. No. 80(c), the Minister says that no target date for the completion of this 324 Kms. project has been fixed so far. Madam, right from the time of Jawaharlal Nehru, down to the time of Indira Gandhi and now the time of Mr. Rajiv Gandhi, this has been pleaded by every single Member of Parliament representing Tamil Nadu, irrespective of party affiliation, that this is something which is long-standing. At least in your time, Sir, please fix a time-bound schedule, say by 1986

this should be implemented. And you should have a report of what happened in 1986, 1987 and 1988 so that this will be completed according to that schedule. Otherwise, that will only remain on paper. I request the Minister to see that this project is taken up immediately on a time-bound schedule.

As far as Madras is concerned, there are 3 great trains, Vaigai Express, Pallavan Express and Cheran Express, going to three important towns of Madurai, Coimbatore and Tanjavur. These trains have only second class accommodation. They are very popular and useful trains. Please see that at least one A.C. coach is added to these trains with immediate effect. Today second class A.C. sitting accommodation is very popular in day trains. I would request you to see that A.C. coaches are added.

Now coming to most important point, that is about mass rapid transport system for Madras, this again is merely on paper. Everytime we make a demand, the reply is that the first stage from Luz to beach in Madras is being taken up. And this is being dragged on. I would request that just like Calcutta Metro—for political reasons or for any other reasons, I am very happy for my friends in West Bengal, that you are pumping in large funds—you also pump in large funds for Madras rapid transit system; because you are not doing anything, I request you to kindly see that this project is implemented immediately.

Also for Nilgiris Hill Railways, the steam engine is a show piece; it is very useful and as you know Ooty is a queen of the hill-stations; hon. Minister has also visited Ooty and knows about it. Please see that Nilgiris Hill Railway is modernised and the project is not given up. From time to time, Damocle's Sword is hanging around Nilgiris Hill Railway.

With these words, I commend this Bill and I am sure Indian Railways

will have a very bright future under your able hands. Thank you.

श्री कल्पनाथ राय (उत्तर प्रदेश) :
आदरणीय उपसभापति महोदया, मैं रेलवे विनियोग विधेयक का समर्थन करने के लिये खड़ा हुआ हूँ। अंग्रेजों ने हिन्दुस्तान में रेल का निर्माण किया था उन्होंने रेल का निर्माण यहां से कच्चा माल ढो कर अपने मानचेस्टर और लंका-शायर के कारखानों में पहुंचाने के लिये, हिन्दुस्तान का शोषण करने के लिये किया। इस नजरिये में अंग्रेजों ने रेल का निर्माण किया था। परन्तु आज के आजाद हिन्दुस्तान में पिछड़े क्षेत्रों का विकास और देश का विकास रेलवे का उद्देश्य है, मैं ऐसा समझता हूँ पिछले 36 सालों में देश का औद्योगिकीकरण हुआ और इस नाते कोयला ढोने के लिये सीमेंट ढोने के लिये, खाद पहुंचाने के लिये, कोर सेक्टर के स्टील के कारखानों को रेलों से जोड़ने के लिये बड़े काम किये गये। रेलवे अपने देश की लाइफ-लाइन है यह बात सही है। लेकिन आज देश के अन्दर हिन्दुस्तान के अन्दर जो रेलवे का विकास हुआ है मैं सर्वप्रथम आदरणीय बंसी लाल जी जो रेल मंत्री हैं धन्यवाद देना चाहता हूँ कि इन के जैसे योग्य व्यक्ति आज रेल मंत्री बने हैं जिन्होंने अपने नेतृत्व में आधुनिक हरियाणा का निर्माण किया और जो आज रेलवे की व्यवस्था है इसके आधुनिकीकरण की दिशा में माडर्नाइजेशन करने की दिशा में वह पहल करेंगे। मैं आज इसी समय आदरणीय एल० एन० मिश्र जी को भी धन्यवाद देना चाहता हूँ जिनके कारण समस्तीपुर से बाराबंकी की छोटी रेलवे लाइन को बड़ी रेलवे लाइन बनाया गया। अभी हमारे बीच में भूतपूर्व रेलवे मंत्री पंडित कमलापति त्रिपाठी जी मौजूद हैं जिन्होंने 1976 में भटनी से बनारस की छोटी लाइन को बड़ी लाइन में बदलने की योजना को अग्रुव कराया था और आज 11 माल के वाद भी योजना का एक चौथाई अंश पूरा नहीं हुआ है। उपसभापति महोदया, हमारे रेलवे का क्या पर्सपेक्टिव होना चाहिये आज रेलवे मंत्रालय की तरफ से कहा जाता है कि

[श्री कल्पनाथ राय]

