

राज्य के अंदर हो रहा है तो आखिर संघ राज्य किस लिये हैं ? कहां आपका केन्द्रीय शासन है ? क्या अंधकार में आपका शासन चलाया जा रहा है ? इस का जवाब मैं तलब करना चाहता हूं। इसलिये मेरा निवेदन है, इसको मामूली घटना नहीं समझा जाये और मैं आपको बताऊं, "इंडियन एक्सप्रेस" में इसकी सारी कहानो आई है। कहानी क्या है कि उन सदस्यों ने, जो मजगिटी पार्टी के सदस्य हैं—कांग्रेस आई के सदस्य हैं—उनसे कुछ और लिखाया जा रहा है कि ये जो दस्तखत किये गये हैं वह वापस ले रहे हैं और उन से यह भी लिखाया जा रहा है कि हम शराब दिये थे और शराब के नशे में हमने दस्तखत किये।

श्रीमन्, यह प्रपोजल रखा गया, इंडियन एक्सप्रेस में है, समय कम है, मैं उसको कोट नहीं करता हूं। कल एक आदमी ने कहा कि मैं शराब पीता हूं मैं सिगरेट पीता हूं, मैं क्यों इस पर दस्तखत करूं। तो अब इस बात को हश-अप करने की कोशिश ही रही है। इसलिये मेरी आपके द्वारा सरकार से विनती है कि क्या इस तरह से खुले आम संविधान की हत्या राज्यों में होगी और जब सिक्किम जैसा राज्य जो सीमावर्ती राज्य है, पूरी तरह से जो संघ राज्य है, उसका अंग है, उसका हिस्सा है, जब इस तरह की चीजें वहां हो रही हैं तो सरकार सदन के सामने बयान भी न करे तो ये ऐसी चीजें हैं जिनके लिये हम सरकार की जितनी भर्त्सना करें कम है। इसलिये मैं चाहूंगा कि इस बारे में सफाई हो। यह नहीं है कि किसी ने कुछ कहा है, इस तरह की बात नहीं है। चौग्याल के लड़के का जो इटारव्यू इंडियन एक्सप्रेस में है, उसमें उसने कहा है कि मैं काबिल हूं सरकार चलाने में। जो रैफरेंडम सिक्किम में हुआ है उसका भी

चेलेज हुआ है। उन्होंने कहा है कि किस तरीके से सिक्किम हिन्दुस्तान में आया, इसका दुबारा रैफरेंडम हो जाये और इस के लिये मुझे अप्रोच नहीं किया। मैं उस को इंकार करने के लिये तैयार हूं। इस तरह को चुनौतियां आ रही हैं। और आप लाग बता रहे हैं कि सब कुछ ठीक चल रहा है। मैं समझता कि देश के लिये बहुत खतरनाक चीज हो रही है। उसमें मजगिटी पार्टी के लोग हैं। तो उन को इस तरह के कामों के लिये सजा होनी चाहिए और जो लोग इस तरह का काम करते हैं उनको विधान सभा से तुरन्त हटाना चाहिए।

मैं सरकार से मांग करता हूं कि गृह मंत्री जी यहां आकर सदन के सामने इस के बारे में बयान करें।

**श्री समापति :** अब सदन की कार्यवाही ढाई बजे तक के लिये स्थगित की जाती है।

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

The House reassembled after lunch at thirty-three minutes past two of the clock, the Vice-Chairman, (Shri R. Ramakrishnan) in the Chair.

### THE BUDGET (RAILWAYS) 198&3S —GENERAL DISCUSSION

THE VICE-CHAIRMAN (SHRI R. RAMAKRISHNAN): We now proceed with the Budget (Railways), General Discussion. The first speaker will be Shri ft. p. Nanda.

SHRI NARASINGHA PRASAD NANDA (Orissa): Mr. Vice-Chairman, Sir, the railways are a Government within a Government.

SHRI HAREKRUSHNA MALLICK (Orissa): Sir, I rise on a point of submission on behalf of the people of Orissa, who, from 1940, have been clamouring for a small link from Sambalpur to Talcher to be completed. If we go through the debates of the Lok Sabha of the last speech of the hon. Minister, in December, at the time of his supplementary budget, you would see that he had promised this link.

THE VICE-CHAIRMAN (SHRI R. RAMAKRISHNAN): Please sit down. Please sit down. You will get a chance to speak when your turn comes.

SHRI HAREKRUSHNA MALLICK: Therefore, I dissociate myself with this Railway Budget and throw this Railway Budget on the floor of the House and walk out.

*(At this stage the hon. Member left the Chamber)*

SHRIMATI HAMIDA HABIBULLAH (Uttar Pradesh): Very good.

SHRIMATI SAROJ KHAPARDE (Maharashtra): He just wants to make news, that is all.

THE VICE-CHAIRMAN (SHRI R. RAMAKRISHNAN): Please proceed, Mr. Nanda.

SHRI NARASINGHA PRASAD NANDA: Please note, my time to start is now 2.35, because I was turbed.

SHRIMATI SAROJ KHAPARDE: You can take 5

SHRI NARASINGHA PRASAD  
'at the Rail  
way Minister has made a candid con-  
Administration in his speech. He has  
anticipated the <sup>r</sup> at are likely  
to arise in the debate. On the questions of  
maintenance, on the question of  
condemnation of the over-aged rolling  
stock, neglect of passenger services,  
over-crowding in trains, accidents,  
punctuality of trains, he

has frankly admitted scope for improvement. On the Question of modernisation of the Railways and its rehabilitation, which is the basic objective of the Railways in the Sixth Five-Year Plan, he has explained to the House the constraints under which he had to work out the Railway Budget and he has said that he can take only very small steps because of the financial constraints. In a way, frank admission is a good thing.

Sir, ever since I started participating in the Railway budget debate, I have raised certain fundamental issues. One is regarding modernisation; second one is regarding preservation of energy; third is about operating ratio; fourth is regarding passenger amenities; fifth is regarding rate of return on capital and lastly I have emphasised on the question of research and development. May I tell you, Sir, that operating ratio in this country is one of the highest in the world? This year the estimated operating ratio will be 88.6 per cent and if you analyse it, it has never come below 88 per cent; it is on the higher side of 88 per cent. So, serious thinking is necessary on this question because unless you are able to reduce the operating ratio, neither your programme of rehabilitation will be effective nor your programme of will take place and will remain mere slogans. Every year, you will continue to speak financial constraints. I thought, the Railway Minister would make some serious exercise to reduce the operating ratio in the Indian Railways. I am disappointed that no measure worthwhile has been undertaken to reduce operating ratio in the Indian Railways.

Now, take the rate of return on capital. I have never said that in India, Railways are commercial concern. This is the biggest and largest public undertaking of the Government of India; it employs the largest number of persons; largest amount

has\* been invested in the Indian Railways and it is expected that the rate of return on capital in the Indian Railways should be the largest and

highest Please make a compa-ri of the rate of return on capital in India with the rate of return on capital in other countries. Here also, is the lowest. May I tell you, Mr. Vice-Chairman, that in 1980-81, i' or for which the Railway Miniated the Year Book to Bturn was the lowest, 2.1 per cent, on capital? Anybody dealing with such a large public undertaking would not feel encouraged if the return on capital is hardly 2.1 per cent. This year, of course, the estimated percentage of return on capi-expected to be more, but in actual terms, it will be far less, there is no doubt about it. This is only ire which has been expres-timates. Some also necessary to enhance the return on capital. Had the Railway Ministry ever conducted an exercise on this question? I am yet to see such an exercise having been conducted by the Railway Administration on this question.

Sir, another point which I have always dealt with whenever I have spoken on the Railway Budget is the question of passenger amenities. After all, what is the source of your earning? You earn from the traffic, freight and passenger fares. What is the amount you spend? How much do you spend on passenger amenities? Sir, may I tell you, in the Budget proposals of 1982-83, it is far less than the actuals of 1980-81. In 1980-81, the total amount spent was Rs. 4.94 crores. And in the Budget estimates of 1982-83, the amount allocated is Rs. 4.76 crores. This is less than what you actually spent in 1980-51. And you have increased the passenger fares right from the second class up to the first class. The entire passenger fare structure has been enhanced. Is there any rationale - behind this kind of thinking? On the one hand you increase the passenger

fares and on the other you reduce the passenger amenities. And this is less than 1 per cent of the total Budget Estimates for this year. Sometimes I feel very much frustrated when I see that year after year even if you make very serious points which are worthy of consideration, they do not get into the head of this railway administration. They never consider any serious proposal with any amount of earnestness and this debate goes flat on those heads. This is the situation.

Now what is'the effort at modernisation? If I read the allocation of amount towards modernisation, hon. Members of the House will realise how lightly the railway administration takes this question of modernisation. I would like to draw the attention of the House to another aspect of these Budget proposals. We do not know yet what is the total amount of...

SHRIMATI SAROJ KHAPARDE: Mr. Vice-Chairman, I am on a point of order. Dr. Mallick just now walked but and he is sitting in the Visitors' Gallery. What is the meaning of sitting there?

SHRI NARASINGHA PRASAD NANDA: What is the point of order? He has the right to sit there.

SHRIMATI SAROJ KHAPARDE: He should come and join us.

SHRI NARASINGHA PRASAD NANDA: Miss Khaparde, why do you break my chain of thoughts.

SHRIMATI SAROJ KHAPARDE: You can gain five minutes more.

SHRI NARASINGHA PRASAD NANDA: This is very unfair. I never disturb you.

SHRIMATI SAROJ KHAPARDE: I am not disturbing you.

श्री शिव चन्द् झा : श्रीमन्, मैं यह कहना चाहता हूं कि जब यह युनाइटेड

नैशनल में गई थी (व्यवधान)।

SHRI NARASINGHA PRASAD NANDA: I am making certain serious points. It disturbs my chain of thoughts. Dr. Mallick is neither railway, nor is railway going to be affected by Dr. Mallick. Why do you bring Dr. Mallick in this serious debate?

THE VICE-CHAIRMAN (SHRI R. RAMAKRISHNAN): I understand that Members who are accompanying their guests can sit in the Galleries. That is what I have been told by the Secretariat. There is no ruling on Mrs. Khaparde's point...

SHRIMATI SAROJ KHAPARDE: I am Miss Khaparde.

THE VICE-CHAIRMAN (SHRI R. RAMAKRISHNAN): I stand corrected. Miss Khaparde's point is different. It is for the House to judge. Yes, Mr. Nanda.

SHRIMATI SAROJ KHAPARDE: Sir, you give him some more time.

SHRI NARASINGHA PRASAD NANDA: Sir, I was dealing with the question of deferred dividend liability. What is the total amount of this deferred dividend liability of the railways? That I should like to know. This will show whether like any number of sick mills in this country, any number of undertakings which go sick in this country, the railways are also not sick and whether a special nursing would not be necessary to restore the health of the railways.

Before I proceed further, Mr. Vice-Chairman, may I point out a very serious mistake, a very serious lapse, in the speech of the Railway Minister? In announcing the budget proposals for 1982-83, the Railway Minister told us that the gross traffic receipts would be Rs. 3,914.34 crores but from the budget proposals cir-

culated amongst us and the explanatory memorandum circulated amongst us, I find that the gross traffic receipts are Rs. 4,175.79 crores. This is a very serious discrepancy. I am surprised how this discrepancy could occur while making his budget proposals on the floor of the House. I would like the hon. Railways Minister to explain this discrepancy in the amount announced by him in his speech and the amount mentioned in the budget of the Railway Revenue and expenditure of the Central Government for 1982-83 and the explanatory memorandum. It is indeed surprising. This is one example which shows how the railways work in this country, I will not speak of the usual criticism that is made. I have not made those points at all because day in and day out we are talking of those issues. Accidents! Today itself we discussed it during the Question Hour. Punctuality! The less about it the better. I am not raising those questions at all.

I have raised certain basic questions and I have never been favoured with a satisfactory answer from the Minister of Railways. Occasionally he writes a letter, "Mr. Nanda, you made this point. I am getting it examined; it is being examined." And one doesn't know when they will arrive at the conclusions.

Now, before I proceed further, Mr. Vice-Chairman, I will speak something about my own State, from where I come. Do you know that the total kilometreage of railways in my State bears only 3.2 per cent of the kilometreage of the railways in the country? And if you see the development of railway tracks in the country after the attainment of Independence, my State is one of the areas which have been neglected. Yesterday when South Bihar and north Bihar were connected by a bridge over the Ganga, you would have seen how happy the people were. Now, west Orissa and east Orissa can be closely linked only by

one rail line, that is, Talcher-Sambal-pur line or Talcher-Jharsuguda line. When we ask for it the Railway Minister writes to us, "Well, it is being considered". The sixth Plan document doesn't mention a word or a syllable about that line. The Railway Minister says a survey has been conducted but there are several mines there and because of the existence of mines there it is not possible to do it. There is no allotment of funds even for a fresh survey, but to his partymen he goes on giving assurances. When he went to preside over some function of the railways in Orissa, he made an announcement that he is quite sympathetic. No use shedding these crocodile tears for Orissa. We want concrete results. If anything you want to do, please tell us frankly. If due to shortage of funds it is not possible to initiate these proposals, you cannot do it, we can understand it. Do not give us false assurances. If you are not capable of doing anything, do not say that you can do it. Whatever you can do, please tell us very clearly so that we know our position.

Do you know how much is spent on the development work in a rupee of the railways? Only 1.01 per cent. I am not giving *my* own figures, I am talking from the figures furnished to me by the railways. That was the position in 1980-81. And you are talking of modernisation. You are talking of replacing the rolling stock. You are talking of renewing the tracks. You are talking of all kinds of things. Well, in a rupee you allot only 1.01 per cent for the development work. Mr. Kalpnath Rai will agree with me if I say that unless this allotment is enhanced, increased, you cannot modernise the railways. How will it be possible? You do not have the money. I do not have the cloth but I want to wear a coat. How can it be done? It simply cannot be done. How long do you want us to live in this make-believe world? Sir, I *htve* every sympathy for the Railway Minister. I know he is a

^very earnest person. He *is* one hen which lays golden eggs. We have great expectations from him. He has the desire to improve the railway administration, to work for proper maintenance, to condemn the over-aged rolling stock, to improve the passenger services, to avoid overcrowding in trains and to introduce better safety measures. He needs<sup>1</sup> money for this. If he can invest only 1.01 per cent towards development, do you think he can do it? It is for you to judge.

I have one more short point to make on research and development. The work done by the RITE and the IRCOIN is certainly commendable. But this is not enough. Very recently I had an occasion to visit some of the European countries and saw the way their railways are performing. They are performing very wonderfully well. I do not know when we will be able to achieve that standard. Punctuality means punctuality. If a train has to enter "a station at & o'clock, it has to enter it at 9 o'clock. Even one minute's delay has to be explained. Here for hour and hours the trains are delayed but there is nobody to explain, nobody is there to give an explanation. Accidents occur. From the 1st 3 P.M January, 1981 to the 15th January, 1982, the number of accidents has increased. The amount of damage involved has also increased. But we have not done anything to improve things. I am not going into-details. I wish the research and development wing succeeded in finding out some machine for improving the running of railways. I would like the research and development wing to be more active, to introduce better safety measures so that these things do not recur.

