

547 **Stat. Res. re. Disapproval
of Code of Cr. Procedure
(A) ord., 1990
Code of Cr. Procedure (A) Bill**

MARCH 21, 1990

**Res. re. Approval of 1st
Report of Rly. Conv. Comm.
Rly. Budget, 1990-91 Demands for
Grants (Rlys.), 1990-91 Suppl.
Demands for Grants (Rlys.), 1989-90**

"That the Bill, as amended, be passed."

MR. DEPUTY SPEAKER: The question is:

"That the Bill, as amended, be passed."

Those in favour will please say, 'Ayes'

SEVERAL HON. MEMBERS: 'Ayes'.

MR. DEPUTY SPEAKER: Those against will please say, 'Noes'

SOME HON. MEMBERS: 'Noes'

MR. DEPUTY SPEAKER: I think the 'Ayes have it, the 'Ayes have it.

SHRI P. CHIDAMBARAM: 'Noes' have it.

MR. DEPUTY SPEAKER: Let the lobbies be cleared.

Now the Lobbies have been cleared.

Before I put the motion, I would like to read out as to how the voting has to be done in the House for the benefit of the new Members.

I would like to request each Member to make sure that he is sitting in his assigned seat. Each Member is requested to take a special care to record his vote *ab initio* corrected as 'Aye' or No or Abstention' as the case may be so that there is no occasion for making corrections. I may briefly recall that as soon as the automatic vote recording equipment is made active, on announcement of the Chair now 'Division', a gong sounds which is the signal to the Members to cast their votes. Each Member has to press push switch and then operate one of the three buttons, that is, 'Aye', 'No' or 'Abstention', according to his own choice. The push switch and the push button must be kept pressed simultaneously until the gong sounds for the second time after ten seconds. Kind

cooperation of the Members is solicited.

SHRISONTOSH MOHAN DEV (Tripura West): Those who are not Members should not cast their votes.

SHRI SOMNATH CHATTERJEE (Bolpur): During their time, they were caught.

MR. DEPUTY SPEAKER: The question is:

"That the Bill, as amended, be passed."

Those in favour may say 'Aye'

SEVERAL HON. MEMBERS: 'Aye'

MR. DEPUTY SPEAKER: Those who are against may say 'No'

SOME HON. MEMBERS: 'No'

MR. DEPUTY SPEAKER: The 'Ayes have it. The 'Ayes' have it.

The Motion is adopted.

The Motion was adopted

[English]

14.17 hrs.

RESOLUTION REGARDING APPROVAL
OF FIRST REPORT OF RAILWAY
CONVENTION COMMITTEE, 1989

RAILWAY BUDGET, 1990-91 GENERAL
DISCUSSION

DEMANDS FOR GRANTS (RAILWAYS),
1990-91

AND

SUPPLEMENTARY DEMANDS FOR
GRANTS (RAILWAYS), 1989-90

MR. DEPUTY SPEAKER: Now we take

up next time — Item Nos. 14, 15, 16 and 17 will be discussed together. The hon. Minister may initiate the debate. The time allotted for this debate is twelve hours.

SHRI G.M. BANATWALLA (Ponnani): Mr. Deputy-Speaker, Sir, I am on a point of order under Rules 207 and 208.

Sir, four items are being taken together. I want to draw your attention to the fact that even a general discussion on Railway Budget is being clubbed with the discussion on Demands for Grants for Railways. Now this is not a healthy thing to do. This is curtailing the right of the Members to participate in the various discussions. The facilities that the Members have hitherto enjoyed, the rights that the Members have hitherto enjoyed, namely first discuss the General Budget for Railways and after that is cleared, discuss the Demands for Grants. Now, if you club them altogether, then our facilities and rights get curtailed and our active participation gets curtailed. We must continue to have the right firstly to speak on the Budget in general and after the Budget is cleared, then as the procedure has been hitherto, at some convenient date, the Railway Minister can come and make his Demands for Grants. Please do not curtail the rights and the facilities that we have, participating twice as far as Railways are concerned.