रेलवे लाइने वहां ब्राडगेज में बदलेगे जो एरिया इकोनामिकली वायेबुल हों। यह सिद्धांत अंग्रेजों के जमाने का है कि जिस एरिया में इकनामिक वायेबिलिटी होगी उसी एरिया की छोटी रेल लाइनों को बड़ी लाइनों में बदला जायेगा। मेरा कहना है कि जब तक कि कहीं बड़ी लाइन इस्टेब्लिश नहीं की जाती है तब तक वह एरिया इकनामिकली वायेबुल नहीं हो सकता है। इसलिये प्लानिंग कमिशन का यह दृष्टिकोण और रेलवे मिनिस्ट्री का यह जो दृष्टिकोण है। इसे उनको बदलना चाहिये। मैं रेलवे मंत्री जी से कहना चाहता हूं कि यह दृष्टिकोण बिल्कुल गलत है कि उसी एरिया की मीटर गेज लाइन को बड़ी लाइन में बदला जायेगा जो कि इकनामिकली वायेबुल होगा। यह अंग्रेजों का दृष्टिकोण है। यह अंग्रेजों के द्वारा बनाये हुए रेलवे बोर्ड का एक पर्सपेक्टिव है। दृष्टिकोण यह होना चाहिये कि जिस एरिया में जब तक बड़ी लाइन नहीं बनती तब तक उस एरिया में इकनामिक प्रोस्पेक्टिविटी या इकनामिक वायेबिलिटी नहीं होगी। इसलिये सिद्धांत यह बनना चाहिये कि बैंकवर्ड एरियाज के डेवलपमेंट के लिये हम वहां बड़ी लाइनों के जाल को बिछायेगे। यदि इस सिद्धांत को आप स्वीकार करेंगे तो प्लानिंग कमिशन भी इसको स्वीकार करेगा, फाइनेंस मिनिस्ट्री भी इसको स्वीकार करेगी और रेल मंत्रालय भी स्वीकार करेगा। यह एक बहुत बड़ा डिफेक्ट, एक बहुत गलत नजरिया रेलवे मंत्रालय के अंदर है कि इकनामिकली वायेबुल एरिया की छोटी लाइन को ही बड़ी लाइन में बदला जायेगा।

आज के जमाने में रेलवे हमारी लाइफ लाइन है, पूरे हिन्दुस्तान के औद्योगीकरण से इसका जीवन मरण का प्रश्न है। देश का पूरा जीवन, इंडस्ट्रियल लाइफ इस रेलवे लाइन से जुड़ी हुई है लेकिन एक तरफ तो इस रेलवे का विकास नहीं हो रहा है और दूसरी तरफ रेलवे लाइने आऊट डेटड हो रही है तथा तीसरी तरफ जो व्यवस्था रेलवे में होनी चाहिये चाहे पंचवर्षी की या सफ्टी की

या नयी रेलवे लाइनों को बिछाने की, उस दिशा में जितने कदम उठने चाहिये थे वे नहीं उठ रहे हैं।

आदरणीय उपसभापति जी, मैं कहना चाहूंगा कि जो प्रोजेक्ट्स हमारे भूतपूर्व रेलवे मंत्रियों ने स्वीकार किये हैं उनको आज तक कम्प्लीट क्यों नहीं किया गया है? इसी भवन में एल० एन० मिश्रा जी ने घोषणा की थी कि हम समस्तीपुर से बाराबंकी की छोटी लाइन को बड़ी लाइन में सन् 1980 तक बदल देंगे। लेकिन वह काम अब जाकर पूरा हुआ है। सन् 1976 के दिसम्बर महीने में पंडित कमला पति त्रिपाठी जी ने इस सदन में घोषणा की थी कि पांच वर्ष के अंदर भटनी से बनारस को छोटी लाइन को बड़ी लाइन में बदल देंगे। श्री कंदार पाण्डे ने एक प्रश्न के उत्तर में इसी सदन में बताया था कि सन् 1982 तक भटनी से बनारस की छोटी लाइन को बड़ी लाइन में बदल दिया जायेगा फिर इसके बाद श्री गनी खान चौधरी जी ने भी सदन में एक वक्तव्य दिया कि हम भटनी से बनारस की छोटी लाइन को बड़ी लाइन में सन् 1985 तक बदल देंगे। मैं रेलवे मंत्री महोदय से जानना चाहता हूं कि सन् 1976 में जिस प्रोजेक्ट को प्लानिंग कमिशन ने, फाइनेंस मिनिस्ट्री ने, रेलवे मिनिस्ट्री ने एप्रूव किया था वे उस प्रोजेक्ट को कब तक पूरा करेंगे?