Sir, lastly I would say that I newer wait for the Chair to ring the bell. But today there was some disturbance. I always finish whatever **I have**

[Shri Narasingha Prasad Nanda]

to say before the Chair rings the bell. Anyway I will complete my task. I will say that I do not find any rationale in the increase of fares of at least the second class passengers. The idea of mopping up Rs. 261.45 crores by raising the fares cannot be justified having regard to the kind of passenger amenities that you are providing to the passengers in trains. The railway administration is full of corruption. Can anybody get reservation without the help of the Members of Parliament? That is what I said the other day. So things of this kind are happening. At least the second class passengers should have been spared of the hike in fare. But man lives on hope. I would conclude my speech by saying that we do expect a lot from Mr. P. C. Sethi, who is a frank person and who expresses his earnestness. We are prepared to give him a fair trial. Thank you, Mr. Vice-Chairman.

SHRI P. N. SUKUL (Uttar Pradesh): Mr. Vice-Chairman, Sir, I thank you very much for giving me this opportunity to initiate the discussion on the Railway Budget from the Treasury benches. At the very outset, I wish to congratulate the Railway Minister for the fact that within such a short time he has been able to acquaint himself so well with the inner functioning and problems of the different departments under his Ministry and has been able to present the budget as per schedule.

Sir, looking at the budget, I find it really very creditable that the current year's target of 215 million tonnes of revenue-earning freight movement had already been achieved by December, 1981 and the movement in the whole year is expected to be to the tune of 220 million tonnes. It is also creditable that the wagons turn-round has also been 13.6 days on the broad gauge instead of 15.2 days as in 1980-81. I remember that in 1979-80, it was 13.3. So it is more than that. It naturally shows the improvement in the movement of agricultural and

industrial goods which has really been excellent. In view of the all-round increase in agricultural and industrial production in the year, the Railways were supposed to carry more goods and expeditiously, too. And this obligation the Railways have been able to discharge satisfactorily marching pace to pace with and contributing to the progressive economy of the nation. Sir, the Government has also to be congratulated for industrial peace that has been there in the Railways during 1981-82. It is because of this industrial peace and because of the coordination between officials, workers, officers and the whole of administration that the freight movement has been so much up. Also I see much increase in the gross traffic receipts. In 1978-79, its gross traffic receipts were of the order of 2151.04 crores. In 1979-80, after the present Government of Mrs. Gandhi was installed the gross traffic receipts grew to 2337.84 crores. It means that there was an increase of 8.7 per cent over the previous year. In 1980-81, the gross traffic receipts amounted to 2624.02 crores. It means another increase of 12.2 per cent over the previous year. In 1981-82, as per the revised estimates, the gross traffic receipts come to 3541.80 crores, showing a further increase of about 35 per cent over the preceding year. If we go by the budget estimates for the next year, the gross traffic receipts are supposed to be to the tune of 3914.34 crores. It means another jump of 10 per cent as compared to last year. This really shows that our traffic receipts are growing steadily every year.

It is also gratifying to note that the capacity utilisation of workshop for periodical overhaul of both passenger coaches as well as wagons has been raised in these two years to the extent of 4.5 per cent and 12.5 per cent respectively and that efforts are to be made to step up the capacity utilisation of the workshops and loco sheds by 10 per cent more in the coming year. This is a noteworthy feature of this budget. It is really

gratifying that the Minister is taking interest in toning up the Railway-Administration and to improve its efficiency. Soon after taking over charge of this portfolio, he- directed the Railway Board to enforce stricter train safety and punctuality standards. However, as has been pointed out by the previous speaker, Mr. Nanda, I agree with him that it is really pitiable that, continued low investments over a long period have resulted in the deferment of renewal and replacement of track as well as rolling stock of the Indian Railways. As regards, Passenger coaches, not less than 70 per cent of them deserve major overhaul. In the case of 23 per cent of the wagons, overhaul is long overdue. About 18 per cent of the workshop plant and machines badly need replacement. The money for all this that has been provided in the Plan is 2500 crores only whereas much more is really needed.

Sir, as has rightly been stated, Railways are the lifeline of our economy. The Indian Railways are vital for the economic, especially industrial development of the nation and provide the much-needed infrastructure for country's economic progress. Today, the assets of the Railways stand at almost 7458 crores. The total route kilometres of the Indian Railways are 61,240.

It has 11,000 trains, more than 10,908 locomotives, 30,000 passenger carriages and 4,00,950 wagons. And about one crores passengers travel on the Indian Railways daily. It is really a big empire, the largest public sector undertaking, as has been said by the previous speaker. And it is no doubt the largest railway system of Asia also, and it is a big establishment.

! Sir, it is rather regrettable that our Planning Commission have not been able to do proper justice with regard to the requirements of the Railways.

For the complete rehabilitation, the Railways require at least Rs. 15,000 crores. Against this, the Plan allocation is only Rs. 5,100 crores. The Railways demanded Rs. 6,000 crores in the Sixth Plan for the renewal of railway tracks. But they were given only Rs. 500 crores for the purpose. For the renewal of over-aged rolling stock, the Railways have been given Rs. 2100 crores which is, I think, less than even half of the actual requirements of the Railways. Against a requirement of Rs. 290 crores only Rs. 90 crores have been allocated for expenditure on bridges. The number of bridges requiring repairs and strengthening has gone up by at least 300 per cent during the last one decade only. The Railway Accidents Committee appointed in 1978 under Mr. Justice S. K. Sikri had made a special mention about the deplorable state of the repairs to railway bridges. But it is a pity that in spite of that, only Rs. 90 Crores have been allocated for the- purpose. It means, many of the bridges will remain unrepaired endangering the life of the people travelling on railways.

Sir, one study revealed that if the Railways have to achieve the Plan target of 390 million tonnes of originating revenue traffic, they will have to acquire at least 2,57,200 wagons out of which 1,93,000 will be additional and the rest meant for replacement. The Plan, however, provides for only one lakh wagons, half additional and another half replacements. With this fleet the Railways are supposed to carry 280 million tonnes of originating traffic at the end of the Sixth Plan. 30,000 wagons are supposed to have been procured by the Railways in 1980-81 and 1981-82, and not more than 15,000 wagons, I think, can be procured in the coming year. 17,000 wagons were condemned by the Railways in 1980-81 and 1981-82 and 33,000 more are to be condemned in the next three years. But not more than 15,000 wagons may be really added during the Plan, that is from 4,19,000, the figure will go to 4,34,000 or

[Shri Narasingha Prasad Nanda] 4,35,000 at the most. If the Railways have to meet the requirements of 20 per cent growth in passenger traffic, they have to acquire at least 10,400 more coaches but the Plan provides for only 5,680 more coaches. About 1,000 coaches were procured in the first two years of the Plan, and not more than 700 are to be procured in this year. It means, still there will be a shortfall of at least 1800 coaches. It shows that the Sixth Plan has not provided as much funds for the repair work or the replacement or the renewal work or the modernisation of the railways as was really needed. It is not only the case with this Plan. I think none of the Plans so far has been able to do proper justice to the railways. In this connection, Sir, it may not be out of place to mention that the First Five Year Plan, that was from 1951 to 1956, was a rehabilitation and replacement plan in view of a large number of overaged assets, which had suffered badly during the war. In this plan a total of Rs. 2378 crores were provided in the public sector out of which only Rs. 267 crores were provided for the railways, *i.e.*, only 11.23 per cent of the Plan. The Second Plan from 1956 to 1961 was a capacity development plan and the total provision in the public sector was Rs. 4800 crores. The railways were allocated only Rs. 896.50 crores. That means only 18.68 per cent of the public sector provision was allocated to the railways for the plan purposes. The Third Plan from 1961 to 1965 was for keeping rail transport capacity ahead of the traffic demand and modernisation through dieselisation and electrification. The total outlay in the Third Plan in the public sector was Rs. 7500 crores, out of which only Rs. 890 crores were allocated to the railways, it means 11.87 per cent. Then, there were three years of Plan holiday but during that period also the expenditure on plan items under the public sector was to the tune of Rs. 6683 crores and only Rs. 592 crores were spent on the planned development of the railways, that means 8.86 per cent. The Fourth

Plan from 1969 to 1974 was a modernisation plan to further improve operational efficiency. In this Plan also whereas the total outlay in the public sector was to the tune of Rs. 15902 crores, the railways got only Rs. 1050 crores, that is 6.60 per cent of the Plan. The Fifth Plan from 1974 to 1978 was to achieve efficiency and self-sufficiency in equipment. Now, in the Fifth Plan the total outlay in public sector was Rs. 39,303 crores whereas the allocation for the railway sector was Rs. 2202 crores, the percentage comes to 5.60. Then for two years during the Janata regime there was a rolling plan and during this period 1978 to 1980, the total expenditure in the public sector was to the tune of Rs. 24,251 crores but the railways were given only Rs. 1085 crores, that comes to 4.8 per cent.

Now, as regards the Sixth Plan, as I have already said, whereas the total outlay in the public sector is Rs. 97,500 crores, the railways have been allocated a total amount of Rs. 5100 crores, which comes to 5.23 per cent. Now, you will see that whereas it is said that the railways constitute a very essential basic infrastructure required for our industrial progress, for our economic progress, the plan allocation, the percentage of the allocation in the public sector vis-a-vis the railways, has been going down Plan after Plan. In the Third Plan it was 11.87 per cent. Then between 1966 and 1969, when there was a Plan holiday, it was 8.86 per cent. In the Fourth Plan it was only 6.60 per cent. In the Fifth Plan it was 5.60 per cent. In the Rolling Plan of the Janata Government, this is the justice that they showed to the railways, it was 4.89 per cent. Now in the Sixth Plan, this allocation is only 5.23 per cent. So with these Plan allocations we are not going to attain the target. The Sixth Plan envisages 309 million tonnes of freight traffic in 1984-85 but with the resources actually available for the purpose, I do not think it will be possible for the Railways to lift more than 280 million tonnes of traffic.

I now come to certain problems. It is most regrettable that even after a lapse of 34 years since Independence, as many as 63 districts of the country are still without railheads. A large number of our backward areas are included in these 63 districts. The mountainous terrain in Jammu and Kashmir and Himachal Pradesh and north-eastern region may present formidable difficulties in the construction of new railway lines but at least the backward areas of Madhya Pradesh, Orissa, Rajasthan, Bihar, U.P. and Kerala do deserve a better treatment. However, it is a pity that nothing has been provided in the current year for the construction of new railway lines. I shall request the Railway Minister to think seriously about construction of new railway lines, especially in the backward areas of Madhya Pradesh and Orissa. On the last Sunday I was at Rewa; it is a divisional headquarter: but there has not been a railhead there so far and a large number of people whom I met, said that railway line must be constructed 'upto this place. This is the State of the Railway Minister himself. This line has of course been considered in the past but for one reason or the other it has not yet been possible to start work on this line. The line is Lalitpur - Chhatarpur - Khajuraho - Satna-Rewa-Singrauli. I shall request the Minister of Railways to please give a serious consideration to this line in the most backward area of Madhya Pradesh. Also in Orissa, as our Dr. Mallick just said and he felt the House in disgust or a show of disgust, construction of Sambhalpur-Talcher line in Orissa is very important. Not only it is important for Orissa, but if it is constructed then the journey from Delhi to Bhubaneswar by Utkal Express or even by Kalinga Express will be cut short by at least 12 hours. It will not be a mean achievement. So this may be constructed.

As regards punctuality of trains, there cannot be two opinions about it that the trains should run punctually.

1999 RS—6.

I remember, during the emergency, the trains invariably ran punctually. Today there is hardly any train that comes on time. A very serious thought has to be given to it if we really want punctuality in the running of the trains,

**श्री कलराज मिश्र (ऊत्तर प्रदेश) :**  
मान रहे हैं न ।

**श्री पी० एन० सुकुल :** जो है वह है ।  
इमरजेंसी गेन को कोई नकार नहीं सकता ।

**श्री कलराज मिश्र :** अंत में तो लेट चलने लगी थी ।

SHRI P. N. SUKUL: Sir, during 1976-77, the gross traffic receipts had risen by 125 per cent. I am talking of the emergency period and the railway freight traffic also touched a record high and the total revenue earning freight traffic mounted to 212.27 million tonnes. It was 15.48 million tonnes only in 1975-76. Emergency obviously did much good to the country including the railway services. During the Janata rule—it is just by way of comparison that I am saying this—there was actually a fall in freight traffic, from 1977-78 to 1978-79. Incidentally, the number of accidents also doubled in 1977-78, as compared to 1976-77. Now, Sir, I was talking about the punctuality of trains. There cannot be two opinions about it. It is said that this delay in train-running is due 16 per cent to derailments, 30 per cent to chain pulling and 20 per cent to locomotives failures. Chain-pulling constitutes 30 per cent; this is responsible for 30 per cent of the delay in train timings. In the Bast Session also, rather last year, while talking on the Railway Budget, while discussing the evil of chain-pulling, I had suggested one thing. I had suggested that instead of these chains, alarm chains, there should be a centrally-operated automatic system for the closing and opening of doors, as in Japan. This should be either from the guard compartment or from the engine. There should have such a system so that all the doors

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can be closed simultaneously and all the doors can be opened together. If we can have such a device, if we can develop such a system, I do not think, there will be any scope for chain-pulling and for delay in train timings, on that account.

Then, Sir, as regards overcrowding in trains, this could be seen everywhere. I am from U.P. If you go to U.P. or Bihar, almost on all trains, you will find people sitting on the rooftops; in all the trains. So many of these people meet with accidents. This is because the space available inside the train is so less as compared to the number of passengers that the passengers have to travel at the risk of their lives\* on the rooftops of the trains. Then, we find here that our Railway Minister is saying that during thi's"y->r, they are not going to increase the number of passenger trains, if you are not going to increase the number of passenger trains, then, you are not going to solve the problem of overcrowding in trains. Therefore, I want that this matter should also be given a serious thought. It is really good that more and more ticketless travellers are being caught. In 1979-80, 1.4 lakhs had been caught every month. In IDSO-Si\* 2.4 lakh ticketless travellers were caught every month. In 1981-82, 2.6 lakh ticketless travellers have been caught every month.

As regards maintenance of passenger coaches, at least, we M.Ps. who have to travel a lot—I, personally, have travelled a lot—find that the first class compartments are generally in a very bad shape. But for some new trains and new coaches, in almost all the old coaches, the first class compartments are in a very bad shape. Either the cushion is not there or the reading lights are not there or there is some trouble with the latches and so on. I would request the Railway authorities to kindly ensure that these amenities are provided in the first class coaches and all the coaches are well maintained.

If possible\* cushion should be provided in all the three-tier second class coaches. It is a good idea. If we are not a commercial concern, if the Railways have a social purpose also, a social obligation to fulfil, then, there should be no hitch on our part in providing such amenities, some comforts, to our passengers. Hence, cushion should be provided.

There is a lot of corruption in the Railways; no doubt. The hon. Minister himself in his speech has admitted and this corruption is naturally twofold. One is in regard to reservation in passenger trains and the other is in regard to goods movement. As regards reservation in passenger trains, one of my friend recently told me—he is an industrialist—that when he came from Calcutta, he had to pay Rs. 50 for securing reservation in ACC sleeper. And he said that even after paying Rs. 50, he was provided a berth not inside the cabin but outside it and when he said that he wanted to be inside the cabin, another Rs. 50 were demanded from him—that is, for changing from one berth to another. This is really a shameful state of affairs for all of us. I do not want to dwell upon it for long. I would only suggest and request the railway authorities, specially the Minister and the Members of the Railway Board, that this problem should be looked into seriously and corruption should be nipped in the bud, as far as possible.