Now, I need not — when you are in the Chair — tell you the scope of general discussion on the Budget and the nature of discussion on the Demands for Grants for the Railways. By mixing up these two, really speaking, you are curtailing our rights. What will happen is that we must know the general reply of the Minister for Railways at the end of the general discussion. In the light of that general reply we have the right to decide whether or not to move our cut motions at that time on the Demands for Grants. Now these facilities are sought to be curtailed. I protest against the curtailment of the opportunities of the Members of this House to participate meaningfully and constructively on the Budget. Thus the previous facilities of having two discussions—one discussion in

the name of general discussion on the Budget and a second and separate discussion on the Demands for Grants where we can plead about our own constituencies—must be upheld; otherwise, what will happen is that a Member will have to speak on the general principles and policies with respect to railways and he will also have to speak about his constituency matters and all those things. We do not get that much time from the Chair to go on speaking like that. Therefore, this curtailment must not take place and these two separate debates, as been the precedent in this must House, must be allowed.

THE MINISTER OF RAILWAYS (SHRI GEORGE FERNANDES): The Business Advisory Committee decides about it and fixes the time. I have no role in this.

SHRI HAMENDRA SINGH BANERA (Bhilwara): I also record my protest. Please permit me.

[*Translation*]

While associating myself with the sentiments of the hon. Minister I would like to submit that it is for the first time when a number of items are being discussed together. In this context I may submit that I was not aware of it that demands of grants would be discussed separately. That is why notices of the cut motions given by the hon. Members yesterday after 4 p.m. could not be entertained. However the notices which have been given today by 11 O' clock should be accepted and replied.

SHRI GEORGE FERNANDES: I think that this point was discussed in the Business Advisory Committee and they decided that both the items may be taken up simultaneously.

SHRI G.M. BANATWALLA (Ponnani): Now the House sits up to 7 O' clock. If possible kindly do not scuttle our rights.

SHRI GEORGE FERNANDES: That is what I am saying and later on once again the same issue had come up for discussion in

[Sh. George Fernandes]

this House and it was also agreed upon by the House. However we will consider it after sometime as to whether we will take up all these items simultaneously. So far as you are concerned I feel that in case both the items are taken up simultaneously, you should get time and that opportunity will be given to you and thereafter...

[English]

SHRI P.R. KUMARAMANGALAM (Salem): I would like to clarify that it was not decided in the Business Advisory Committee. Only time was allotted by the Committee. It was not decided that all the four items would be taken together.

[Translation]

SHRI G.M. BANATWALLA: But in this confusion we should not be deprived of the opportunity. You may seek the consent of the House as to whether both the items should be taken up separately.

[English]

MR. DEPUTY-SPEAKER: This information was given to me. If it is not there, I stand corrected.

Moreover, when you are discussing the General Budget you are not discussing one Department but you are discussing many Ministries together. That is why, general debate on the General Budget is more meaningful and you go to Ministries separately. Here you have a separate Ministry where you will be generally speaking on the demands of the Railway Ministry as well as separate demands. As, I think, we have taken the decision, we go ahead with that. But for future we will keep it in mind while deciding these issues. There is some more information which I have to give to the House and that information is that the hon. Members present in the House, whose cut motions to the Demands for Grants have been circulated may, if they desire to move their

cut motions, send slips to the Table within fifteen minutes indicating the serial numbers of the cut motions they would like to move. Those cut motions only will be treated as moved.

A list showing the serial numbers of cut motions treated as moved will be put up on the Notice Board shortly. In case any Member finds any discrepancy in the list, he may kindly bring it to the notice of the Officer at the Table without delay.

There was a point raised by the hon. Members here and this statement is subject to what I have said in the House to facilitate the Members to give the cut motions.

SHRI RAM NAIK (Bombay North): Sir, on a point of information.

[Translation]

You have stated just now that in case we want to move cut Motions, we should give notice for the same. We can give a notice if the hon. Minister inform us well in time that he will reply to each cut motion.

[English]

MR. DEPUTY SPEAKER: No, that is not the practice. I cannot compel the Minister to say whether he is going to reply to each of the cut motions.