आदरणीय उपसभापति महोदय, एक परेशानी मैं आपके सामने पेश करना चाहता हूं। इलाहाबाद, उत्तर प्रदेश का हाइकोर्ट का मुख्य केन्द्र है। गोरखपुर से त्रिवेणी एक्सप्रेस के माध्यम से रोज वहां के यात्री हाइकोर्ट अटेंड करने के लिये आया करते थे। अब स्थिति यह हो गयी है कि गोरखपुर से ट्रेन में चढ़ो तो भटनी में उतरो और भटनी में दूसरी छोटी लाइन की गाड़ी पर चढ़ने के लिये 24-24 घंटे का इंतजार करो। कल हाइकोर्ट में केस है और हम तीन के बाद हाइकोर्ट में पहुंचते हैं। इसलिये रेलवे मंत्री जी से मुझे यह निवेदन करना है कि वे कृपा करके यह बता दें कि भटनी से बनारस की छोटी

लाइन को बड़ी लाइन में कब तक पूरा करेंगे ।

आदरणीय उपसभापति महोदय, जब यह लाइन स्वीकार हुई थी तो इसकी कास्ट 13 करोड़ रुपये थी। आज भटनी से बनारस लाइन को बदलने की कास्ट 42 करोड़ रुपये हो गयी है। यदि इसको दो वर्षों के अंदर पूरा करेंगे तो यह 42 करोड़ में बनकर तैयार हो जाएगी। लेकिन अब तक इस पर केवल 8 करोड़ रुपया इन्वेस्ट हुआ है। 11 वर्षों में केवल 8 करोड़। 11 वर्षों में आपने जिस गति से काम किया है और कास्ट इस्क्लेशन जिस गति से हो रहा है तो आपका बता दें कि यह काम सौ करोड़ रुपये में भी पूरा नहीं होगा। उत्तर प्रदेश की भौगोलिक स्थिति को मद्देनजर रखते हुए, वहां की जनसंख्या को मद्देनजर रखते हुए, वहां के विकास को मद्देनजर रखते हुए, हाइकोर्ट की समस्या को मद्देनजर रखते हुए आप धोषणा करें कि आप भटनी से बनारस की छोटी लाइन को बड़ी लाइन में कब तक बदलेंगे? क्योंकि आप एक डायनामिक मंत्री हैं और आपके लिये यह कहा गया है कि बहुत कम ही समय में आपने हरियाणा जैसे राज्य का विकास कर दिया था। तो रेलवे आज पिछड़े क्षेत्रों के विकास के लिये है।

मैं रेल मंत्री जी का ध्यान पूर्वांचल उत्तर प्रदेश के पिछड़ेपन की तरफ दिलाना चाहता हूँ। पूर्वांचल उत्तर प्रदेश आज हिन्दुस्तान का सबसे पिछड़ा इलाका है, डेसिटी आफ पापुलेशन पूरी दुनिया में सबसे ज्यादा पूर्वी उत्तर प्रदेश में है और गरीबी की दृष्टि से संसार में सबसे गरीब इलाका इस समय पूर्वी उत्तर प्रदेश है। वहाँ की जो रेलवे लाइन बिछाई गई, वह अंग्रेजों के जमाने में बिछाई गई थी।

भारत की आजादी की लड़ाई में भी पूर्वी उत्तर प्रदेश और बिहार के लोग सब से आगे रहे, लेकिन आज इस तरक्की के युग में पूर्वी उत्तर प्रदेश और बिहार सब से पिछड़े इलाके बने हुए हैं, आज वहाँ बेकारी की संख्या लगातार बढ़ती जा रही है।

जब हम वहाँ कहते हैं कि कोई कारखाना खोला जायगा सरकार की उद्योग नीति है कि जो पूँजीपति या पब्लिक सैक्टर या प्राइवेट सैक्टर के कारखाने बनायेगा पूर्वी उत्तर प्रदेश में या बिहार में, तो उसको सन्निडी मिलेगी मगर मैं आपके माध्यम से निवेदन करना चाहता हूँ कि देश के पूँजीपति फरीदाबाद में तो कारखाना बनाना चाहते हैं, गाजियाबाद में तो कारखाना बनाना चाहते हैं, बहादुरगढ़ में बनाना चाहते हैं, सोनीपत में बनाना चाहते हैं, दिल्ली से सौ किलोमीटर की दूरी पर सारी दिल्ली के चारों तरफ का इलाका आज औद्योगिक हो रहा है और इसी के कारण पर्यावरण की भी समस्या दिल्ली में मौजूद होने जा रही है, लेकिन कोई भी प्राइवेट सैक्टर या पब्लिक सैक्टर का व्यक्ति पूर्वी उत्तर प्रदेश में या बिहार में कोई कारखाना नहीं लगाना चाहता उसका कारण यह है कि जब पूँजीपति से कहा जाता है कि आपको सन्निडी मिलेगी उद्योग विभाग की तरफ आप कारखाना लगाये, तो वह पहला सवाल करेगा कि क्या पूर्वी उत्तर प्रदेश में बड़ी लाइन है क्या पूर्वी उत्तर प्रदेश में आटोमेटिक टेलीफोन एक्सचेंज है? क्या पूर्वी उत्तर प्रदेश में या बिहार में कोई हवाई अड्डा है? क्या पूर्वी उत्तर प्रदेश या बिहार के जिलों में थ्री स्टार, फोर स्टार या फाइव स्टार होटल हैं?