I have also been told in my own State by people that there is a lot of corruption in recruitment also. There is a Railway Service Commission in Allahabad. People have told me from Allahabad, Lucknow and everywhere that you pay Rs. 4000 and you get an appointment. So much so—I do not know what is the fact—I have been told that even the Chairman has no objection in accepting such things. You have to pay Rs. 2000 or Rs. 4000 " if you want an appointment. These matters, must be strictly looked into and the person, found guilty should be suitably dealt with.

Pilferage and theft is another problem on the railways. In 1977-78, thefts amounted to Rs. 156 lakhs. In 1978-79, it was Rs. 195 lakhs. Now I think it must be more than Rs. 300 lakhs. The pilferage and theft have also to be tackled and I do not know what the Railway Protection Force\* or the Railway Police are doing about it. I myself remember a case in which about two years back I was coming from Bhubaneswar, I changed the train at Katni for Allahabad, and when I was at Allahabad railway station, there was a friend of mine with me. We were sleeping in the train and you will not believe it, within one hour while the train was standing at Allahabad station, the *attache* of "my friend" was removed. All other things were there: "hut the *attache* was not there. So pilferage at the station, in the yards etc. has to be checked. I have read in the Budget Speech that as regards goods, perhaps the container system is supposed to be used more and more for checking this thing. That is a right step and you should have, more and more of container system on the railways.

Sir, catering on the railways has also to be improved. I find at least in Northern India that the food items that are catered are really very bad. No curd is given in Northern India, in Uttar Pradesh or in Bihar or even if you go from Delhi. So the catering system has to be improved. The quality of food has to be improved. Personally I share the idea that a Catering Corporation should be formed. If the railway authorities themselves cannot ensure that good food items are catered to the passengers, a Corporation should be formed and that Corporation should look after the entire catering business.

"Accidents, Sir, constitute a very sad tale about the railways. For these accidents, mostly failure of equipment and human failure are responsible and, perhaps, equally responsible are the unmanned level crossings.

There are 22,000 unmanned level crossings. Although I was reading in the papers today that in the other House it has been said by the Railway Minister that to man an unmanned level crossing a non-recurring expenditure of Rs. 1.5 lakhs will be required and a recurring expenditure of Rs. 20,000 annually will be required "at all costs something has to be done" to ensure that railway accidents which occur at the unmanned level crossings are avoided. Also the tail light system should be improved to avoid accidents. Something was under the consideration of the RDSO—they are locking into it—but this thing should be "done, however.

Another suggestion I made is that instead of AC first class, now more of AC two-tier sleepers should be introduced in the trains. There are a number of important trains in which these AC two-tier sleepers are not there. For example, the Qutub-Narmada Express is the only train connecting Delhi and Jabalpur but there is neither AC first class nor AC two-tier sleeper in it. At least one AC two-tier coach should be provided in it. Similar is the case with the Kashi Viswanath Express. There is no AC two-tier coach in it though it is a very important train. In the Delhi-Howrah Express—11-Up and 12-Down—also there is no AC two-tier coach; though it is a very old train. There is AC first class there. But even Members of Parliament are not allowed to travel in AC first class. We can travel in AC two-tier sleeper only. So, my suggestion is that in almost all these important trains, AC two-tier sleeper coaches should be provided and one such coach should also be provided in the Upper India Express, another very old and prestigious train of the Indian Railways. - - -

Sir, a new train was started from Gorakhpur to Delhi, but it is a new train only up to Lucknow because from Lucknow some bogies are attached to the Lucknow Mail—29 Up. The day our Railway Minister<sup>1</sup> was

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supposed to have given the green signal to that train at Gorakhpur, the train arrived at Lucknow late by three and a half hours and, naturally, because certain bogies of that train are to be attached to the Lucknow Mail, the Lucknow Mail also has to wait for it at the Lucknow station and thus you cannot help its being delayed too. That is why I would suggest that a new train should be there between Gorakhpur and Delhi and those bogies, for God's sake, should not be attached to the Lucknow Mail. There should be a full-fledged new train instead.

Hill travel concessions have been abolished since the first of February, 1981. It is rather paradoxical that on the one hand we want to give a fillip to our tourists and expand our tourism but, on the other, we are curtailing such measures which, of course, go a long way to persuade people to visit the hills. That is why I would suggest that the Government should seriously think about the restoration of the hill travel concessions.

There is one point which, of course, so many Members have made in both the Houses. Even this morning I told the Railway Minister about it. Even the very next day after the presentation of the budget I told the Railway Minister that children up to five years of age must be allowed free travel. If at all we have to fulfil any social obligation, our obligation towards these infants is the most important and we must not hesitate in giving to the children what is really their due.

I hope our Railway Minister will now allow this facility of free travel to all the children up to five years of age. During the Janata regime Mr. Charan Singh, when he was the Finance Minister in 1979, in his taxation proposals, of course, had proposed the levy on the toffees and chocolates of children, the sweets of children. He had to be tackled a lot just to withdraw those levies and he had to do

so. I am sure the Railway Minister who is really humane, will withdraw this increase.

Then, Sir, of course, still there is a very large percentage of the casual workers, labourers, working in the Indian Railways. No doubt, from year to year, some of them have been regularised, but still a large number of them remain to be regularised. I, therefore, request the Railway Minister kindly to look into the matter and to get these casual labourers regularised as early as possible and as many as possible.

As I said, there has been industrial peace on the railway front during this year. For this peace the workers are really responsible. I congratulate the Railway Administration and I congratulate the railway workers that the railway workers turned a deaf ear to the call for the national strike on the 19th of January. People thought that they might go on the strike. But they showed by this action that they were really interested in their work and that they wanted to help the economy. I would, therefore, request the authorities that the workers and their organisations should be taken into greater confidence and that their genuine demands should be looked into most sympathetically. Through negotiations, as far as possible, their grievances should be redressed. They should be made permanent. The Government has, perhaps, already decided that nobody would be retrenched who has put in three years service. This holds good in so many States also. So many State Governments have decided that they would not retrench any employee who has put in three years service. So, all those workers who have put in three years service should be regularised if they are casual labourers and they should be made permanent if they are temporary. By doing so, Sir, the railways will be able to fulfil their social obligations, although, as I said in the very beginning, due to the paucity of the funds they may

net be able to renew and replace the entire stock that is required to be renewed and replaced. But still they can improve the state of affairs to a fairly large extent.

Now, Sir, I will also suggest one thing for my own State. Electrification \_\_\_\_

AN HON. MEMBER: How much time will he take?

THE VICE-CHAIRMAN (SHRI R. RAMAKRISHNAN): Their party has six hours, and he is the first speaker.

SHRI P. N. SUKUL: What is it, Sir?

THE VICE-CHAIRMAN (SHRI R. RAMAKRISHNAN): They are asking how much time you are taking.

SHRI P. N. SUKUL: Perhaps they want me to take a little more time. That is why they are objecting.

I also suggest, Sir, that the Moghul Sarai-Lucknow and the Lucknow-Kanpur sections of the Northern Railway should also be electrified. There is high density of traffic on these two branches; at least between Kanpur and Lucknow it is really very hard to get an accommodation. Only the last month I was going to Lucknow via Kanpur during the day time. From Kanpur the situation was such that I could not get into a first-class compartment. All second class passengers, all ruffians, all others were there and from Kanpur to Lucknow I had to go standing, of course, in a first class coach, but not inside the compartment. Many more trains are required here and the train service will be much more facilitated if these two sections are electrified because a number of important trains run through these sections.

With these suggestions, I will once again congratulate the Railway Minister and support the Railway Budget for the coming year.

DR. SHANTI G. PATEL (Maharashtra): Mr. Vice-Chairman, Sir, I

have been listening very carefully to the observations of the previous speaker, Mr. Sukul, a very good friend of mine. The impression that I got was that probably the Minister for Railways, or the Minister-in-the-making for Railways, was making his observations or delivering his speech. But while doing so, he could not refrain from making certain observations which speak volumes about the working of the railways, the manner in which the railways are managed, to which I would be making a reference a little later.

What I would like to say at the outset is that the railways in any country are run with a three-fold purpose, a three-fold objective. One is economic, the second is social and the third is defence. The railways in this country have been planned with the third objective, that is, defence. It was the British who thought of laying the railway track. And that is what is going on. There is very little that we have been able to add or improve upon during the post-independence era. So this is something which needs to be re-planned so that we are able to serve our most important objective, that is, the economic objective and we are able to prevent the bottlenecks which occur from time to time, and which become an impediment in the rapid industrialisation of the country and even in achieving the targets laid down by several sectors of our economy. Sir, I know from personal knowledge being a member of the Steel Bipartite Production Committee that to the extent of 98 per cent, factors like bottlenecks in railways have led to the target? not being fulfilled. We always say, as Mr. Sukul himself has said, that this is a very important and basic infrastructure, that this is the life-blood artery of the economy of any country. That is why it needs to be given a certain priority if all the sectors are to work properly and achieve the goals that they have set for themselves. Sir, what we find is that our railways, which are about 130 years old, have been ageing, and ageing so

Dr. Shanti-G. Patel], .. much that they are not able to run but they are able to cause only accidents. This is the phase we have entered. Leaving aside the issues of expansion and modernisation, we are now in the old rut from which 'we cannot get out. We have to get out' as early as possible. I was, therefore, very happy when my friend, Mr.

Sukul, said that more Plan allocation was necessary. May I very humbly ask him what he was doing to see that this Plan allocation was increased? I am sure in his party meetings, he would take up this cause and see that more Plan allocation is made. This is one of the ways in which efficiency can be brought back. So it is very necessary that sufficient Plan allocation is made. In the Sixth Plan a sum of about Rs. 5,100 crores has been allocated and at the price level which is prevailing today, probably it will go beyond Rs. 7,000 crores. What efforts are being made to see that this allocation is increased? By itself it is much less. This is what is required to put the railways on the right track. So the first thing that needs to be done is to look into this basic thing so that we are able not merely to serve the railways but serve the economy as a whole. Sir, when I look at the history of the Indian Railways, particularly of the last two years, what I find is that the Indian Railway is a sorry tale of increasing accidents, mismanagement, unpunctuality, over-crowding, corruption, and crime. My friend referred to the crime aspect during the emergency. May I tell Mr. Sukul that I have been a victim of the crime in the Western Railway when I was travelling from Surat to Baroda. I was travelling in the Second Class sleeper and my two suit cases were stolen. When I went to the Policeman for reporting, he said, "Why are you wasting our time; this is everyday affair; Thefts occur everyday. You should not bother about it". I said, "No. I am a law-abiding citizen. Whatever may be the outcome. I would like to record my complaint". Mr., Sukul was so .

I fond of praising what was happening during the emergency. But this is what happened during the emergency. I can give you a number of instances of this type on the whole line of Surat, Ratlam, etc. where these things have been taking place; even during the period of emergency. While talking about accidents, I must say that the main reason is that rolling stocks have been ageing. They need to be replaced. We are short of properly---quarried drivers. We have a large number of unmanned level crossings. We have locomotives which are not able to give efficient service. There are a number of reasons which are known. I do not want to go into them. I would only like to know as to, what is the Plan to see that these things are set right. The Minister himself tried to outline it in his speech. ' But the proper answer is not available. How soon and how is he going to set these things right? The causes which lead to, accidents need to be removed so that we are free from this particular malady.

Sir, as you are aware, this year is a record year of accidents. We have got the highest number of accidents, "i.e., 12,885 out of which 11,099 accidents have been caused due to failure of the railway equipment. I know that the answer would be given that these are not what can ordinarily be called "conservational train accidents" in which injuries to human beings take place." Whatever may be the case, the important aspect of the matter is that it is the railway equipment which is responsible for most of the accidents that are occurring.

This reminds me of one thing. When this famous or rather infamous accident on Taj Express occurred, the hon. Minister, Mr. Sharief, went along with his friends or relations. ' I am very sorry to say that later on these friends or relations proceeded to see Taj Mahal while these persons who were suffering were left like that. I do not want to comment anything more, The important thing is the seriousness with which they take such

accidents and the measures that need to be taken to see that such accidents are prevented. Sir, this reminds me also of what the people used to say when Mr. Jagjivan Ram was the Railway Minister. They used to say that when they entered the train, they would say 'Good Bye, to 'Jag' and 'Jivan' and that they have done Ram Bam' to both. Now, When Mr. Prakash Chand Sethi is the Minister of Railways, and when the people enter the trains, they -see no *prakash* or light. What they have is the whole tunnel of darkness and they don't know what will happen at the end of the tunnel. They are in darkness and may remain forever in darkness! That is why, this is a matter which needs, to be considered seriously.

I have said this because when we go to the people for fare increase and freight rate increase, it is very necessary to provide services. Are the Railways providing services which are commensurate with the fare that they are charging or they propose to charge in future? That is the real issue. It has to be looked at, from that point of view. Sir, none less a person than Mr. H. K. Paranjpe, who was heading the Railway Traffic Enquiry Committee has suggested, I mean the Committee Report also has suggested that, there has to be a body, a high-level body, which will go into this problem whether the charges are justified compared to the services which are provided. You can have a body like Monopolies Commission. Similarly, there has to be a commission or a body which can go into this problem and carry conviction to the people that really these charges are justified, or not justified.

Sir, when we talk of freight rate rise, it has been said by the Minister that there is actually no freight rise. But, as a matter of fact, what has happened? He has taken away this exemption which was available to a number of essential commodities. Above all, the «alt, Sir, which is the symbol of our national freedom movement arid about which • Gandhiji started, the Salt Satyagraha. Here is

the Government which wants to put more and more taxes on it and wants to see that even the common man is not able to afford this particular type of necessity and, which is not a luxury. Sir, there are a number of commodities like that, whether foodgrains, edible oils, vegetables, fertilisers etc. which are necessary from day to day. So, I would plead again "Please carry on this exemption. It is necessary because these are the necessities which are required by the common man".

...Sir, this brings me to the point of social objective. How are we going to achieve the social objective? It has been said, 'travel when you must'. Agreed. I don't think anybody can afford to travel these days unless it is a must. But in this context, let us see that the travel, is made easier. The travel has to be made easier as it has been the part of our culture. For many people, it is a part of their religious belief that they must go to the religious centres. Even in their old age, they have been going, suffering ^11, sorts of privations and hard- ships. Sir, here it is being made difficult. The people cannot even go round. They cannot have even the Bharat Darshan which is necessary. As a matter of fact, they have to be encouraged by giving concessions so that they are able to go round and see the country. But here is another approach, the approach which will prevent the people from educating themselves or even from performing their religious ceremonies. Sir, it is not only that. Let us take another aspect. Let us- "take the newspapers and books/ 'On these also, levies are to be increased. This is something which is "necessary for any. thanking man in this country. This levy is ' again put on without looking>'irrtto the ' aspect of social objective-."''''

Sir, we must have, as the Committee suggested, a rationalised freight structure. Instead of rationalisation, the executive orders are passed or such charges are introduced which will come in the way of normal life of a

[Dr. Shanti G. Patel]

normal citizen. Sir, we have to revise the structure or rationalise the structure in a manner that the passengers are able to travel cheaply and there are other facilities. For the first class, there has to be more levies, more charges, and for the second class passengers, they must be allowed to travel still more cheaply. This is what I would like to plead. It is very necessary in a country like ours. Instead of taking this particular perspective or a goal, they are moving exactly in the opposite direction. These charges, let me say, Sir, are even more than what the Railway Traffic Enquiry Committee had suggested. They have exceeded through their executive orders and all that. This Committee Report was published in 1980. Let me reject that they have exceeded this. I know, they will always come out with an explanation that prices have been going up. But let us not give that argument because the whole perspective of giving better services has been lost sight of. And the only thing that is picked out from that Report, and that also in a distorted manner, is the increase in fares and freight rates. 4 P.M.