SHRI RAM NAIK: I am not asking for the reply to be given in the House. If the Minister agrees that he will send the replies to our cut motions in writing, by letters, that would serve our purpose.

MR. DEPUTY SPEAKER: Well, as a senior member in the Legislatures, you know that it is for the Minister to reply on the floor of the House or discuss the matter with you, or send the replies in writing. It is up to him. It is his discretion and I think while replying to the debate, he may explain as to how he is going to deal with the points you have raised.

Now, Shri George Fernandes.

THE MINISTER OF RAILWAYS (SHRI GEORGE FERNANDES): Sir, I bet to move:

"That this House approves the recommendations made in paragraphs 10 to 14 contained in the First Report of Railway Convention Committee, 1989, appointed to review the rate of dividend payable by the Railway Undertaking to General Revenues as well as other ancillary matters in connection with the Railway Finance and General finance, which was presented to Lok Sabha on 13.3.1990."

Sir, by a resolution adopted in the Lok Sabha on 28.12.1989 and concurred in by Rajya Sabha on 29.12.1989, the Railway Convention Committee, 1989 was constituted on the 6th February, 1990. The Committee was appointed "to review the rate of dividend which is at present payable by the Railway Undertaking to General Revenues as well as other Ancillary Matters in connection with the Railway Finance vis-a-vis the General Finance and make recommendations thereon", for the Eighth Plan period (1990-95)

The Ministry of Railways submitted first interim memorandum requesting the Committee to permit continuance of the financial arrangements between the railways and the General Finance for the year 1990-91 as recommended by the Railway Convention Committee, 1985 and as adopted for the year 1989-90 pending their final recommendation for the Eighth Five Year plan for which Memoranda to the Committee will be sub-

mitted. The Railway Convention Committee, 1989, have considered the interim memorandum and have agreed to the proposals made therein by the Ministry of Railways, subject to retrospective adjustments after the final recommendations of the Committee are available in due course.

With these words, I commend the resolution for the consideration of this House.

MR. DEPUTY SPEAKER: Motions moved:

"That this House approves the recommendations made in paragraphs 10 to 14 contained in the First Report of Railway Convention Committee, 1989, appointed to review the rate of dividend payable by the Railway Undertaking to General Revenues as well as other ancillary matters in connection with the Railway finance and General finance, which was presented to Lok Sabha on 13th March, 1990."

"That the respective sums not exceeding the amounts shown in the third column of the Order Paper be granted to the President of India out of the Consolidated Fund of India, to defray the charges that will come in the course of payment during the year ending the 31st day of March, 1991, in respect of the heads of demands entered in the second column thereof against Demand Nos. 1 to 16."

Demands for Grants (Railways) for 1990-91 submitted to the Vote of Lok Sabha

No. of Demand	Name of Demand	Amount of Demand for Grants submitted to the Vote of the House
1	2	3
		Rs.
1.	Railway Board	10,11,16,000
2.	Miscellaneous Expenditure (General)	67,17,00,000
3.	General Superintendence and Services on Railways	471,69,08,000
4.	Repairs and Maintenance of Permanent Way and Works	975,95,71,000
5.	Repairs and Maintenance of Motive Power	770,67,35,000
6.	Repairs and Maintenance of Carriage and Wagons	1042,31,92,000
7.	Repairs and Maintenance of Plant and Equipment	523,26,10,000
8.	Operating Expenses—Rolling Stock and Equipment	810,68,02,000
9.	Operating Expenses—Traffic	1394,75,47,000
10.	Operating Expenses—Fuel	1601,28,85,000

No. of Demand	Name of Demand	Amount of Demand for Grants submitted to the Vote of the House
1	2	3
11.	Staff Welfare and Amenities	348,69,48,000
12.	Miscellaneous Working Expenses	536,69,02,000
13.	Provident Fund, Pension and Other Retirement Benefits	840,47,29,000
14.	Appropriation to Funds	3108,25,00,000
15.	Dividend to General Revenues, Repayment of loans taken from General Revenues and Amortization of Over-Capitalization	989,14,79,000
16.	Assets—Acquisition, Construction and Replacement	
	Revenue	50,04,00,000
	Other Expenditure	
	Capital	5445,30,10,000
	Railway Funds	2315,76,80,000

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1st Report of Rly. Conv. Comm.
Rly. Budget, 1990-91 Demands

MR. DEPUTY SPEAKER: Motion
moved.