क्या पूर्वी उत्तर प्रदेश के एरिया में इण्डस्ट्रियल पीस है? यह पांच सवाल उठते हैं।

इसलिये इण्डस्ट्री मिनिस्ट्री उद्योग विभाग के द्वारा सन्निडी डेक्लेयर करने के बावजूद भी पूर्वी उत्तर प्रदेश या बिहार में कारखाने नहीं बन रहे हैं।

आज मैं रेल मंत्री महोदय से कहना चाहता हूँ कि इस बेकारी और पिछड़ेपन की समस्या को हल करने के लिये पूर्वी उत्तर प्रदेश की जो छोटी लाइनें हैं, उनको बड़ी रेलवे लाइनों में—अंग्रेजों ने क्रम से कम छोटी रेलवे लाइन बनाई थी—मैं आपसे निवेदन

[श्री कल्पनाथ राय]

करना चाहता हूँ कि आप बड़ी लाइनों में उन आउटडेटेड लाईंस को कनवर्ट करने की कृपा करें।

मैं आपके सामने यह निवेदन करना चाहता हूँ कि वाराणसी से छपरा की छोटी लाइन को बड़ी लाइन में बदला जाये, बनारस से छपरा बिहार और उत्तर प्रदेश को जोड़ने के लिये बनारस और छपरा की छोटी लाइन को बड़ी रेलवे लाइन में बदलना अति आवश्यक है। जैसे श्री एल. एन. मिश्र ने बाराबंकी से समस्तीपुर को जोड़ कर उत्तरी बिहार और उत्तर प्रदेश को जोड़ा था, उसी तरह से बनारस को छपरा से छोटी लाइन को बड़ी लाइन में बदलने से ही उस इलाके का विकास भी हो सकता है; पिछड़ापन भी दूर हो सकता है और औद्योगिकरण के रास्ते को भी हम मजबूत बना सकते हैं।

उपसमापति महोदया, अब मैं एक आखिरी बात निवेदन करना चाहता हूँ श्री एल. एन. मिश्र जब रेल मंत्री थे, तो उस समय श्रीमती इन्दिरा गांधी जी ने छितौनी पुल का शिलान्यास किया था 1974 में। 1974 में बिहार और उत्तर प्रदेश को जोड़ने वाले छितौनी पुल का शिलान्यास श्रीमती इन्दिरा गांधी ने किया लेकिन आज जो करीब सी करोड़ की योजना है, वहाँ भी फाउण्डेशन स्टोन रखने के बाद उस पर काम बिल्कुल नहीं हुआ।

इसीलिये मैं आपसे निवेदन करना चाहता हूँ कि जिस योजना का शिलान्यास हमारी प्रधान मंत्री ने किया, जिसका हमारे 11-12 वर्ष पहले के रेल मंत्री ने लाखों जनता के सामने इसका वचन दिया, तो मैं आप जैसे रेल मंत्री से निवेदन करना चाहता हूँ कि आप छितौनी पुल का निर्माण जिसके माध्यम से हम उत्तर प्रदेश और बिहार को जोड़ते हैं, उस बांध का भी निर्माण करने की आप धोषणा करें।

दूसरी बात यह है कि जो अब देस समय से नहीं चलती है, जो भोजन का संकट है, जो रेलवेज में खाना ठीक