Sir, as far as industrial relations are concerned, I join my friend, Mr. Sukul, who said that we must congratulate the workers for doing a good job and showing good performance and maintaining industrial peace. But, let me say in passing that there is a large number of catering staff who are not permanent employees, who have no security of service, who have no guarantee of wages. These are the people, who I hope, will figure under the enlightened 20-point programme. Whether this is part of it or not, I do not know. But here is the sector of the labour which needs to be uplifted. There is another section and that is of casual labourers. According to the Minister himself over two and a half lakh casual labourers work under the railways and they have been pulling on like this for a long time. Sir, their jobs are of a permanent or perennial

nature and it is not necessary to keep them hanging like this so that this insecurity stares them in the face.

Sir, much has been talked about industrial peace. But, I must say that if the credit goes to the administration, in no small measure the credit also goes to the all-India Railway-men's Federation, which is the main organisation of the railway men. They have presented their demands long time back. But I am sorry to say that speedy attention is not being given to their demands. Let me request the Ministry that before any further time is lost and before the workers become desperate and restive, they must do something about the list of demands which has been presented and see that any dislocation is prevented in future. I am sure that this is a very responsible organisation and they would like to avoid any such thing but if pressed to the wall, then they are left with no alternative.

Sir, a reference was made to the 19th January strike. The Federation itself had, on its own, decided not to join the strike because it was a one-day strike. But, if there is a prolonged strike, they are likely to join it. So, let them make a note that they have passed a resolution against the anti-labour measures indulged" in by the present Government. This is very necessary.

Sir, when We talk of this, let us see what has happened since 1980. Figures have been given by the previous speaker. This brings me to the figure as to how much burden has been levied on the people of this country. According to my calculations, Sir, this burden is nothing less than Rs. 2,149 crores, that means over Rs. 2 crores per day for the people of this country. This is the figure. It started with Mr. Kamlapati Tripathi, who levied the first burden. Then came Mr. Kedar Pandey and now Mr. Prakash Chander Sethi is there. What they have levied during the last two years, it will come to this that the people would have to pay so much

money from their pockets, without getting the service which is normally expected of from the Government.

Sir, I would suggest that if more income is necessary, some of our departments in the railways, like RITES and IRCON, are doing very well, and I would like them to be developed further. They can get more contracts from outside. I know our officers are very competent people. If they are given the powers to act and decide, probably they will be able to deliver the goods and all facilities should be provided so that we are able to get some more money, the needed money, for our expansion and modernisation. There is a lot of scope. But, I am told, Sir, that there are a number of factors which prevent them from taking these contracts or that when the contracts are on the verge of being given, there are certain wire-pullings going on which prevent the contracts being signed and, unfortunately, this is done by some very highly placed persons in the Government.

Sir, lastly, I would like to refer to the situation in Bombay. Much has been said and even the Chairman of the Railway Board probably spoke the truth when he said that the season tickets' charges are going to be increased; may not be *now*, may be after some time; may not be this year, may be next year. But, let us see, Sir, as I was pointing out that passenger fare has to be looked at from the aspect of social objective. Who are the people, the majority of people, in the Bombay city? They are the working force. Like machines, they give you certain production. Not because I hail from Bombay, but Bombay has a certain place in the economy of this country. And if this economy is to run efficiently and not come to a standstill, all the transport system has to work properly, and if the transport system has to work properly, this working force travelling on trains, has to be subsidised for their travel. I can say without fear of contradiction, there is

no city in the world where suburban transport system is not subsidised. You take London; you take Moscow, New York, or any city; always the transport system, whether railway or the bus, has got to be subsidised. If you want to collect money, you go to the employers; levy a tax on employment. I say it for two reasons: firstly, it will not be a burden on the ordinary man and secondly, I believe, de-congestion of the city of Bombay can take place and the workers will be forced to go out of Bombay, which is very necessary. This is the way in which it can be done.

One-third of the coaches of suburban trains in Bombay require replacement and because the coaches are condemned, there is no punctuality and we see accidents. I would like to know from the hon. Minister as to what they propose to do about it. They have stopped production of these coaches and now they want to carry on. According to their own figures, suburban traffic is expected to go up. Only Rs. 55 crores have been earmarked for the metropolitan cities and Bombay and Madras have been kept out. There is no allocation for Bombay. According to their own admission—that is, the metropolitan transport project which the Railways themselves have prepared—Bandra-Kurla-Mankurd-Panvel line is very necessary for their better running of the city as well as for development of Nava-sheva port where the fertilizer factory is being located. For all these economic activities to go on efficiently, it is a must and I hope the Government will reconsider their attitude and will not give a stepmotherly treatment to the city of Bombay which is paying not less than 30 to 40 per cent of the? revenues to the national exchequer.

As far as the management is concerned, I would like to say that it is not necessary to have two Railway Headquarters and big offices, overcrowding the city of Bombay. Let them go out. What is necessary is only one management for both the Central and Wester\* Railways in the

[Dr. Shanti G. Patel] city of Bombay- and that will save money, if I may say so. I would say that the present structure of Railway administration needs to be revamped. I see no necessity for the post of General Manager. There are 71,000 kilometres; there are 17 million of /railwaymen but there are 9 Zones and about 70 or 80 Divisions. Now the work is; being done by the Divisions. The Railway Board can directly approach; the Division and have a, better response and improvement in efficiency.

While referring to rolling stock, I would say that this rolling stock really rolls nothing. What we find rolling in the Indian Railways are the Ministers. It was Kamlatiji; then came Pandeyji and now Mr. P. C. Sethi has come and in 1983 I do not know who is going to roll again. As the Chairman of the Railway Board has himself said, about 7 to 8 thousand of mileage is done by our locomotives while 25 thousands of it is done in France. May I ask why this inefficiency? Why is it not possible to put the locomotives wagons, coaches etc. to more and better use so that we are able to earn more? Unless this under-utilisation is tackled properly, I do not think we can come out of the rut of the present inefficiency.

Sir, I would also like to refer to the injustice which has been done, rather the inhuman attitude which has been shown, to the children; the citizens of tomorrow. I am not surprised at this attitude because the Chairman of the Railway Board has said in the Press Conference that he is concerned with the health of the Railways. He is not concerned with the common people. That is why, this inhuman approach comes in. But I am pained, and I am very sorry to say, that the Ministers who preside over the Ministry are allowing such things to creep in. As Mr. Sukul has said, and very rightly so, the earlier this injustice is undone, the earlier this inhuman treatment is discon-

tinued, the better it is for the party concerned, particularly, for the party which talks so much about the twenty-point programme.

Sir, I would like to say that unless we are able to increase our efficiency and this rolling stock gets really rolling, and modernisation and expansion take place, we cannot move ahead.

While ending, I would like to quote what Mr. Paranjpe has said. This is very pertinent. If we talk of inefficiency -or, mismanagement, we are taken as politicians. But here is a studied economist who says:

"Prolonged mismanagement and diversion of resources to politically expedient schemes have "in the past resulted in heavy arrears in replacement of rails, of sleepers' and timely repairs and additions to rolling stock."

Lastly, I would like to refer to one observation of my colleague, Dr. Harekrushna Mallick, about the Talcher Sambalpur link. -As the assurance was given on the floor of this House, I hope the Government will reconsider its attitude on this particular problem and see that this link is established.

श्री शिवलाल बाल्मीकी (उत्तर प्रदेश) : उपसभाध्यक्ष जी, जो बजट पेश किया गया है, मैं उसका समर्थन करने के लिये खड़ा हुआ हूँ। भारत में रेलों का एक विशेष महत्व है। इन रेलों ने देश की सेवा की है और छोटे-छोटे, गरीब लोग इसमें मुख्य रूप से यात्रा करते हैं और इससे उनको सुविधा पहुँचती है। ये ट्रेनें भारत के एक नगर को दूसरे नगर से जोड़कर एक-दूसरे को करीब लाती हैं। इसकी सेवाओं की हमारे भारत के लिये बहुत ही जरूरत है। विरोधी सदस्य अभी

कह रहे थे कि इसमें सुधार नहीं हुआ है किन्तु मैं समझता हूँ कि जब से ट्रेनें शुरू हुई हैं, बराबर इसमें सुधार होता रहा है। बड़े-बड़े कारखाने बनाये गये जिनमें सुधार हुआ और काफी संख्या में वहाँ लोग काम करते हैं। उनमें बहुत से मजदूर काम करते हैं और भारत में बेकारी की समस्या को दूर करने के लिये सहायक हैं ये रेलें। योजना आयोग ने छोटी योजना में रेलों के लिये जो 5100 करोड़ रुपये की व्यवस्था है, मैं समझता हूँ कि यह बहुत ही कम है। इसके लिये और भी रूपया होना चाहिए। अभी जो काम शुरू हुए हैं, छोटी लाइनों को गतिशील बनाने के लिये, उनको आगे बढ़ाने के लिये ताकि तेजी से हम लोगों को कम समय में पहुंचा सकें, ज्यादा गति से सामान ढो सकें, इस काम को करने के लिये रेलवे विभाग अभी छोटी लाइनों को बदलकर अब बड़ी लाइनें वहाँ बिछा रहे हैं। और यह काम बड़ी तेजी के साथ गोरखपुर, लखन के बीच में हुआ है। इस तरह एक योजना है कानपुर से लखनऊ को भी बनाने के लिए, छोटी लाइन से बड़ी लाइन में परिवर्तित करने के लिए है, तो यह सारा काम जो है वह रेलवे विभाग कर रहा है। क्या विरोधियों को दिखाई नहीं पड़ता है। अभी कुछ लोगों ने कहा कि समय से ट्रेनें नहीं चलती हैं। समय से ट्रेनें इमरजेंसी के टाइम में चलाई थीं और कुछ सख्ती की थी। तब के बाद जब जनता सरकार आई तो इन ट्रेनों की गति बिगड़ गई और इतनी लापरवाही इसमें की गई कि यह समय से नहीं चली बल्कि जनता पार्टी के शासन में सारी दशा रेलों की बिगड़ गई और इस बिगड़ी हुई दशा को सुधारने के लिए रेलवे मंत्रालय ने जो काम शुरू किया है मैं उनको इसके लिए बधाई देता हूँ क्योंकि यह उन्होंने बहुत

अच्छा काम किया है। नागरिकों की सुविधाओं के लिए भी उन्होंने अच्छा काम किया है क्योंकि इससे नागरिक अपने व्यापार व उद्योग धंधे भी करते हैं। छोटे सामान से ले कर कोयला ढोने तक का काम मालगाड़ियों के द्वारा होता है। जो पटरी के पथ हैं, वह बहुत पहले के हैं और इनको बदलने का काम बड़ी तेजी के साथ किया जा रहा है ताकि रेलों की गति और बढ़ सके। उद्योग धंधों में यह पूर्ण रूप से सहायक है। रेलों को आधुनिक रूप में बदलने के लिए काम बड़ी तेजी से शुरू हो रहा है। बहुत सी अच्छी गतिशील ट्रेनें चलाई गई हैं। गोमती एक्सप्रेस, राजधानी पहले से चल रही है और कई ट्रेनें अच्छी ट्रेनें चलाई गई हैं। दिल्ली और बम्बई के बीच में तो राजधानी पहले से चल रही है जो काफी तेज है। एक दो इसी तरह की ट्रेनें यहां चल रही हैं। इसमें एक सुधार हुआ है कि यह बात जरूर है कि ऐसी जो पुरानी ट्रेनें हैं उनको बदलने के लिए टाइम लगेगा क्योंकि इसमें काफी रूपया खर्च करने की जरूरत है। तो धीरे-धीरे यह सब काम होने जा रहे हैं, हो रहे हैं। हमारा जो भारतीय रेल अधिनियम है वह बहुत पुराना है इसको 1905 में बनाया गया था। इसकी मंशा यह थी क्योंकि उस वक्त बहुत कम ट्रेनें थी लेकिन अब तो भारत में रेलों का विस्तार हो गया है और यह रेलवे बोर्ड नियमावली अभी तक चल रही है। मेरा इसमें माननीय मंत्री जी से अनुरोध है कि वे इसमें संशोधन करें। जो सारी शक्ति है वह रेलवे बोर्ड को दे रखी है। वह हमारे रेलवे मंत्रालय को होनी चाहिये। क्योंकि हम लोग जनता से चुन कर आए हैं और जब जनता के चुने हुए प्रतिनिधि की बात सही नहीं होगी और अधिकारी सारे काम

[श्री शिवलाल बाल्मीकी]

करेंगे उस की जिम्मेदारी हमारे मंत्री की होगी तो यह बात अच्छी नहीं है। हम चाहते हैं कि इसमें सुधार किया जाए ताकि जो जिम्मेदारी को वहन करता है जो जिम्मेदारी का काम दिया गया है हम चाहते हैं उसमें सुधार हो और इसमें नये नियम बनाए जाएं जिससे और भी गति इसमें आ सके। इसके बाद मैं खास तौर से एक बात यहां कहने के लिए खड़ा हुआ हूँ कि हमारे जो रेलवे में सफाई मजदूर हैं वे करीब करीब इस समय एक लाख हैं। उनकी सुविधाओं को देखने की जरूरत है। अक्सर वे पढ़े लिखे लोग नहीं हैं। वे इतना गन्दा काम करते हैं। उनको सुविधाएं बहुत कम मिलती हैं कायदे से उनको देखा जाए तो वे टेक्निकल काम करते हैं। हम उस स्थान पर मुश्किल से आध घंटे भी नहीं खड़े हो सकते हैं। जहां इतनी गंदगी रहती है वहां 8-8 घंटे रह कर काम करते हैं। किसने कीटाणु होते हैं उस गंदगी के अंदर और कैसा उनके स्वास्थ्य पर असर पड़ता होगा? जब बीमार पड़ते हैं तो उनका सारा पैसा चिकित्सा में चला जाता है। इन सब बातों को देखते हुए भी वेतन बहुत कम है। इस बारे में रेलवे मिनिस्टर से मेरी प्रार्थना है कि वे उन को टैक्निकल और कुशल मजदूर की श्रेणी में तरक्की देने की व्यवस्था करें। इस से उनकी आर्थिक स्थिति सुधर जाएगी। उनको कुशल मजदूर की श्रेणी में करने में मैं समझता हूँ कोई दिक्कत नहीं होगी। उन का कभी प्रमोशन नहीं हो पाता है और सारी जिदगी भर एक सफायी मजदूर वह सफाई मजदूर ही रह जाता है, आगे नहीं बढ़ पाता है। इसलिए उनको टेक्निकल मजदूर मान लेंगे तो शायद प्रमोशन में वे थर्ड क्लास के कर्मचारी

के पद पर आ सकते हैं। यही मेरी मुख्य रूप से प्रार्थना है। सफायी मजदूर को एक कुशल मजदूर का ट्रेड देना एक बहुत अच्छी बात होगी।