"That the respective supplementary
sums not exceeding the amounts
shown in the third column of the Order
Paper be granted to the President of

for Grants (Rlys.), 560
1990-91 Suppl. Demands for
Grants (Rlys.), 1989-90

India out of the Consolidated Fund to
defray the charges that will come in
course of payment during the year
ending the 31st day of March, 1990 in
respect of the heads of Demands
entered in the second column thereof
— Demand Nos. 1, 3,4,6,7,9 to 16."

Supplementary Demands for Grants (Railways) for 1990-91 submitted to the Vote of Lok Sabha

No. of Demand	Name of Demand	Amount of Demand for Grants to be submitted to the Vote of the House
1	2	3
		Rs.
1.	Railway Board	32,02,000
3.	General Superintendence and Services on Railways	6,20,20,000
4.	Repairs and Maintenance of Permanent Way and Works	2,64,67,000
6.	Repairs and Maintenance of Carriages and Wagons	2,83,42,000
7.	Repairs and Maintenance of Plant and Equipment	5,30,04,000
9.	Operating Expenses—Traffic	15,31,77,000
10.	Operating Expenses—Fuel	32,83,04,000
11.	Staff Welfare and Amenities	5,84,56,000
12.	Miscellaneous Working Expenses	13,19,09,000
13.	Provident Fund, Pension and Other Retirement Benefits	88,87,57,000

No. of Demand	Name of Demand	Amount of Demand for Grants to be submitted to the Vote of the House
1	2	3
14.	Appropriation to Funds	28,00,00,000
15.	Dividend to General Revenues, Repayment of loans taken from General Revenues and Amortization of Over-Capitalization	10,45,29,000
16.	Assets—Acquisition, Construction and Replacement	
	Other Expenditure	
	Capital	168,58,77,000
	Railway Funds	31,71,70,000

MR. DEPUTY SPEAKER: Now, may I ask Mr. Ghani Khan Chowdhury to please speak.

SHRI A.B.A. GHANI KHAN CHOWDHURY (Malda): Sir, I rise to speak on the Railway Budget. The Indian Railways are charged with the responsibility of maintaining stringent safety standards. I am glad to say that the Railway Minister has proposed to enhance the compensation money from Rs. one lakh to Rs. two lakhs, if a commuter dies in a railway accident. One should remember that only this will not solve the problems which the people of this country are facing at present. The people want safe travel and especially it is all the more necessary when they travel in railways. I would like to make a point of submission that how he is going to assure us that he will take stringent safety measures so far as railways are concerned. Only consideration of giving more money to a person who dies in a railway accident will not solve the problem. The hon. Minister has to see that men and materials do not fail and they are the prime reason for the accident

Mr. Deputy-Speaker, Sir, the Railways, by giving promises by way of some more money to a deceased person due to railway accident, will not solve all the problems. I appeal to the Railway Minister to bring forward all the points before us so that we may all think of what are the actual considerations when an accident occurs. It is a big question mark Human beings should not be treated as cattle. This point should be kept in mind: I appeal to the Railway Minister to look into the matter very seriously because when an accident occurs, not only the commuters are penalised but it seems the entire people of this country some how or other are affected. Mr. Deputy-Speaker, Sir, I once again appeal to the Railway Minister through you, to look into the core of the difficulty and try to solve it. The Railways are the life-line of the nation. They are always exploring new areas, virgin land so that the people in the backward areas are brought to main stream of the land and the backwardness of the areas is removed. Wherever the Railways

go, the philosophy of progress goes well with it.