से नहीं मिलता है, जो सफाई की व्यवस्था बिल्कुल खराब है, आज छोटे छोटे रेलवे स्टेशंस की सफाई बिल्कुल नहीं है, रेलवे के डिब्बों की सफाई बिल्कुल नहीं है, जो आपका भ्रष्टाचार रिजर्वेशन में होता है, यह जो आम जनता की समस्याएँ हैं, एक है डिब्बों में भेड़ की तरह आदमी आज लद रहे हैं, इसलिए आज जिस गति से जनसंख्या बढ़ रही है, सरकार की तरफ से, हमारे मैम्बरज आफ पार्लिया-मेंट की तरफ से भी विकास की बातें की जाती हैं, विरोधी दल के लोग भी यह बात कर रहे हैं कि हमारे यहाँ बड़ी लाईन बनाई जाए। रेलवे का विकास किया जाय। लेकिन मैं रेल मंत्री जी से कहना चाहूँगा कि विकास के काम करने के लिये पैसे की जरूरत है, वह पैसा कैसे इकट्ठा हो, रेलवे की चोरी कैसे दूर की जाए, कैसे मैक्सीमम पैसा रेलवे से बचत किया जाय, ताकि पिछड़े इलाकों में रेलवे लाइनों को बिछाया जाये और पिछड़े क्षेत्रों को छोटी लाइनों को बड़ी लाइनों में बदला जाय और कैसे निर्माण के काम को किया जाए, ताकि औद्योगिकरण का भी जो इंडस्ट्रियल पालिसी रजोल्यूशन हमने स्वीकार किया है, जो उद्योग विभाग ने उद्योग नीति स्वीकार की है, उपाध्यक्ष महोदया मैं आपसे कहना चाहता हूँ कि रेलवे लाइनों का विकास का आधुनिकीकरण नहीं किया गया, रेलवे लाइनों को नए परिवेश में नहीं सुधारा गया, उसका आधुनिकीकरण न किया गया तो जो उद्योग विभाग की उद्योग नीति है वह कभी भी हमारे देश के अन्दर सफल नहीं हो सकती है। आप देख लीजिये कि इसका इतना बड़ा संकट क्यों उत्पन्न हो रहा है और सब से बुनियादी बात जो मैं आपसे निवेदन कर रहा था वे सिधिया जी भी मौजूद है, यह रेलवे बोर्ड की तरफ से बार-बार कहना कि यह बड़ी लाइन नहीं बनेगी क्योंकि इकनोमीकली वायएवल नहीं है। तो अंग्रेजों ने जो अपने जमाने में सिद्धांत रखा था कि जहाँ रा मैटीरियल नहीं मिलेगी इसलिये वहाँ रेलवे लाइन नहीं बनेगी। लेकिन आज जब हिन्दुस्तान आजाद हो गया है हम विकास की बात करते हैं, पिछड़े क्षेत्रों

को उठाना चाहते हैं, ऐसे जमाने में यह तर्क रखना कि चूँकि लाइन इकनोमिकली वायएवल नहीं है इसलिये बड़ी लाइन नहीं बन सकती। मेरा कहना यह है कि वह क्षेत्र या एरिया तब तक इकनोमिकली वायएवल नहीं होगा जब तक वहाँ बड़ी लाइन नहीं बनेगी। इसलिये आपको इस नजरिए को प्लानिंग कमिशन के द्वारा स्वीकार करना चाहिए, रेलवे बोर्ड को इस तरह इसको स्वीकार करना चाहिये और आपने जिस तरह से सब से कम दिनों में सब से पिछड़े हरियाणा राज्य का विकास किया है, आप विकास की विद्या को जानते हैं कि कैसे डिवैलपमेंट किया जाता है और आप यह भी जानते हैं कि ब्यूरोक्रेसी और नौकरशाही जिस तरह से रास्ते में रोड़ा डालती है। इससे मुझे विश्वास है कि हमारे आधुनिक हरियाणा के रचयिता और हमारे रेल मंत्री महोदय पूरे हिन्दुस्तान की रेलवे की नीति में एक बुनियादी परिवर्तन करके इसमें एफी-जियेंसी ला करके पूरे हिन्दुस्तान के पिछड़े-पन को दूर करने का नजरिया रख करके जो अब तक पिछड़े एरिया है उनके विकास के काम को करेंगे और आज ही घोषणा करेंगे कि भटनी से बनारस की छोटी लाइन से उसको बड़ी लाइन कब तक बना कर पूरा करेंगे। इन शब्दों के साथ आपको धन्यवाद।

DR. SHANTI G. PATEL (Maharashtra): Madam Deputy Chairman, while making observations on this important subject, I would like to say at the very outset that transport system is the lifeline of my country. It is something like the blood vessels system of a person. All the arteries which run from the heart to the various organs supply what is necessary for the life of the organs and tissues in the body. It is a necessary lifeline in which the railway holds a key place. Unless the life system functions efficiently and properly, we cannot deliver the goods for which we have pledged ourselves in this very House. This becomes necessary both in peace and war.