कानपुर से लखनऊ तक अभी सिंगल लाइन है, छोटी लाइन बिछी हुई है। उसको बड़ी लाइन में परिवर्तित कर दिया जाए ताकि डबल लाइन चले, जिससे कि काफी लोगों को लखनऊ कानपुर आने जाने में सुविधा हो। कानपुर एक व्यापारिक नगर है और लखनऊ राजधानी है और उस मार्ग में इतना ट्रैफिक रहता है कि उससे लोगों को बड़ी तकलीफ रहती है और 75 किलोमीटर रास्ता पार करने के लिए तीन तीन, ढाई-ढाई घंटे लग जाते हैं। लाइन में इतनी क्षमता नहीं है जिसकी वजह से गाड़ी की रफ्तार बढ़ नहीं पाती है। इसलिए मेरी प्रार्थना है कि इसको बड़ी लाइन में परिवर्तित कर दिया जाए।

एक बात और भी है कि राजधानी लखनऊ से हैदराबाद, मद्रास जाने के लिए कोई भी सीधी गाड़ी नहीं है। मान्यवर, जो ट्रेन है उसमें कुछ बोगियां एटैच कर दी जाती हैं, वे बोगियां झांसी में दो-दो घंटे तक खड़ी रहती हैं, उस से यात्रियों को परेशानी होती है। तो ऐसी गाड़ी लखनऊ से सीधी चलायी जाए जो कि दक्षिण भारत की तरफ से जाए—तीन दिन मद्रास और चार दिन हैदराबाद, इस तरह से चले, तो बड़ी सुविधाजनक बात होगी और इससे सरकार को आर्थिक लाभ भी होगा।

इमरजेंसी के पहले की बात है जब रेलवे मिनिस्टर ने कुछ आर्डर दिए थे कि शहरों में या रेलपटरियों के किनारे जो भूमि खाली पड़ी हुई है, उसको हरिजनों के लिए अलॉट करेंगे, उस स्कीम को भी जनता सरकार ने आकर रोक दिया था, इस के बारे में मैं रेल मंत्री महोदय से प्रार्थना करूंगा कि वह भूमि हरिजन और गरीब व्यक्तियों को अलॉट की जाए।

रेलवे विभाग ने अपने कर्मचारियों के लिए काफी सुविधाएं पहुंचाई हैं, उनके लिए चिकित्सा की व्यवस्था भी की है। रेलवे ने उनके लिए रहने की, आवास की व्यवस्था भी कर दी है, उनके कल्याण के कार्यों के लिए कुछ कदम उठाए हैं, मनोरंजन केन्द्र और बहुत सारे केन्द्र उन्होंने बनाए हैं और अनेक प्रकार की सुविधाएं दी हैं। इस दृष्टिकोण से मैं कहूंगा कि यह जो बजट रेलवे का प्रस्तुत किया है यह बहुत थोड़ा है और माडर्नाइजेशन करने के लिए, लोगों को अच्छी से अच्छी सुविधाएं देने के लिए पैसे की जरूरत होती है। अतः उसके ऊपर खर्च और बढ़ा दिया जाए।

खास कर हम लोग अक्सर सुनते हैं कि ट्रेनों पर डकैतियां पड़ जाती हैं। यह बात सही है कि यात्रियों की रक्षा के लिए फोर्स तैनात हैं लेकिन मैं चाहता हूँ कि इस ओर विशेष कदम उठाए जाएं, पुलिस फोर्स को बढ़ाया जाय। नाईट में जो ट्रेने चलती हैं, जैनरली मैंने देखा है कि उनमें पुलिस वाले एक कंफर्टमेंट के अंदर बैठ जाते हैं, सारी रात बेंठे रहते हैं, ट्रेनों में डिब्बों के अंदर घूमते नहीं हैं। उनके ट्रेनों में घूमना चाहिए और देखना चाहिए कि उनमें कोई चोरी डकैती न हो और लोगों की सुरक्षा हो सके इस ओर भी सरकार ध्यान दे।

इसके साथ ही, श्रीमन, छोटे छोटे शहरों में जो रेलवे के बुकिंग आफिसर हैं, मैंने देखा है कि जब ट्रेन आती है तब वह टिकट बांटना शुरू करते हैं। इससे जनता को टिकट लेने में कठिनाईयों का सामना करना पड़ता है। अतः सरकार को इस सुविधा को बढ़ाने की ओर भी ध्यान देना चाहिए।

अभी बहुत से सदस्यों ने किराये बढ़ाने के बारे में कहा है। श्रीमन, जब आप सुविधाएँ चाहते हैं तो किराये बढ़ना भी स्वाभाविक बात है। इसमें ऐसी कोई बात नहीं है जिस पर ऐतराज हो।

इसके साथ, श्रीमन, जो रेल बजट प्रस्तुत किया गया है मैं उसका समर्थन करता हूँ।

Dr. MALCOLM S. ADISESHIAH (Nominated): Mr. Vice-Chairman, Sir, I rise to support the Railway Budget and the statements attached with some, four rather serious comments. First of all, I know that the Railway Ministry reports a good performance in the freight traffic for this year, 1981-82, of which already 215 million tonnes have been achieved by December, 1981, and 220 million tonnes, he hopes, would be achieved by March, 1982. This is very good, and it is a matter of congratulation and satisfaction that our revenue earning traffic is moving so well and so fast. But when the Minister says in his statement, in his speech, that the transportation needs of the steel plants, the cement plants, the petroleum refineries, the thermal power plants etc. have been met, I have some doubts.

Mr. Vice-Chairman, I shall be brief. I edit the Monthly Economic Journal for my Institute of Development Studies in Madras, and in the monthly journal I survey the economic situation in the country based on the data released by the Government. In June, 1981 I have written in my Journal;

"The coal situation' in the Ennore Thermal Plant in Madras is causing anxiety. On March 23 there was only one day's stock. On April 1 there was no coal." Then the cement factories in Tamil Nadu face a very serious problem of the shortage of coal. From singareni they ought to be getting 6,100 wagons per month. They got in two months only 3,450. That is about one quarter. Similarly, from the Eastern Coal Fields, instead of receiving 9,000 tonnes, they received only 4,700 tonnes. Of 23 kilns of the cement factories, nine were forced to close down. Again<sup>1</sup> in June, Ennore reports shortage of coal. It goes on. In August-December, the foundries in Coimbatore, employing 10,000 workers, had to close down, not for lack of coal, but for lack of pig iron in this case. These are actual facts I am quoting. I will not continue. .j

[Dr. Malcolm S. Adiseshiah]

All that \* want to say is that while the ntacro picture painted by the Minister i<sub>3</sub> right, as far as the micro picture is concerned, as regards the delivery of coal to the thermal plants or th<sub>e</sub> cement plantg<sub>o</sub>r small foundries, there is a ver<sub>v</sub> serious lacuna which I call attention to. Against that I must say that the target for 230 million tonneg laid down for the next year 1982-83, is modest.' J think it can be attained, and I hop<sub>e</sub> it will spread widely to all th<sub>e</sub> consumers. I am a little worried that' in 1982-83 about the same amount of .coal as in 1981-82 i<sub>3</sub> going to be carried. In the case of the petroleum products, I find that there is going to. be a decrease in the carrying' of the petroleum products. The only increase I see is in the case of cement and pig iron. I hope very much that there would be an increase in revenue-earning traffic.

My second comment i<sub>3</sub> with regard to passenge<sub>r</sub> service, which the Minister himself says in his statement is rather dismal; it is so mentioned in the reports also. There ha<sub>s</sub> been no growth in passenger traffic in 1981-82. It ig a thre<sub>e</sub> per cent growth, which.Is nothing. And what is worrisome i<sup>b</sup> that i<sub>n</sub> 1982-83, that & ne<sup>3rt</sup> year, there is to be a growth of only five per cent. I am speaking of th<sub>e</sub> non-suburban traffic, which is the main traffic that we are concerned with. Cancellation<sup>1</sup> of trains has also been very large and the Minister use<sub>s</sub> the ominoug phrase in hi<sub>s</sub> statement that the 1981-82 policy of glowing down passenger services will be continued in the next year.

Regarding punctuality, I think in the present situation in India the punctuality situation i<sub>9</sub> not so bad as Mr. Nanda has depicted. I think that 85 to 87 per cent punctuality is something that we should be satisfied with.

Finally the growing number of accid<sub>e</sub>nts i<sub>3</sub> a matter of concern. We Jiav<sub>e</sub> had over 2,000 accidents in 1981-62. The main causes are failure of the railway staff and our poor mecha-

nisation. Now\* both these are human causes and should be corrected.

My third comment is with regard to the problem of obsolescence. It is worrisome that i7 per cent of the coaches, IO.5 per cent of the wagons, 6,430 kilometres of rail<sub>3</sub> and 7,500 kilometres of sleepers are all overaged. And this is the basic cause of our ac- ' cidents. To thi<sub>a</sub> should be added the fact that we are not able to condemn our wagons or coaches Or locomotives as fast as w<sub>e</sub> should because w<sub>e</sub> are not able to replace them. I might call upon the Minister t<sub>0</sub> answer very clearly the charge that 25 per cent of the electric locomotives and diesel locomotives are not being utilised, that there is underutilisation. The Minister might have seen in the Hindustan Times this week two detailed articles, supposed to come from experts—who these experts are, we do not know—in which the charge has been made that about 25 per cent of the modern locomotives, digsei and electric, are deliberately being underutilised. So the Minister should come out with a statement because these articles have been very widely publicised. I would like to know what th<sup>^</sup> truth of the matter is because we are used to underutilisation) i<sub>n</sub> industry bat not to this kind of deliberate underutilisation by the staff in the railways. If it is .not so, the Minister should contradict it.

My fourth point is on the problem of finances. We need desperately more railway finances to replace our obsolescent wagons and equipment and to open new lines—the new line<sup>9</sup> that are proposed for 1982-83 a<sub>r</sub>e miserably limited—and to complete surveys. The surveys which are going on and on, as mentioned in the demand for grants are 187, and only 12 new surveys are bring] proposed. Now this *is* simply a reflection of the lack of resources.

Now, in this situation, I must express my deep regret that the Plan funds being made available to the Railways for the next year, 1982-89,

are even less than the Plan funds that have been given this year by a few lakhs of rupees. It is scandalous. "When the whole Plan' outlay has increased by 24 per cent, why is it that the Railways are being starved? Why don't they receive their share of the 24 per cent increase? I join the Minister, M. Sethi, in his plaintive cry—I saote him:

\*It is hoped that considering the crucial role of the Railway in the economic development of the country, it will be possible for some more allocations to be given to the Railways in the coming year."

Wow this year there is going to be a said-term review of the Plan and I think all Of us should support the Mhvey Ministry for at least Rs. 1,000 crores more being given for the next years that is left of the Plan. Otherwise we are really going to I - the industry stopping and acci-ircreasing. The Minister speaks of the poor image of the Railways. not the poor image of the Railways that is important: it is the fact Ives are being lost and goods are being lost.

May I end by saying that I am concerned about the administration, the ustrative efficiency of the Rail-For the last four years, the ays have been continuously in-ng the charge on the public, hire raising more and more funds, RS. 178 crores in 1979-80, 204 5 in 1980-81, 436 crores in 1981-82 that is 356 plus 80 crores this year. For 1982-83 Mr- Sethi has placed additional resources, he is getting the users of 261 crores plus 320 crores which were the additional hikes which were made in December, we have 581 crores for 1982-83. May I say here that this increasing contribution that the Railway ia raising which I think they need, is not is to any increase in railway lines, increase in the developmental openditure Of the Railways. It is being spent on administration. This 3F what is worrisome. I hope very

much and I must say that I believe that the time may have come for having a good look at the administration including the functioning of the Railway Board in order to see how these additional funds that the Railway ia raising and which it needs are not used for administration. It should be seen that this money is not spend on administration, as is being done now, I do not an only on the Railway Board, but on the administration and that includes the Zonal Railway administration. It should be used for development, more stock, more wagons, replenishing of rail lines. In that way, we will really boost the economy of the country.

Thank you.

SHRI V. GOPALSAMY (Tamil Nadu):  
Mr. Vice-Chairman, Sir, I am very grateful to you for this opportunity. I rise to oppose many of the provisions of the Railway Budget and also to register my strongest protest on behalf of Tamil Nadu for their step-motherly treatment of the Railway Minister towards the State of Tamil Nadu sir. the common man has been hit by the increase in fares and freight rates. Even vegetables, medicines, salt, food articles, etc. have not been spared. I won't be surprised if the Railway Ministry collects fares even for the newly-born babies in the ensuing Budget if the trend of this Budget is continued.

I would fail in my duty if I do not raise my protest for having ignored the State of Tamil Nadu in the allocation of projects. Also, I could not be mistaken if I say that this Budget is meant for the whole of India minus Tamil Nadu. It has been announced by the Railway Minister for the rest of India. Of course, we are committed to the slogan of national integration. Of course, we are committed to the slogan of one country from Cape Comorin to Himalaya. Sir, we have got every moral right, legal right, political right, to claim our due share from the central allocation. Whatever is allocated either for Civil Aviation

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or for Shipping and Transport or for Railways, whatever the allocation is made, we have got a claim to have our due share. If anybody sitting on the citadel of power in India thinks that the people of Tamil Nadu can be hoodwinked or can be taken for a ride, then I am sorry to say that they are living in a fool's paradise. That land is the land of Periyar. That land is the land of self-respect movement. That land is the land of Anna. Every year, I am seeing that grand promises are given by the Minister. What happened to the promise about M.R.T.P. system? Actually the office of the Mass Rapid Transit Project of Madras is to be wound up. What happened to their promise for the proposal of electrification between Jolarpet and Erode, Jolarpet and Bangalore? Now those promises have been forgotten by the Railway Ministry. And what happened to the allocation of more funds for the Karur-Dindigul-Madurai-Tirunelveli broad-gauge line? The work is progressing at snail's pace. Not only that, Sir, more trains were cancelled during the last year in Madurai-Trichi divisions, but the Ministry gives the reason that due to coal shortage, we have not been able to run. But this reason is being attributed to only Tamil Nadu and at the same time such cancellation is not taking place in any other Division. Recently four passenger trains between Trichi and Erode have been cancelled. The number of those passenger trains are; No. 68, No. 582, No. 592 and No. 595. And also from 20th December, 1981, another passenger train No. 597 has been cancelled. This is terribly affecting the thousands of workers who are working in Trichi. To add insult to the injury, the Rail-Way Ministry has taken a decision to stop wagon construction work at Golden Rock Workshop. This has fallen as a bolt from the blue on thousands of workers in that workshop. Sir, this workshop was built in the year 1927 by the British, and the headquarters of the Southern Railway was there. This has got the bigges

infrastructure in the country. But the Railway Board has taken a decision to stop wagon construction work. What will happen to those thousands of workers who are working there? By this order, immediately 2,000 workers will lose their promotional avenues and opportunities and incentive Bonus. Not only that, Sir. In the long run, the whole workshop will be ruined. I have visited that workshop many times. Last month also I visited that workshop. I have received information yesterday night that sorrow and darkness are looming in the minds of thousands of workers in the Golden Rock Workshop. Posters have been pasted throughoi Workshop demanding the Government to reconsider the decision. Now, I would request the Railway Mi to reconsider their decision. In this Workshop, nearly 1,500 wagons were built. And the target was reduced to 1200, and again it was reduced to 960 in the year 1979. It was again reduced to 720 in 1981. Now, the Railway Board has decided to stop manufacturing wagons.