Giving some facilities such as transportation and communication, Railways does not bring the people into the horizon of great hope. In West Bengal and in the North Eastern region, there are vast tracts of land where people have not seen the Railways or the Railway Yards or heard the sound of whistle. Hearing the sound of whistle tells human beings the philosophy of Railways that Railways will act as a reformer. This is why it was always my endeavour, when I was the Railway Minister, to take Railways to the doorstep of the people in remote and backward regions so that people become happy at least to see that Railways are coming to them.

Mr. Deputy-Speaker, Sir, the Railway Minister has not done justice to West Bengal people because he has not told us why certain projects he has not been able to take up. For example, these are some of the looplines-the Eklakhi-Balurghat railway line, then the Howrah-Amṭa railway line, then the Tamluk-Digha railway project. These are the projects. (*Interruptions*). Thousands of people hoped for them, but the Railway Minister has disappointed (*Interruptions*). He has not even taken up one of these projects which he should have taken up. I appeal once more to him to take into consideration as to whether he will take up one of these projects and if he is able to take up one of these projects, he gets fresh hope and faith for the people of the area that they can share the fruits of development of the area.

Sir, before taking any new initiatives for the construction and development of the area, hopes were turned into disappointments because the people started thinking that none of these projects will see the light of the day. There was great enthusiasm among the people of West Bengal and North Eastern region when the new Railway Minister took charge. They thought that something will be done with regard to the projects which have not seen the light of the day. When Railway Budget was talked about on

[Sh. A.B.A. Ghani Khan Chowdhury]

Radio and T.V., people thought that something was coming, but they are now disappointed since the Railway Minister did not care for West Bengal and North Eastern region. By not taking up these projects, construction and development of back waters in West Bengal will cease to exist. I appeal to him, as a gesture towards the people of West Bengal, to take one of these projects and show that he is sincere about his conviction. For showing that he is sincere in his conviction, he should have taken up Balurghat-Howrah-Amta railway line and other projects. Now, the people of West Bengal are thinking that he is handicapped. If he is handicapped, why should it not apply to other areas? In other areas, he has taken up some projects but alas none has come to West Bengal.

I appeal to him that he should see the progress of North Bengal because this area is very backward and unless he spends money for bringing double line with electrification, this area cannot bring relief to the people. At the present moment, this area depends on the Burdwan—Siliguri with single line project and as you know, single line means, there is practically no progress.

Mr. Deputy-Speaker, he has given an impression that the people are expecting electrification of lines out of charity. Certainly, we do not expect any charity from any Minister or anybody. But I do expect the completion of the sanctioned project for which enough money has been given. I urge upon him to see that this sanctioned project is carried through. Since it is a sanctioned project, naturally he has been forced to do it.

Mr. Deputy-Speaker, Sir, Calcutta is an island of hopes and faith of Northeastern region and West Bengal. Millions of people depend on this area for employment in railways because railways, as you know, gives a lot of jobs. At least, they are expected to give jobs. Calcutta brings hundreds and thousands of people from the adjoining areas with the result, the transit in Calcutta is

choked. It requires rapid expansion. As a matter of fact, I would like to tell you very frankly that these areas have not got sympathy from anybody, except whatever has been done by Dr. P.C. Roy which is there for anybody to see.

Metro railway and circular railway were conceived with a view to clear bottlenecks but, alas these projects are dying because of the tardy progress. People do not have faith any more in the Circular railway and in the Underground railway. They do not know how many centuries it will take to clear the bottlenecks of these railways. The condition of these railway systems in Calcutta has reached a saturation point and people have not been able to believe in safety standard.

The railway systems of both Howrah and Sealdah should be expanded. I request the Railway Minister to look into the routes of these areas. Howrah and Sealdah require special attention of the Railway Minister.

Calcutta is celebrating 100 years and this great city has witnessed the upheaval of the people and liberation struggle of the people for years. The great sons of the soil, Raja Ram Mohan Roy, Swami Vivekananda, Rabindranath Tagore, and Netaji Subhash Chandra Bose have advocated the development of this region.