Madam, for economic development of our country, and if we are to

realise our dream of removal of poverty, it is very necessary that the infrastructural facilities operate properly. And this is a very important infrastructural facility. It is in this background that I am looking to these grants which are being asked for. I am constrained to say—and I am very sorry to say—that I was not expecting our Railway Department to function in this particular manner. Not merely original estimates are made but also revised estimates are brought, supplementary grants are brought forward, demands for grants are made, and not satisfied with these grants even excess grants are being asked for. This only reflects the inefficiency with which we have been operating our railways. It only means that we are not able to have the budgetary discipline or control which is necessary to run a very important infrastructure of this particular magnitude and of this particular type. What is it for that we are asking the excess grants for? The main item, as I see, is repairs and maintenance. May I submit with all respect, is it not possible for us to work out these repairs and maintenance cost which is not an unforeseen circumstance—which can be planned, which is necessary as far as the Indian Railways are concerned, as I will point out a little later? Or, take another instance of provident fund, pension and retirement benefits. How does the need arise for an excess grant for an item of this particular type? I fail to understand it. I would like to ask the hon. Railway Minister to explain as to why he is coming for an excess grant for a matter of this type and to the extent of 13.14 per cent which is not a small percentage; about Rs. 22 crores are being asked for as excess grant. This is something which is fantastic. There is something wrong with our procedure, our system in which we estimate. This is an important benefit to which the workers are entitled. Or, take another item, of assets. I am sure in this

regard also we are moving in a planned manner. We have, certainly, very

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good expertise. I have always said that our railway officials are good experts. This a specialised service where a person from the bottom rises to the highest post, that is, Chairman of the Railway Board—which is an interesting and important aspect of our running the railways. But, in spite of this, what we find is that we are not able to move in a planned manner.

May I submit, Madam Deputy Chairman, that our railways are ageing and getting sick. One of the speakers preceding me has said that we have gone beyond the adolescent stage but it appears from the way in which they are being run that they are ageing, they are sick and unless we are able to move in time—not that they will be useless—they will be absolutely obsolete as far as modernity is concerned.

I may try to point out how these things happen. Let us take the example of permanent way and works. What is the position at present? Arrears of track renewal, which were 780 kilometres in March 1968, have now increased to 2,295 kilometres in 1982-83. In addition, there is what is called, rail fractures which have also increased considerably from March, 1968 when they were 1181. There is a mounting backlog of this particular item which needs to be attended to in time; otherwise it will lead to very serious consequences. Apart from the obstacles to the movement of coaches and carriages, this non-fluidity of movement also leads to far serious repercussions in the form of safety of persons travelling in those trains. This is the position if we look at the permanent track. Coming to wagons the same story is repeated. In 1977-78 sick wagons were 18,717 which have mounted to 24,378 by April, 1981. Again these

figures have gone up. I am just giving the latest that is available to me. Then, about the overaged, as I was saying, they are not merely sick but overaged. The blood vessels are getting, what is called in medical parlance, "athorosclerosis"; they are getting completely thickened and the blood flow is getting impeded.

THE DEPUTY CHAIRMAN: Do they need a bypass?

DR. SHANTI G. PATEL: Yes, I think some bypass is necessary so that the Ministry functions properly. Let us hope, under the new bypass which has now come in the form of Bansi Lalji, it will have a better performance. I have to wait and see. These overaged wagons have increased from 29,290 to 37,814 during the same period. Again the same consequences follow, impeding the movement, the running time is increased and what not. Again what we find is the same position regarding bridges. I learn all this from various reports. I am making these references or quotations from the various reports of the PAC or the Railway Reforms Committee or the Railway Convention Committee, Annual Reports of the Ministry, where all this material is available. Still, I am sorry to say this, the Ministry is moving with a snail's speed and making the railways move with that particular speed.

Regarding the bridges also, we have distress bridges 2214 which may give service only for three years, and they require to be attended within that period. There are also bridges with early steel girders, and 2,700 of them. They require replacement in five years time.

I would like to know what the plan of the Railway Ministry is to meet these particular challenges. Otherwise, I am sure, maybe, one day travelling by that train, you also may not be spared and this House may be placed in all grief. So, it is very

necessary for the safety of the public that these things are attended to. The story of the coaches or carriages or even locomotives is qually bad and disappointing. What is necessary is that there has to be a certain plan for maintenance and repairs. There has to be a technology plan so that we are able to move with speed and efficiency and attend to these, whether it is the carriage or the rail-track or the locomotive, whatever it is, in time and no arrears are allowed to be accumulated so that block of arrears is removed, the movement becomes smooth and the safety also increases.