Sir, these workers have proved their talent and skill. They have proved their exemplary performance which was endorsed by the Railway Ministry itself. The Railway Minister has applauded and appreciated, greeted and congratulated the skill of the employees working in that Workshop. In this connection, I would like to quote a letter dated 21st April, 1980 from Mr. K. S. Ramaswamy, Member (Mechanical), Railway Board, and ex-Officio Secretary, Government of India, Ministry of Railways. I quote the letter:

"I am very happy to know that during 1979-80, the Golden Rock Workshop of Southern Railway were able to produce 960 wagons in terms of four wheelers and achieved a target of production which is really a creditable performance keeping in view the fact that the targeted production was achieved in spite of serious handicaps..."

Sir, I underline the words—

"in spite of serious handicaps like non-availability of critical items and materials, I would like to convey my appreciation for the good work done."

Now, the Railway Board has rewarded these workers with this decision. So, it is high time for the Railway Ministry to reconsider the decision. Otherwise, the workers will be compelled to resort to agitation. They have so far achieved the targets. They have proved their skill. They have proved their integrity. They have proved their workmanship. But because of this decision, they are being compelled by the Ministry to resort to agitation.

Sir, two more things I would like to bring to the notice of the Railway Ministry. Firstly, Sir, because of this decision, machinery and electric plants worth crores of rupees erected for construction work will get ruined. So, I again beg the Ministry of Railways to reconsider the decision. Then, Sir, every year steel scraps are being sold in auction. This scrap has got good value and is of good quality. But the bidders colluding among themselves purchase it at a very low price and they sell in the market to other private companies at a very high price. This causes enormous loss to the economy of the Railway administration. So, I would suggest to the Railway Ministry to consider the proposal of starting a cast steel foundry shop which could make use of this steel scrap. Now the railways are purchasing it from private companies like the Burn and Company, the Muchanth Co. and the Bharat Company at a cost of Rs. 50,000 per one box-N-wagon. If you start a cast steel foundry shop there itself, in the Golden Rock Workshop itself, it has been worked out that they will supply wagons at a cost of Rs. 40,000 per wagon. Then, Sir, there are condemned rails. These condemned rail pieces are again sold in auction. They are purchased at a very low price by the bidders and they are sold to the steel rolling mills at high prices. So, what should be

done is the question? This rail steel is of a good quality. If the Railway Board comes forward with a plan to start a steel components manufacturing shop, this steel could be utilised. This is a suggestion. I think the Railway Minister will consider this suggestion. Sir, there was a proposal long back to start a diesel components manufacturing shop. But, Sir, due to political reasons, this went to Patiala. Now, again I am requesting' the Railway Minister to consider the proposal of starting a diesel component manufacturing shop, because there is a diesel shop, there is one diesel coil manufacturing shop, there is one diesel electrical shop, there is one diesel heavy electrical repair shop. If you start a diesel components manufacturing shop, all these shops would get the supply.

Before I conclude, Sir, I would like to bring to the notice of the Railway Minister some of the points for his consideration regarding the welfare measures to be taken for the railway employees. Sir, the railway employees in most places are working in diesel shops; I mean diesel oil and chemical oil shops. So, they should be supplied proper medicines, drugs, and they should be given milk allowance and 'shoe allowance. Sir, five thousand railway employees' families are living in the Golden Bock railway colony and another ten thousand families of labourers are also living in and around that colony. So, if the Railway administration provides the railway colony with a polytechnic school, and an arts college, the wards of the railway employees would get proper education. Then, Sir, whenever the railway employees are admitted in the railway hospital, diet charges are collected from them. Sir, we say that we are giving free medical treatment to the railway employees. When you are giving free medical treatment, diet also should be given free; but charges are collected for the diet. This is very strange; I cannot understand it. So I bring it to the notice of the Minister because he may not

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be knowing it. Also, the retired Railway employees should be given free medical treatment in the hospitals. Sir, the Divisional Railway Hospital at Golden Rock has got no specialists, no maternity doctors. So, specialists and maternity doctors should be appointed in that hospital and the strength of the Class IV employees should also be raised.

Sir, whenever we write letters to Railway Minister, we get proper reply, very proper reply, signed by the Minister. But I am very sorry to say that mostly, I feel, they do not read what we have written. Actually I made a complaint to the Railway Minister and also to the Prime Minister about what happened to myself and another Member of Parliament, when we with our families were travelling from Delhi to Madras on 18th of September 1981 by G- T. Express. We had the worst experience and I wish that should not happen even to my worst enemy. We were gtranded at We were treated in a very cavalier manner by the Station Superintendent. He asked us to get out of the train. We protested, "No, we cannot; how can we travel?" "That is for you to decide; you have to make your own arrangement". This was the reply. Then we told the Railway officials "We have already made reservations. If you say that this coach is condemned, -you provide us another coach. Otherwise, how, can we travel from Jhansi onwards?" "No, that is your look-out." This was the reply. And for two hours actually, we were arguing with the Railway officials and then the Railway Superintendent came and asked us to get out. He commended, "Unless you get out you will be kicked out." This happened on 18th September last year. We protested; we established our identity as Members of Parliament. Even then we were badly treated. We begged of the Railway officials to at least provide a second class coach and after two hours. were able to persuade them to provide us a second class

coach. That was a condemned coach with no shutters; throughout we had the rains and we suffered a lot. So, I wrote a letter to the Prime Minister which was endorsed and the Prime Minister replied that the matter had been forwarded to the Railway Minister. I got a reply from the Railway Minister also that the matter is being looked into. Twenty-two passengers signed that memorandum, including a foreign national. And now, when I was travelling again from Madras to New Delhi last, the DRM came at Jhansi station and met me and told me that the enquiry was going on and asked me if I was comfortable. I said, yes, I am comfortable, but that thing should not happen to any person; not only to a Member of Parliament, but even to any other passenger such a thing should not happen. Sir, now, I have received a reply from the hon. Railway Minister, Mr. P. C. Sethi, dated February 3, 1982; I quote:

"As regards the rude behaviour of Station Superintendent, Jhansi, enquiries reveal that the Station Superintendent and the Deputy Station Superintendent who attended the train personally to persuade passengers to shift from the first class to ordinary second class coach which was the only coach available at that time were very polite with the passengers although they ought to have been more tactful."

Does he mean that we have lied? Does the hon. Railway Minister mean to say that we, Members of Parliament, responsible Members of Parliament, have written something which is not true? Twenty-two passengers have signed that memorandum. I myself have signed that memorandum. We have brought to the notice of the hon. Railway Minister as to what had happened on that day. Actually, what the Station Superintendent did on that day did not offend me. This letter has offended me. Why should we write letters to the Railway Minister? Why should we write letters to Ministers?

AN HON. MEMBER: No use.

SHRI V. GOPALSAMY: Hon. Mr. Stephen is here. He should understand *my* agony. This is a letter which has come to me from a responsible Minister. We have made a complaint, a specific complaint. He has replied, without seeing the contents of our memorandum. I would like to know whether he saw the file. The Minister should have called for the file. He should have called for the memorandum which we had submitted. He should have gone through that. Without going through the contents of our memorandum, he has sent this letter. I am very sorry about this letter.

Before concluding, one last word, At least now, the Railway Minister should reconsider the decision regarding the Golden Rock Workshop. Also, I hope, he will announce some projects for Tamil Nadu. With these words, I conclude.

**श्री राम पूजन पटेल (उत्तर प्रदेश) :**  
माननीय उपसभाध्यक्ष जी, मैं आपका आभारी हूँ कि आपने मुझे रेलवे बजट पर बोलने का मौका दिया। रेलवे बजट अपना महत्वपूर्ण स्थान रखता है क्योंकि बजट में सब से अधिक आमदनी अगर देखी जाती है तो रेलवे विभाग से होती है और जनता को सब से अधिक सुविधाएं अगर उपलब्ध हो सकती हैं तो रेलवे विभाग से हो सकती हैं, क्योंकि बड़ी बड़ी दूरियों का बहुत थोड़े समय में रास्ता तय करवाती हैं। लेकिन रेलवे विभाग की बहुत सी बातों को देखने से कभी कभी बहुत दुख होता है। हमारे अभी एक साथी ने कहा कि उनके साथ एक घटना ऐसी हुई जिसके संबंध में मंत्री जी को लिखा और मंत्री जी ने अपने अधिकारियों की जांच रिपोर्ट पर यह लिख कर भेज दिया है कि ऐसी ऐसी बातें हुई। तो हम लोग यहाँ संसद् में आए हैं केवल इसलिए नहीं आए हैं कि अधिकारीगण जो भेज दें उनके किए गुनाहों पर ठप्पा लगाने के लिए आए हैं। हम लोगों की जिम्मेदारी है आज जो देश के

अन्दर अधिकारी लोग ठीक से काम नहीं कर रहे हैं उनके विषय में हम लोगों को विचार करना पड़ेगा।

### [श्री उपसभापति पीठासीन हुए]

उपसभापति महोदय, मैं आपसे निवेदन करूंगा कि हर चीज का गहन अध्ययन कर के देश की जनता के प्रतिनिधि की रक्षा करना हमारे मंत्रीगण की बहुत बड़ी जिम्मेदारी है। मुझे खेद के साथ कहना पड़ रहा है कि आज जितनी भी गाड़ियां चलती हैं मैं समझता हूँ सब गाड़ियां लेट चलती हैं। तिनसुखिया जो इलाहाबाद हो कर आती है 23 तारीख को मैं आया था वह सात घंटे लेट आई। 16 तारीख को जब मैं आया तो पुरानी दिल्ली में दो घंटे तक रुकी हुई थी। मैं समझता हूँ कि इसका कारण जो है वह स्पष्ट है। यह हमारे अधिकारियों की सुस्ती और निष्क्रियता के कारण है। हम लोग जब यहाँ पर खड़े होते हैं उनके सारे गुनाहों पर ठप्पा लगा देते हैं और कहते हैं कि उनके सारे काम ठीक हैं, मैं यह निवेदन करूंगा कि इन सब बातों पर विचार कर के जो भी गलत कार्य हो रहे हैं उनको ठीक कर के सभी अधिकारियों और कर्मचारियों को सक्रिय रूप से काम कर के देश के विकास में अपना योगदान देना चाहिये। रेल विभाग में आपका विद्युतीकरण विभाग है जिसका प्रधान कार्यालय इलाहाबाद है, लेकिन यहाँ पर कोई भी इस समय भेरी जानकारी में जनरल मैनेजर नहीं है। उनका स्थानांतरण कहीं कर दिया गया है और प्रधान कार्यालय इलाहाबाद है। लखनऊ में सारे विद्युतीकरण के डिजाईन बनते हैं और मुझे यह मालूम हुआ है कि उस कार्यालय को कुछ लोग देश को नुकसान पहुंचाने के लिए दूसरी जगह भी स्थापित करने की कोशिश कर रहे हैं कि प्रधान कार्यालय दूसरी जगह किया जाय। अगर ऐसा किया जाता है तो मैं समझता हूँ कि देश की अखण्डता के ऊपर कुछ अधिकारी लोग आघात पहुंचाना चाहते हैं।

[ श्री रामभूजन पटेल ]

हमारा देश एक है, जब हमारा देश एक है तो हमको क्षेत्रीयता की बात को दृष्टि में रख करके कोई भी ऐसा काम नहीं करना चाहिए। डिजाइन का कार्यालय लखनऊ है और विद्युतीकरण का इलाहाबाद है। काम की सुविधा के लिए छोटे-छोटे कार्यालय खोल करके अगर द्रुतगामी ढंग से काम करें तो कोई बुराई नहीं है, लेकिन प्रधान कार्यालय का जहां तक संबंध है, उसके साथ ऐसा नहीं करना चाहिए।

अभी हमारे एक भाई ने बताया कि कानपुर और लखनऊ दोनों ही बहुत महत्वपूर्ण स्थान हैं लेकिन आज तक वहां पर विद्युतीकरण नहीं हो पाया है। क्यों नहीं हो पाया है? इसका कोई कारण होगा, वह अधिकारी लोग बता सकते हैं। यह जो प्रस्ताव है उसमें बताया गया है कि सन् 1988-89 तक उस लाइन पर विद्युतीकरण किया जायेगा। 1988-89 में जो इतने महत्वपूर्ण स्थान हैं, लखनऊ उत्तर प्रदेश की राजधानी है, कानपुर उत्तर प्रदेश का सबसे ज्यादा बड़ा औद्योगिक क्षेत्र है और वहां पर 1988-89 में विद्युतीकरण करने की योजना है। इसी प्रकार से दिल्ली और अम्बाला का विद्युतीकरण 1988-89 में है। लखनऊ से मुरादाबाद भी इतना ही महत्वपूर्ण स्थान है और उसका विद्युतीकरण भी इतने दिन बाद 1988-89 में होगा। तब तक यह हो सकता है कि कोई और आ जाये और बोर्ड का चेयरमैन कह देगा कि यह भी खत्म हो जाय? इस तरह से तमाम आपकी योजनाएं हैं, जो ऐसे डाल दी गयी हैं कि जिससे देश का बहुत बड़ा नुकसान होगा। मैं इन शब्दों के साथ यह कहना चाहता हूँ कि रेल के यातायात में मैं पढ़ रहा था कि जो टिकट के किराये बढ़ाये गये हैं उनमें दो सौ किलोमीटर के अंदर तक न तो फर्स्ट क्लास का किराया बढ़ाया गया है, न सेकेंड क्लास (ए सी सी) का बढ़ाया गया है और न तो टूटायर का बढ़ाया गया है। किराया अगर बढ़ाया गया है तो सेकेंड क्लास के लोगों का बढ़ाया

गया है। मान्यवर, इन सब क्लास का नहीं बढ़ाया गया और सेकेंड क्लास का बढ़ाया गया है जिनमें गरीब तर्कों के लोग होते हैं, तो मैं समझता हूँ कि यह बिल्कुल मानवता के परे है। इसमें बिल्कुल सोच समझ कर हमारे मंत्री जी को निर्णय लेना चाहिए। अधिकारी लोगों को गांवों में जा करके जनता का मुकाबला नहीं करना पड़ेगा, वहां हम लोगों को जाकर जवाब देना पड़ेगा कि जिसमें बड़े लोग जायेंगे उनके टिकट का किराया नहीं बढ़ाया गया और जिनमें गरीब जनता जायेगी, जिनसे हम लोग आस करके संसद में विचारों को व्यक्त करते हैं जनता की बातों को, उनके ऊपर टिकट बढ़ाया गया है। यह बिल्कुल ही मैं समझता हूँ कि जनता के साथ अन्याय है और यही नहीं है कि आप यहीं तक सीमित हैं। इन लोगों ने जो टिकट का किराया बढ़ाया है वह सौ किलोमीटर तक 37 परसेंट बढ़ाया है। जिसको सौ किलोमीटर तक जाना है उसके ऊपर 37 परसेंट तक टिकट का दाम बढ़ाया गया है और इस तरह से तमाम आंकड़े हैं जिनसे कि छोटे-छोटे लोगों एवं गरीबों के ऊपर बोझ लदवाया है। यही नहीं पहले पांच साल तक के बच्चों को छूट दी गयी थी किरायों में, अधिकारियों ने तीन वर्ष तक के बच्चों पर छूट दी है। मैं समझता हूँ कि इससे रेलगाड़ी पर भ्रष्टाचार को बुनियाद जमेगी; क्योंकि जो गांव का किसान आदमी, गरीब आदमी बच्चों को लेकर ट्रेन पर चलेगा और उसके पास जब टी० सी० जायेगा; क्योंकि तीन साल का बच्चा छोटा होता है, गांव वाला पांच साल के बच्चे को तीन साल का कहेगा, टी० सी० कहेगा कि पांच साल का है, तुम्हारे ऊपर जुर्माना लगायेंगे, लिहाजा पैसे बसूल करेगा। तो हम एक तरफ वाल वर्ष मनाते हैं और दूसरी तरफ बच्चों पर टिकट का किराया बढ़ाते हैं, यह एक अनुचित बात है, ठीक नहीं है। इसमें गरीब लोगों का नुकसान होगा,