May I request the Railway Minister to make a gesture to give a token befitting gift from the railways on this occasion to commemorate this occasion? It is my sentiment and I appeal to him to ponder over suggestions to do something for the expansion of Calcutta suburban areas to overcome the difficulties. These areas of ours are magnificent areas so far as our progress is concerned. Our people have shown development there. They have risen to the occasion. I hope the hon. Railway Minister will not reject my sentiments. I am not asking this as a beggar. But I am asking him as a human-being from that area. I have seen the great development light of the day. The people of West Bengal believe in the development of these areas. But unfortunately no Railway

Minister has been sympathetic to our calls where he has been lavish in the sense that he has given some consideration to our areas. Like a miser-man, he has closed his fist.

Sir, I am sorry to say that West Bengal will not forgive him for all that he has been doing. A little bit of money given to us will go a long way. I am telling that the impression that he has made saying that he has done a lot for West Bengal is completely wrong, erroneous and confusing. So, with these words I oppose the Railway Budget with all the strength that I have at my disposal.

Finally, I would like to tell him that still there is time for doing something tangible... (*Interruptions*) Please don't laugh like this whenever any suggestion is put before this House. These suggestions have come from one of the unfortunate sons of Bengal who believe in nothing but progress. I believe in being a torch-bearer of the progress of mankind. I will not take much time of the House. I have already taken some more time that you wanted to give me. I appeal to the hon. Railway Minister to think of all my suggestions. If he cannot do anything, at least let him give us enough money so far as West Bengal is concerned for the commemoration of the occasion by the West Bengal Ministers who have tried their best. But who will listen to them?

15.00 hrs.

[SHRI NIRMAL KANTI CHATTERJEE *in the Chair*]

I hope something will come from him for the great liberation of West Bengal and North Eastern Region. We will occupy a place in history, if you can do this much for West Bengal and the North Eastern Region.

With these words, I thank the Chair for showing the patience.

SHRI ANANTRAO DESHMUKH (Washim): I beg to move:

"That the demand under the head

'Miscellaneous Expenditure (General)' be reduced by Rs. 100."

[Need to take up urgently the shifting of a level crossing gate near Washim on Akola-Washim metre gauge rail link in Maharashtra.] (2)

SHRISHIKIHO SEMA(Nagaland): I beg to move:

"That the demand under the Head 'Assets—Acquisition Construction and Replacement' be reduced to Re. 1.

[Failure to include Gauhati Lumding—Dimapur—Tinsukia—Dibrugarh line in 1990-91 Works Programmes.] (5)

"That the demand under the Head Assets—Acquisition, Construction and Replacement be reduced by Rs. 100."

[Need for providing more funds for the construction of road over—bridge at Dimapur in replacement of level crossing No.57/ST (North Eastern Frontier Railways).] (6)

"That the demand under the Head 'Operating Expenses—Traffic' be reduced by Rs. 100."

Non-placement of BKC/BFR type of wagons at Dimapur, Golaghat and Furkating stations and also refusal to register and accept indents to move the hard wood logs to LLR Depot.] (67)

SHRI HARISH RAWAT (Almora): I beg to move:

"That the demand under the head 'Railway Board' be reduced to Re. 1."

[Failure to lay new lines in backward hilly areas.] (42)

[Sh. Harish Rawat]

"That the demand under the head 'Railway Board' be reduced broad Rs. 100."

[Need to provide more funds for construction of board gauge lines on North Eastern Railway.] (43)

"That the demand under the head 'Railway Board' be reduced by Rs. 100."

[Need to provide more funds for survey of new lines in North Eastern Railway] (44)

"That the demand under the head 'Railway Board' be reduced by Rs. 100."

[Need to improve the working of Railway Recruitment Boards and to open an office of Recruitment Board in Almora, Uttar Pradesh.] (45)

"That the demand under the head 'Railway Board' be reduced to Rs. 100."

[Need for renewal of Railway lines.] (46)

"That the demand under the head 'Railway Board' be reduced by Rs. 100."

[Failure of Government to meet the demands of employees and need to grant recognition to new Unions.] (47)

"That the demand under the head 'Railway Board' be reduced by Rs. 100."