Similarly, a number of facilities also need to be increased and also properly run so that we are able to get proper returns from whatever we have invested. I learn that there are a number unqualified persons working, who were promised training and who were not being trained in time. This is something which is possible. This is not something which is beyond human achievement. Those persons have to be given proper training so that our repairs and maintenance efficiency and production efficiency are maintained at a high level.

There are a number of things which one can go on mentioning—concrete sleepers or welding etc. I am referring to them because the nation is required to pay a high price as far as the economic development is concerned, and the persons inhabiting this country are also paying in the form of their lives.

I am just referring to equipment. I am not referring to any other aspect. Only because of faulty equipment, accidents have risen to beyond, or in the neighbourhood of, 18 per cent, which are preventable things.

Madam Deputy Chairman you are well aware of what happened in Bombay in November, 1984. There was an accident due to an old dilapidated, overaged axle. Because that axle was not properly functioning and

broke down and the bogey in that particular train derailed. Many people had to pay with their lives. Many family members had to suffer. And I remember how on that day we were running from place to place to locate persons or to render service.

THE DEPUTY CHAIRMAN: November, 1984!

DR. SHANTI G. PATEL: You remember it because it was such a serious matter. Still I do not think it has produced any effect on the functioning of the railways. The only effect was that the poor Chairman of the Railway Board was axed because that was a good excuse for the then Minister to get rid of that person. Whatever that may be, I am not interested in policies. But I am certainly interested to know what has been done in Bombay to improve, to remove these coaches running on the track. What has been done to put new coaches in the suburban trains of Bombay, so that people travel safely? It is not merely for safety. Railways can procure these fixed reach in time their destinations, their work places or their residences, whatever they may be, in time, according to which they are working. This is necessary, as I said earlier in the House, for the national economy. It is necessary not merely to keep the coaches in good condition but also for proper and efficient running of the economy.

There have been reports as I said and I am sure, the Minister would like to say something regarding the third corridor and fourth corridor which are lying on shelves in the Ministry's office. I am sure, the gathered dust will be taken away and something would be done implemented mostly during the term of our present Minister. Then there is a reference also in this Appropriation Bill to the fuel cost. The fuel cost is nearly 26 per cent as far as the railways are concerned. May I ask the Hon'ble Minister a pointed question as to why petroleum products are

[Dr. Shanti G. Patel]

being procured through DGS&D. The Railways can procure these fixed price products directly and cut down expenditure. This is a simple thing and can be done immediately. But still for reasons best known to the officers concerned this is not being done.

Similarly, regarding stores, I would like to submit that the main snag and defect has been that there are no timely procurements. It takes more than a year to procure an item. In the meanwhile, one can imagine what would happen. There will be deterioration of the machinery or the equipment. We have to pay higher prices after a year. This is what is happening as far as the purchasing of materials is concerned. The Railways can go to a local market and purchase their requirements to remove his delay.

There are a number of items, which I am sure, we can produce in our country and apply our mind to avoid importing of a number of items from abroad. I would like to know from the Hon'ble Minister as to what is the programme of indigenisation in the Railways and to what extent progress has been made in this particular direction? Unless we go into this procurement in a planned manner, we are going to suffer these loss and these Appropriation Bills are going to come from time to time.

I would like to refer to one more aspect. That is the passenger amenity works for which also further grants have been urged upon. May I know from the Hon'ble Minister, is it something which cannot be foreseen? What is the level of passenger amenities in our Railways? I am sure, Mr. Bansi Lal would like to walk in, if he has not so far done, to any of the first-class or second-

class compartments and visit lavatories and find out for himself in what condition they are, how they are smelling and dirty in a number of trains? I have seen this even in the best trains which run between Bombay and Delhi, not to talk of the trains which run in the countryside. Even the amenity like drinking water at a number of Railway stations is not available and whenever the train reaches there the post which are kept there for the purpose are fully exhausted. These are small things, but they are very important from the common man's point of view. The Minister would apply his mind and see that amenities are really provided to the people in the form they should be so that they can take advantage of them.

My hon. friend, Mr. Kalpnath Rai referred to passenger amenities in Uttar Pradesh. But I think he should have spoken about Bombay, because 20 per cent of the population in Bombay comes from Uttar Pradesh—probably he is aware. So, these people in Bombay also have been suffering. I would therefore, like to know from the Hon'ble Minister, specifically, as to what steps or measures he proposes to take in the coming year so that the Railway system becomes efficient, cheap, speedy and accidentless, so that people are able to travel comfortably. I would also like to know from the Hon'ble Minister whether any special cell is being set up to plan, monitor and execute the maintenance and repair programmes so that there are no backlogs and no necessity of coming to this House for further or excess grants as it is being done today? Thank you.