मैं आपसे निवेदन करूंगा कि इन दोनों मामलों पर बहुत ही विचार कर लें। क्योंकि इन पर बिना विचार किये हुए मैं समझता हूँ कि हम लोग गांव के अंदर इसका जवाब नहीं दे पायेंगे। हमारे कुछ भाइयों और साथियों ने कहा कि चौधरी साहब के समय में तीन वर्ष तक के बच्चों तक टिकट दर बढ़ाने की योजना बनी थी। लेकिन उसके बाद तमाम सदस्यों ने उसे कहा कि गलत हो रहा है, तो चौधरी साहब ने वह वापिस कर लिया कि पांच साल के बच्चों पर किराया नहीं लगेगा। जब चौधरी साहब जैसे व्यक्ति ने, जो किसी की बात मानने वाले नहीं हैं, ऐसे नेता हैं, जिनको सब जानते हैं कि वे किसी की बात नहीं मानते, अगर उन्होंने इस बात को मान लिया, तो मैं समझता हूँ कि मेरे मंत्रिगण विचारशील, विवेकी और बातें मानने वाले हैं, सबको ध्यान में रख कर तब काम करते हैं; तो वे जरूर इस पर विचार करके अपना प्रस्ताव वापिस करेंगे। मैं चाहूंगा कि अधिकारी लोग जो सारी बातों को तय करते हैं कि ऐसे होना चाहिये, हमको भी अपने विवेक और विचार से काम को करने के लिए तत्पर रहना चाहिए।

बजट के अंदर जो भी कमियां हैं, उन पर ध्यान देकर उसको कुछ न कुछ संशोधित करें जिससे कि देश के गरीब का हित हो सके।

इन्हीं शब्दों के साथ मैं इस रेल बजट का समर्थन करता हूँ। धन्यवाद।

SHRI ARABINDA GHOSH (West Bengal): Mr. Deputy Chairman, Sir, there have been several changes in the policies of the Government as far as Indian Railways are concerned. Firstly, the concept of public utility services is given the go-by and a concept of commercial undertaking viability, etc., is being imposed. The Government has capitulated to the World Bank and succumbed to its pressure. But the Railway, are a vital and the biggest sector in the

country for the development of our national economy. The movement of foodgrains, coal, petroleum, cement and steel ought to be salvaged. Here I would like to quote from *Business Standard*, volume VII, Number 156, dated 1st September, 1981, Calcutta, where it is clearly stated on page 4:—

"The World Bank has set several conditions to the release of a \$700 million loan for the Indian Railways. A complete list of the conditions is given below:

1. Purchase of an IBM or IBM-compatible computer, including software, from abroad;
2. Annual increase in freight charges;
3. A sharp increase in passenger fares, including second class fares, in order to cover the full cost of these services;
4. Higher prices for suburban season tickets;"

It is not yet increased but, as per the press conference of the Chairman of the Railway Board, the prices for suburban season tickets may be increased.

"6. The Railways' zonal and divisional structure should be changed and the criteria for drawing up a new structure spelt out;

7. The commercial aspect, of railway operations should be given more importance;

8. Senior railway officers and members of the Railway Board should have longer tenures;"

There should be no superannuation for those at the top of the administration:

"10. Every railway service should pay for the direct costs involved, including the dividend to be paid for capital-at-charge;

11. Reclassification of all freight;

12. Freight tariffs should include an escalation clause to cover the major items of inputs, the implication being that freight rate escalation will be automatic;

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13. Tariffs should be at levels that will ensure a 10 per cent return on capital;

14. The railway should contribute 40 per cent of the capital development costs out of its own revenues;"

These are the conditions at the cost of which the railways are getting \$700 million as loan from the World Bank.

The Railway Minister admits that "With the increases in costs....the physical content of the Plan in real terms has substantially dwindled." According to press reports, even the original Plan has been curtailed. Actually, the Sixth Five-Year Plan quota for the railways is Rs. 5,000 crores, but the Plan outlay has not been increased for the development of railways. They pleaded for an increase of the plan outlay from the Sixth Five Year Plan. It has not been accepted.

For over a decade the health of the railways, the rehabilitation of the old and over-aged stocks was ignored. The rate of acquiring new wagons was drastically cut down from 1964-65. The depreciation was cut down. In the anxiety to serve the monopolists and big industrialists, all types of concessions were given and now the Railway Minister admits that the position today is that about 13,000 km. of the railway track are in urgent need of renewal and 40,700 wagons and 3,150 coaches are over-aged. All the steam locomotives need replacement. The Railway Minister has studiously avoided mentioning the condition of the railway bridges which has also worsened.

The result is obvious. The Railway Minister claimed the highest ever freight loading record in traffic through-put etc. at the beginning of the speech. The Railway Ministry has created record in the number of dead and injured in 1980-81 with a record figure of 611, a 30 per cent jump over

1976-77. The railway boom was mentioned for all these three years.

In regard to the cost of the damage in respect of the rolling stock and engines, it has touched the record figure of 7.05 crores, a 273.4 per cent jump over the figure of 1976-77. In respect of the damage to the permanent way, he has made another record at 6.57 crores, registering a jump of 465.7 per cent over 1976-77, and similarly in respect of "interruption to through communication" has touched the record figure of 14,035 hours or a 84.3 per cent jump over 1976-77.

In two other fields also the Railway Ministry has created a record that in respect of theft of railway materials and booked consignments. In regard to the former, it has touched the record figure of Rs. 1.52 crores or a 298.8 per cent jump over 1976-77 and in respect of the latter to Rs. 5.29 crores in 1980-81, thus registering a jump of 343.7 per cent over 1976-77.

These are the achievements against the people. This is the record created by the Railway Ministry. Its tracks, bridges, rolling stock are not safe. The passengers' lives and properties are not safe. The Railways own properties are not safe. You are not sure whether one would reach the destination at all, and even if one does, he does not know how much late he would be. He is not sure whether the journey would be his last journey. The people are moving under compulsion as there is no other alternative at least within their means. With the increase in unemployment, people are moving out to find some employment. Increased economic activity has also generated increased travel. The Railway Ministry is advising everyone to give up the passenger oriented psychology. These are the salient features of the Railway Budget.

Another feature of the Railway Budget presented by the Railway Minister is a direct war against the common people, and it may be called a savage Budget. His Budget speech for improvements is nothing but re-

petition of the words of his predecessors. The same thing has been repeated. Within one year Rs. 261.45 crores on passenger traffic, including luggage and parcels, with adjustments of freight charges, and since December, 1981, a 10 to 15 per cent increase of freight charges to the tune of Rs. 320 crores and since July, 1981, on the plea of rounding off the figures and removing decimals, an extra burden of Rs. 20 crores, aggregating to a total of Rs. 600 crores have been imposed on the common people. Even the Chamber of Commerce of Calcutta, for their own business interests, have criticised the price hikes. This inhuman increase will not minimise the accidents or check the price rise or help in replacing locomotives or trucks. This is not a solution to financial problems and to augment resources by attracting more passenger and goods traffic by providing new facilities and improved service.

A social utility service has become a commercial undertaking. Food grains, edible oils, sugarcane, salt, charcoal, fruits, vegetables, chemical manure, etc., would cost more. Plantains and lemons are also being charged. The increase in rates for parcels will have a great effect on cotton textiles, tannery goods, medicines, milk, eggs, coir, rope, string and other coconut products which earn foreign exchange. Some organisation in Kerala sent me a memorandum saying that they are apprehending that their business in coir and coconut products will have to be wound up because of this freight increase.

Even the books for education newspapers, magazines have not been spared. The issue price of foodgrains and of other essential commodities will be increased. Thus the entire public distribution system will have to suffer. Moreover in West Bengal not only is there shortage of wagons, but the Central Government is not supplying the State's requirement, of rice and wheat. Even the allotted quota is not supplied. The arrivals are less than the quota. The FCI is

not releasing foodgrains to the ration shops. So on account of the freight hike, the food distribution system is suffering heavily in West Bengal. There is no rice or wheat in the ration shop. We are pleading every day, but no supply is being guaranteed by the Government of India.

The Government is propagating that inflation has declined from 22 per cent. Recently many tall talks were there in this House and in the Lok Sabha also that inflation is declining, that it has come down to 6 per cent or 3 per cent. But is the Government ready to supply things to the consumers at wholesale prices? The retail prices are increasing daily due to the heavy burden on freight and fare and the burden on telegraph and postal goods. The price hike has posed a great problem in eastern India, especially the discriminatory freight on steel, iron and coal, as compared to the other States.

There is no assurance on the metro railway project completion. Only Rs. 50 crores have been allotted. This is causing great frustration to the people of West Bengal. It has become practically a white elephant. There is no assurance from the Railway Ministry as to when this metro railway project will be completed. This has created a lot of confusion and frustration among the people of West Bengal.

The price hike has also hampered tourism. Now the common salaried people will not be attracted. Even the concession granted to children up to 5 years has been withdrawn. It is an inhuman treatment to the children of our country who are our future. The year 1980 or 1981 was observed as the International Year of Child by our Government. Now even the children have not been spared. They have been inhumanly treated by this withdrawal of concession up to 5 years. This should be rectified immediately. The capacity for goods in 1982-83 will be only 230 million tonnes. It is impossible. Plan expenditure is only Rs. 1137 crores

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for 1982-83. Sixth Plan's total outlay in Railways is only Rs. 5000 crores. Definitely, the Planning Commission has ignored the demand of more allocation of the Railway Ministry.

It is reported that 4 lakh wagons have been rejected. Thirty thousand wagons have already been saleable as scrap iron. Production of new wagons has been drastically curtailed. In 1982-83, it will be 15,000 wagons. Transportation of coal excluding steel plants has been fixed only 50 million tonnes. But coal workers in different collieries have produced so many thousand lakh tonnes of coal. For want of wagons, coal will be stored in the collieries. Price of coal will be further increased despite ever production. It is sure that Railways will not be able to reach the target of the 6th Five Year Plan. Plan's carrying capacity of 309 million tonnes. It can reach only 283 million as explained or agreed by the explanatory Memorandum of the Budget. On the other hand, chemical manure like amonia sulphate. Nitrate, Urea, etc. have been levied and as a result of it, the poor peasant will have to suffer and there will be crisis in agriculture. The day is not far off when our country will import food and it will be a burden on the common people.

These are the effects of a capitalist planning and submitting to the dictates of the World Bank and I.M.F. The World Bank has set several conditions for the release of 700 million dollar loan. Before one month, the Left Front Government of West Bengal invited some eminent economists to discuss the economic situation of the country and 23 economists opined that the recent price hike in the Railway fare, postal and telegraph rates, etc. are the victims of I.M.F. and its conditionalities of disrupting Public Distribution System.

This is an artificially balanced budget. Tariff Enquiry Committee, Paranjpe Committee, World Bank and I.M.F. have all played some role to

exploit the people of the country. And the National Transport Lobby has also played this role to upset the development of Railways by effecting freight rates and passenger fares at par with Road Transport. Passenger ticket fare stands at 70 paise. Passenger traffic increased by 173 per cent. Seating capacity increased by 113 per cent since 1951. In 1960, the Railways carried 70 per cent of the passengers.

Sir, it will not be surprising that we are surrendering to the transport lobby at the cost of the common people. Road transport is getting upper hand in our transport system.

So many other things have been said by Mr. Sukul and other hon. Members. There is a lack of national transport policy. Sir, the Public Undertakings Committee under the Chairmanship of Shri Jyotirmoy Basu, 1974-75, recommended for the development of backward areas. Many of their recommendations were not executed. One is Katuwa-Howrah-Chakradharpur Express *via* Purulia. No double line is there. In Calcutta, the Sealdah south railway station area where 40 lakh passengers travel, both incoming and outgoing, has become the most congested section in the country. For the Diamond Harbour-Budge Budge area, there is no double line and people are suffering like anything. Daily passengers, small traders and common men suffer very much. Though Jyotirmoy Basu Committee recommended the development of backward areas, nothing has been done. May I know from the hon. Minister as to what is the result of Budge Budge-Namkhana—that is the Sunderban area—Railway Extension initiated by Mr. Jyotirmoy Basu? He is no longer there; he is a great loss to Parliament. He recommended many things for the development of the backward areas of the country in regard to railway system. Moreover the Railway Service Commission offices of the Eastern and Southern Railways are going to be shifted to Bihar and Orissa rendering an utter

-onfusion in the minds of the people of West Bengal.

As regards accidents, Sir, on the 17th of August, 1981, in Lok Sabha Mr. Jyotirmoy Basu and Mr. Madhu Dandavate told with facts and figures that within one and a half years 976 accidents took place. According to the Review of Accidents in Railways in 1980-81, the number of serious accidents was 34, the number of passengers killed was 672, the number of persons injured was 216 and 399, a total of 615. The property damaged was of about Rs. 3 crores. So, who is responsible for this mismanagement, for this tragedy? 6,500 Kms. of old tracks are responsible for the accidents, derailments. Bridges and engines are not maintained properly. Sir, there was the accident of the Samasthipur-Barabanki passenger train where 200 people were killed and seven bodies fell into the Kosi river in June, 1981. Sir, in 1978, the Sikri Committee Report cautioned about the examination of the tracks, coaches, etc. So many workshops are there but there is no proper maintenance. There is corruption in the reservation of tickets and there is no check. The Railway Protection Force is there but they come after the crime takes place, after the dacoity takes place. This is the tragedy. We are travelling every now and then. The Railway Protection Force should be under the Railway administration. The Railways should not depend on the State Governments for the protection of the passengers, for the safety of the passengers. And nothing has been done in spite of tall talks and claims.

Sir, my humble request to the hon. Minister is that the increase in the second class fare should be withdrawn immediately. Freight charges on essential commodities like foodgrains and other things to which I have referred earlier should be withdrawn immediately. Otherwise, inflation will go on increasing, price rise will be there. After April, 1982 you will see what sort of price rise will be there. No inflation can be contained by

increasing the passenger fares and the freight rates. Even on essential commodities, even on milk this levy is not spared. This is the tragedy of our Railway Budget.

As regards development, Sir, the present route mileage is 55,000 Kms. As far as the report goes, only 5,000 Kms. of route mileage has been extended since 1947. My humble submission to the Railway Minister, through you, Mr. Deputy Chairman, is that the budget should be prepared with a humane outlook so that the common people, our passengers and the freight traffic, which constitute the main sources of our revenue, do not suffer. What a pity that we have to go to the World Bank for the grant of a loan of \$7 million under some condition? We are a sovereign independent country, but we get the loan under conditions that prices will be increased, that second class fare will be increased. What is this? This position should be reviewed again and again in the greater interest of the country, in the greater interest of the common people, who are assets and the wealth of the country. Without them we cannot run the administration. So, the Railway Ministry should think twice and thrice on the constructive suggestions that I have given.