[Need to reduce operating expenses.] (48)

"That the demand under the head 'Railway Board' be reduced to Re. 1."

[Failure to lift the ban on new recruitment.] (78)

"That the demand under the head 'Railway Board' be reduced to Re.1."

[Failure to check the increase in freight rates and passenger fares.](79)

SHRIM. SELVARASU (Nagapattinam):
I beg to move:

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to increase quota of First Class seats from Mutupet station in Tanjore district.] (80)

"That the demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to introduce First Class AC Coach with Kamban Express from Madras to Karaikkudi.] (81)

"That the demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to convert metre gauge railway line from Nagappattinam to Trichy into broad gauge.] (82)

"That the demand under the Head 'Railway Board' be reduced by Rs.100."

[Need to introduce more trains from Nagappattinam to Trichy.] (83)

"That the demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to attach First Class AC Coach from Madras to Rameswaram with Rameswaram Express.] (84)

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"That the demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to attach more unreserved Second Class coaches from New Delhi to Madras with Tamil Nadu Express.] (85)

SHRI PALAI K.M. MATHEW: I beg to move:

"That the demand under the Head 'Railway Board' be reduced to Re.1."

[Failure to construct railway line from Angamali to Madura in the undeveloped Idukki District in Kerala.] (86)

"That the demand under the Head 'Railway Board' be reduced to Re.1 "

[Failure to construct the Angamali-Achankovil Malayora railway line in Kerala.] (87)

"That the demand under the Head 'Railway Board' be reduced to Re.1."

[Failure to construct Thiruvalla-Kozhenchery-Pathanamthila-Punalur-Trivandrum railway line in Kerala.] (88)

"That the demand under the Head 'Railway Board' be reduced to Re.1."

[Failure to extend Bombay-Mangalore Konkan line beyond Mangalore through Angamali to Madura through the middle of Idukki District.] (89)

"That the demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need for electrification of Erode-Thiruvananthapuram line.] (90)

"That the demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need for a railway line from Kottayam to the great pilgrimage centre, Sabarimala.] (91)

"That the demand under the Head 'Railway Board' be reduced by Rs.100."

[Need for speeding up the second line in Thiruvananthapuram Alappuzha-Kayankulam rail line in Kerala.] (92)

"That the demand under the Head 'Railway Board' be reduced to Rs.100."

[Need to expedite doubling of kollam-Kayankulam rail line in Kerala.] (93)

"That the demand under the Head 'Railway Board' be reduced by Rs.100."

[Failure to provide the basic needs of the rail passengers.] (94)

"That the demand under the Head 'Railway Board' be reduced by Rs.100."

[Need to provide good food at reasonable rates to the passengers.] (95)

"That the demand under the Head 'Railway Board' be reduced by Rs.100."

[Neglect of elementary hygiene in Railways.] (96)

"That the demand under the Head 'Railway Board' be reduced by Rs.100."

[Need to solve the problem of over-crowding even in the reserved compartments.] (97)

[Translation]

SHRI RAM NAIK (Bombay North): Mr. Chairman, Sir, when the hon. Railway Minister Shri George Fernandes was presenting

[Sh. Ram Naik]

his first Budget, we thumped our desks with enthusiasm. We were expecting some revolutionary things from him but by the end of the Budget speech we were disappointed. It turned out to be a disappointing Budget. As Shri George Fernandes is a man of the masses, who understands their problems and as he has been associated with the trade union movement for a long time, we expected a new approach from him. The masses threw the Rajiv Gandhi Government out of power because they had been alienated and the BJP supported the National Front Government, considering it to be their national duty. Therefore, the people were expecting some new changes, but all of us are disappointed.

As I have said, earlier our expectations have been belied. I cannot support this Budget, as it has disheartened us. I consider it my duty to express my displeasure. I want to draw your attention to the Suburban Railway Service. But before that, I would like to ask a question. Suppose, some other Railway Minister had presented a similar Budget, what would have been the present Railway Minister reaction and what should be our reaction now?