THE DEPUTY CHAIRMAN: The House stands adjourned till 2.30 p.m.

The House then adjourned for lunch at one of the clock.

The House reassembled after lunch at thirty-two minutes past two of the clock. [The Vice Chairman (Shri Syed Rahmat Ali) in the Chair.]

MESSAGE FROM THE LOK SABHA

The Administrative Tribunals Bill, 1985

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

"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 Administrative Tribunals Bill, 1985, as passed by Lok Sabha at its sitting held on the 29th January, 1985."

Sir, I lay the Bill on the Table.

I. The Appropriation (Railways) Bill, 1985.

II. The Appropriation (Railways) No. 2 Bill, 1985—Contd.

श्री ग़ुलाम रसूल क़ार (नाम-निर्देशित):
जनाब मंदर साहब, मुझे रेलवे ऐप्रोप्रिएशन बिल पर कुछ कहना है।

जनाब, हमारी रियासत हिन्दुस्तान भर में एक ऐसी बद-किस्मत रियासत है कि जहां पहाड़ी रास्ता होने के नाते रेलवे की लाइन अभी वैली तक यानी काश्मीर सूबा तक, श्रीनगर तक नहीं आ सकी। गुजिस्ता 40 साल में जब हमने अपनी रजामन्दी के साथ इस बड़े मुल्क के साथ नाता जोड़ा, तकसीम से पहले रियासत में रेल स्थालकोट से जम्मू तक आती थी, तकसीम के बाद यह सिलसिला टूटा और बाद में 20-25 साल के बाद पठानकोट से जम्मू को जोड़ा गया और एक लाइन खड़ी कर दी गई। जहां यह बदकिस्मत रियासत दुनिया भर में

अपनी खूबसूरती के नाते और अपनी पुरफिजा जगह होने के नाते एक संहतअफजा मुकाम के तौर पर मशहूर है, वहां पर जो टोपोग्राफी इस रियासत की है, ट्रांसपोर्ट के बारे में यह रियासत तमाम हिन्दुस्तान के बाकी रियासतों के मुकाबले में अभी पसमादा है। जम्मू से आगे इस रेलवे लाइन को बढ़ाने के लिये एक सिलसिला शुरू किया गया, मरहूम प्राइम मिनिस्टर श्रीमती इंदिरा गांधी ने 24 अप्रैल, 1983 को इस रेलवे लाइन की बुनियाद डाली। यह रेलवे लाइन जम्मू से आगे कोई 63 किलोमीटर की तामार करनी थी। इस रेलवे लाइन पर जो 1984 के लिये तखमीना था 17 करोड़ का। 17 करोड़ के मुकाबले सिर्फ 3 करोड़ रुपये खर्च किये गये और उस खर्च के लिये कुल प्रोजेक्ट में 170 के करोड़ छोटे और बड़े पुल तामीर करने हैं। उस वक्त तक मुश्किल में इस लाइन पर एक दर्जन के करीब छोटे पुल तामीर किये गये और 16 सुरंगें तामीर करनी थी जिसकी तरफ अभी कोई कदम नहीं उठाया गया। अब नये अखराजात में इजाफा के तौर पर जो अंदाजा लगाया गया है वह है कि एक अरब रुपये खर्च होंगे। लेकिन जो रफ्तार इस रेलवे लाइन की तामीर करने के सिलसिले में हाथ में ली गई उससे यह लगता है कि अगले 30 साल में यह रेलवे लाइन जम्मू-उधमपुर तक मुकम्मल होगी। हमारी बदकिस्मत रियासत का यह हाल है कि जम्मू से लेकर श्रीनगर तक नेशनल हाईवे जाती है। एक नेशनल हाईवे हमारी रियासत में है। यह जो है मामूली सी बारिश या मामूली सी बर्फ गिरने से वैली के रास्ते रुक जाते हैं, सड़कें टूट जाती हैं, बसे रास्ते में रुक जाती हैं और रास्ते में मुसाफिरों को कई-कई दिन गुजारने पड़ते हैं। अक्सर देखा गया है कि रास्ते में रुकने की वजह से कई मौतें हो गई हैं। लोगों ने अपना सामान फरोख्त किया, घड़ी फरोख्त की, कपड़े फरोख्त किये। लेकिन मैं महसूस करता हूँ कि जहां हमारी रियासत की टोपोग्राफी ऐसी है वहां हमारी रियासत की अपनी अहमियत है, हिफाजत है। डिफेंस के नाते हमारी एक रियासत का सह-हद चीन के साथ मिलता है, पाकिस्तान के साथ मिलता है और जां हिस्सा हमारा इस वक्त पाकिस्तान के कब्जे में है अगर उस