Now, I will come to the industrial relations. The Railway Minister has paid a tribute to the railway employees. But where do we stand? Everyone blamed the driver in the Agra accident on the 28th-29th January, 1982 when there was an accident at Agra—a collision between the Dakshin Express and a goods train. Unfortunately the driver is dead and he cannot defend himself. But, would the Railway Minister answer why the goods train was allowed to move out in the face of an approaching super-fast train when it was running late and line-clear for the same had been given? Is it not a direct result of the so-called "freight-oriented psychology?" It is reported that Mr. Gujral was present at Agra and the entire staff were scared to cause vio-

[Shri Arbindu Ghosh]

lation of this important safety mle. The report of fog was also in the press. I would like to know if fog signals were placed or not. Is it not the general practice to give the super-fast train line-clear signal only when the station is prepared to receive the train? I think that even if the driver had passed the signal of danger, he had done so because he misinterpreted the signal given to the goods train as his signal, being conditioned with the psychology that he was driving a superfast train which was running late and that he had been given the required line-clear signal.

The last point about the accident is how much duty the driver had performed when the accident took place? It is known to everyone that from 1967 onwards the Loco running staff have been demanding a reduction in their duty hours. It is universally accepted as it is a recommendation of the International Labour Organisation that there should be only an eight hour working day and after every eight hours you have to give overtime. At present the loco staff has to work right from morning till night and sometimes 41 to 42 hours at a stretch. How can a person do' like that? Then there are no duty hours for the loco running staff. The All-India Loco Running Staff Association are agitating since 1967 for reasonable hours of work as prescribed by the ILO. The ILO has also recommended fixed hours of work. The Inland Transport Committee has also recommended the fixed duty hours of drivers, firemen, who are the pivots of the railways and whose suffering has no bounds. So, we shall have to go deep into the affairs of the railways. Only some tall talk cannot achieve the development of railways in our country.

The Government had entered into an agreement with the LRSA to reduce duty hours not once but twice which i ; already a part of the Lok Sabha proceedings on 13-8-1973 and 30-11-1973. Again an agreement was reach-

ed on 23-12-1973 in face of another agitation. All these were violated. Once again an agreement was reached. on 23-3-1979 but a circular issue 3-4-1981, the Government went back on all these earlier- agreements. The LRSA complained that Hours of Employment Regulation is a discriminatory statute. This violates the ILO Convention No. 1 which the Government has ratified and implemented for all industrial workers except the railwaymen. Continuous process is in force in many industries like steel, coal, energy etc. The Govern should explain as to why the railway workers should be subjected to discrimination with such disastrous results. Driver Debnath of Alipur-duar Jn. was forced to work upto 41 hours and on arrival at New Gauhati he fell down while getting down the engine and as a result he has been paralysed for life and continues to suffer. Who is responsible for this? The maladministration, inefficiency, corrupt management is responsible for this. In another case, the Chairman, Railway Board admitted in a ing at Madras that a driver in an accident was^O hours on duty at a s-retch. The result of the circular of 3-4-(981 is that, it should continue. The safety rules are being violated despite repeated admonishment to the Raiiway administration by th<sub>e</sub> Commissioner of Railway Safety. For example, wagon with broken strings was often not detached even when detected.' I quote from the letter of Mr. B. P. Shastri. All these facts are there. It is also admitted that 3rd and 4th computer generator is being installed under pressure of World Bank. What will be the result of it on the educated unemployed. Every passing year the employment potential of the Railways is freezing. The Railways was the biggest employer but no recruitment is being made now. Already 3 crores is the number registered as unemployed in our country. What disaster would it bring in future? One estimate says that 2.6 lakhs of Railway-men would be rendered surplus. Already steam loco sheds are b^ing closed and the Government has no

planning at all. Thereby, so many-thousands of people are going to be surplus. In North Bengal, in my State, when the steam locomotives are replaced by diesel locomotives and electrification work is going on, so many people will suffer, and will be thrown out of employment. There are several lakhs of casual workers and workers on contract basis. Three lakh gangmen are there. They are employed to work on the maintenance jobs but despite that, maintenance of bridges, lakes, tracks are not attended to, proper care is not being paid. Government has no proper planning. Not only permanent staff, but those working in loco sheds, in steam loco workshops in Samapur in Charbag etc. are being rendered surplus and thousands of coal and ash handling workers will be thrown out of jobs 10 to 15 years of service. Some must be done for providing them alternative employment. Why did the Railway Ministry not honour the judgement of the courts? There are several complaints in this regard. The High Courts have held compulsory retirement was illegal. They have held inter-divisional transfers are illegal. They have held victimisation under rule 14(h) is illegal. In one case where Calcutta High Court held such removal was in order, the Supreme Court has granted an injunction—These judgments have not been honoured by the Railway authorities. So many people are victimised. In loco running staff, atrocities are going on. Repressions, victimisation, suspension are going on and I suggest that the Railway Ministry which is patronising these employees, should consider the suggestions of the Railwaymen's Organisation for the efficient management of the Railway Administration, but not for only achieving economic gains. They have got a rich experience and they will be able to make suggestions, as to how to run the railways, the various wings of the Railway Administration and to stop accidents. Give a patient hearing to the employees' organisations set with them.

MR. DEPUTY CHAIRMAN: Mr. Ghosh, will you take the full time allotted to your party, or, will you leave some time for another speaker from your party?

SHRI ARABINDA GHOSH: How much time more?

MR. DEPUTY CHAIRMAN: You have already taken 35 minutes.

SHRI ARABINDA GHOSH: Another speaker from my party will speak tomorrow.

MR. DEPUTY CHAIRMAN: Then, please conclude now.

SHRI ARABINDA GHOSH: I am concluding my speech by saying that—I am repeating this again—the heavy doze of freight charges and increase in passenger fares should be withdrawn immediately and we have to see how our resources can be mobilised. The main resource is the workers. The other resources, in cash and kind, can be assured for the development of the Railways.

SHRI PRASENJIT BARMAN (West Bengal): Mr. Deputy Chairman, Sir, I rise to support the Railway Budget. The performance of the Railways is being severely criticised nowadays, perhaps, for so many railway accidents, train robberies, late running of trains, difficulty in getting reserved berths, lack of adequate passenger amenities, overcrowding in trains as well as hike in passenger fares and freight rates and so on. But, Sir, everything in the Railways is not bad. In freight movement, the Railways have given excellent performance. The target of 215 million tonnes in regard to freight movement, fixed for the current financial year, has already been reached; this was reached in December, 1981 itself. And this year is going to close, as has been stated, with 220 million tonnes of freight movement. Such a performance by the Railways, such a grand performance by the Railways, has helped increase production in all the vital sectors of our country. This is undoubtedly a commendable perform-

[Shri Prasenjit Barman]

ance for which I must congratulate the present and past Railway Ministers, the Chairman and Members of the Railway Board, officials and all other employees of the Railways, through whose sincere and persistent efforts such a grand performance has been achieved. In the next year, the target of freight movement has been fixed at 230 million tonnes. I hope, this target will be achieved. At the same time, I hope, the misgivings that are disturbing the minds of the people, perhaps, on account of so many railway accidents, that in reaching these targets, the safety rules are often violated, would be removed. These misgivings should be removed from the minds of the people by the performance of the Railways. I also hope that the complaints which are still received from the vital sectors like the Durgapur steel plant and so on that they do not get timely supply of coal due to railway transshipment bottlenecks, the complaints that we receive from the medium and small-scale industries that they also do not get coal because of lack of adequate number of wagons, because adequate number of wagons are not provided to them and in time, the complaints received from public sector undertakings like the JCI that they also do not get adequate number of wagons and the types of wagons they require, would be removed. About railway accidents, much has been said in this House. The causes of railway accidents and the steps taken by the Ministry of Railways have been well stated in this House by the Railway Minister. In this matter, I only want to give two suggestions. One suggestion is that automatic warning system that has been introduced in two or three track circuits—I am not sure about it—should be introduced at least in those track routes on which Super fast trains and important trains run. The second suggestion is about the marshalling of coaches. Much attention has not been given to this aspect. Railway accidents may occur, but steps should be taken so that

casualties are minimised or do not take place at all. For this, the marshalling of coaches should be given attention to and I am happy to find that the present Railway Minister is giving some attention to this also.

About the late running of trains. I am very happy to find that one Monitoring Cell is there in the railway Board to monitor the movement of trains so that the position in this respect may be improved. The scheme that has been mentioned in the Railway Budget that one super fast or important train would be given to a particular railway officer under the "Own Your Train Scheme" is most welcome. But in addition to these steps, one thing should be given attention to—and that is coordination at all levels in the Ministry of Railways, in the Zonal Railways and also in the Divisional Railways should be there. That is not the responsibility of that officer only who "owns" this train, but the other employees also should help him. This coordination is very much necessary.

About dacoities on the trains, this is mainly the responsibility of the State Governments. I must point out that our Marxist friends and other friends from the Left Front parties always take pride in saying that the law and order situation in West Bengal is better than that in other States. But at least in train dacoities, the number in West Bengal is quite large and it should be taken note of. (*Interruptions*) Yes, I shall give the number. I am happy to find that the Railway Minister is holding very soon a meeting with the Chief Ministers to see that crimes on trains are minimised. Here I have one submission to make: that the GRPF should be brought completely under the administration of the railways and if necessary, the requisite law must be amended for this purpose. For other matters—such as difficulty in getting reservation, lack of passenger amenities etc.—proper supervision should be there to improve the position in these respects. Catering also should be improved.

Regarding water supply on trains, I have one suggestion to make. Particularly in those areas covered by the NF Railway zone, water is supplied to the trains from overhead tanks. Therefore, particularly in the case of express or super-fast trains— which are very long trains— *on* many occasions it becomes difficult to supply water to them from overhead tanks. So, my suggestion is that steps may be taken to provide the flush system of water supply in these areas... (*Interruptions*)..'

Regarding overcrowding in trains, particularly in important mail or express trains, I am happy to find that some steps are being taken to ease the situation. The Minister has stated that one more unreserved second class coach will be provided in all important mail and express trains and also there is a proposal for introducing double-decker coaches to minimise overcrowding. To improve the position in this respect, these steps are very welcome.

About passenger fares and freight rates, the National Transport Policy Committee and the Railway Tariff Inquiry Committee both have recommended that the railways should mobilise resources internally for development and maintenance purposes, and such a hike in passenger fares and freight rates is quite essential and quite necessary if some developments are to be made in the railways. But, still, ours is a poor country and the railways should bear the social obligation also to a considerable extent since it is the cheapest mode of transport. So, I would urge upon the Railway Minister to reconsider the hike in second class passenger fares at least and give some relaxation in this respect. About the exemption that was provided to children up to five years of age earlier, I would urge upon the Railway Minister to continue the concession as it was before with respect to children.

Sir, the Sixth Five Year Plan for the railways has been described as the Rehabilitation Plan. But the total outlay for the Sixth Five Year Plan is Rs. 5,100 crores and the Plan allocation for the year 1982-83 is Rs. 1,137 crores. It has been proposed in the railway budget that 50 per cent of this amount would be spent on replacement, renewal of tracks, wagons, coaches and locomotives. We come to know from the railway budget speech of the Railway Minister that 13,000 kilometres of track, 40,700 wagons and 3,150 coaches require to be renewed. So, everything is in a bad shape. Considering this aspect, I must say that the total Plan outlay and the Annual Plan outlay for this year is quite inadequate and I hope that some more money would be provided to the railways.

Secondly, Sir, there is a long-pending proposal for setting up a coach production unit. The condition of the coaches is so miserable that at present 3,150 coaches are required to be renewed. In this year 600 coaches are to be condemned. So, it was long due that this coach production unit should have been set up. But I am very sorry to know that the Planning Commission has not yet cleared this project. I would request the Railway Minister and the Government to take up this matter with the Planning Commission and to see that this project is cleared very soon. In this respect, I want to reiterate my demand that this project should be set up at Cooch Behar in North Bengal on the NF Railway, which I raised here many times. The previous Railway Minister, Mr. Kedar Pandey, was also kind enough to assure that it would be considered when the location of the project would be selected finally.

Sir, the Railway Ministry has adopted a policy of slowing down the introduction of the additional passenger trains, and due to the stringent resources, they are not willing to construct new lines and to undertake essential conversion projects.

MR. DEPUTY CHAIRMAN: Please conclude now.

SHRI PRASENJIT BARMAN: I shall take five minutes more.

MR. DEPUTY CHAIRMAN: All right, take five minutes more and conclude.

SHRI PRASENJIT BARMAN: But even against such stringent economy, some projects have been undertaken. But in this respect, I should say that the eastern region and the northeastern region have been completely ignored. Only Rs. 50 crores have been provided for the Calcutta Metro Railway, and we do not know when this Metro Railway at least the first phase of the Metro Railway, would come into operation. About the Howrah-Amra railway line, there is not a single sentence. What has been the progress in respect of this project? Frequently transport bottlenecks occur on the Farakka Bridge. That track should be doubled; there should be doubling of the track on the Farakka Bridge, so that no railway transport bottlenecks occur there. The Government and the Ministry of Railways should give due consideration to this matter.

The Rajdhani Express from New Delhi to Bombay will be provided with 18 coaches now. Similarly, I would suggest that the Rajdhani Express from New Delhi to Calcutta should also be provided with 18 coaches. Many people call the Tin-sukhia Mail as Teen Dukhiya Mail. I first heard this phrase in a meeting of the Informal Consultative Committee, on the North-East Frontier Railway. One of my esteemed colleagues, a former Member of the Lok Sabha and also Rajya Sabha, Mr. Chhetri, said, Tinsukhia is *Teen Dukhiya*. He told this to the then Railway Minister, Prof. Madhu Dan-davate: One Dukhiya is the Railway Minister; the second *Dukhiya* is the Minister of State of Railways; the third *Dukhiya* is the General Manager, NF Railway. But actually they are

not *dukhiyas*. I should say that *dukhiyas* are the people who reside there. *Teen Dukhiya* represent: one the north-eastern region; second, the north Bengal; third, the north Bihar.

MR. DEPUTY CHAIRMAN: Others also from Mughal Sarai onwards.

SHRI PRASENJIT BARMAN: With the passengers travelling up to Patna this train is very popular. But for the passengers who travel from the north-eastern region, north Bengal etc. this train is an essentiality. The Tinsukhia Mail should have also been hauled by double engine, and it should have been provided with 21 coaches as it has been proposed in *the* case of some other trains. There is a heavy rush of military people on this train. To carry those military personnel one coach is provided new. There should be at least two coaches. And for people who have to travel all of a sudden, at short notice...

MR. DEPUTY CHAIRMAN: Please conclude.

SHRI PRASENJIT BARMAN: I request you to give me some more time—five minutes.

MR. DEPUTY CHAIRMAN: You have already taken five minutes. How many five minutes you will take?

SHRI PRASENJIT BARMAN: Within five minutes I shall finish. Two unreserved coaches should be provided in Tinsukhia Mail. In this respect, the use of the double-decker coach may also be considered.

Then there is another point which I have mentioned on many occasions. There is one TS who travels on this train. His accommodation should be near the AC two-tier sleeper coach and the first class coach so that he can look after the amenities of the passengers of the first class and AC two-tier sleeper coaches. He has to supply bed-rolls and bed-rolls are supplied to first class passengers and

SHRI G. C. BHATTACHARYA (Uttar Pradesh): Sir, the Railway is an important infra-structure, but the Government has no policy. On the other hand, this vital sector has been persistently and consistently ignored.

MR. DEPUTY CHAIRMAN: Mr. Bhattacharya, you can continue tomorrow.

अब सदन की कार्यवाही कल 11 बजे तक के लिए स्थगित की जाती है ।

The House then adjourned at eight minutes past six of the clock till eleven of the clock on Thursday, the 4th March, 1982.