I am reminded of the 1986 Bharat Bandh. At that time, a 'Rail Roko' agitation was launched in protest against the rise in prices and Shri Fernandes called upon the entire nation to launch the 'Rail Roko' agitation on 26th February, 1986. I have a photograph with me which shows Shri George Fernandes, the present Railway Minister squatting on a Railway Track at Dadar railway station in Bombay. The photograph shows Shri George Fernandes being dragged by 25-30 policemen and even his clothes were torn. I want to present this photograph to him. Through this, I would like to remind him about his reaction at that time and also I would like to know from him what should be our reaction to his Budget, and what is his advice to us? This photograph is not just another photograph. In fact, this was considered to be the best photograph in Bombay in

1986-87 and it was adjudged the best at a photo exhibition organised by a journalists organisation. This is a fact and I am not joking. In that perspective, I would like Shri George Fernandes to tell us how to react to his Budget. I hope that he would not advise us to take to the streets and squat on the track and that he would reply to all the points raised during the discussion on the Railway Budget. As I have said earlier, the hike in Railway fares is not only in appropriate but also unjustified. The freight charges hike by 7 percent would be 10 percent in October. Similarly, the passenger fares have increased by 17 per cent, but when it come to the fares of sub-urban trains, the increase was a hefty 20 percent. This means that grave injustice has been done to the commuters travelling by Sub-Urban trains. The increase is comparatively higher than the fare hike announced in respect of freight and other passengers. A massive agitation against this hike, has already started in Bombay from where I have been elected. On behalf of all the Suburban Commuters, I request the hon. Minister to withdraw the proposed hike, in toto. Let not the movement that has started in Bombay gain ground and take a violent turn. I hope that when the hon. Minister will reply to the discussion to be held on Railway Budget, he will announce the withdrawal of the proposed hike in Suburban railway fares, in toto. On the one hand I would like to criticize him for the shortcomings in the Railway Budget, but on the other hand I would also like to congratulate him on one or two points. He has taken some important decisions, for the expansion of railway services in the country like setting up of the Konkan Railway Corporation, for which a provision of Rupees 40 crores has been made in the Budget. I would like to congratulate him for this. Along with this, I would like to suggest that the work on the proposed Udipi-Roha railway line, which is expected to begin soon, should start from both sides, simultaneously, because if work starts on the Roha side, people of Karnataka would feel apprehensive about the work on their side and if work begins on the Udipi side, people of Roha and Maharashtra would have similar feelings. Therefore, I demand that work on the said

railway line should begin from both sides, simultaneously.

I would also like to congratulate him for one thing more. The decision to give priority to the production of second class coaches is indeed a laudable step. In our country, it is mostly the poor and the middle-class people who travel by second-class. On the other hand, we see that six or seven first class, Air-conditioned first class and Air conditioned Second class coaches are there in all the important trains. I feel that the decision to give priority to the production of second class coaches is timely and praiseworthy.

I would like to draw your attention mainly to the problems faced by commuters of suburban trains. The reason for doing so is, that out of the one crore passengers who travel on Indian Railways every day, 58 per cent are suburban commuters. This fact is substantiated by the statistics that have been supplied to us by the hon. Minister. In Bombay city alone, about fifty lakh people travel daily on Suburban trains and they constitute 86 per cent of the total Suburban Commuters, throughout the country.

Mr. Chairman, Sir, out of the one crore railway passengers across the country, 50 lakh travel in Bombay city alone. From this point of view, I feel that justice has not been done to the Suburban Commuters, in this Budget. Keeping these point in mind, I would like to tell you one thing about the Railway Budget with regard to the Suburban Commuters. History cannot be ignored. The Rajiv Gandhi Government committed a sort of criminal negligence and I am unable to understand, how it was done. The Railways, themselves decided that no new Suburban projects would be under taken, hereafter. We came to know about this from the Railway Board and report relating to the States. It is implied in this that henceforth, it would be left to the Urban Development Department to decide, as to which Suburban project is to be taken up and which is not to be taken up. Not even a desk has been set up in the Urban Development Department to look after all this. Therefore, I appeal to the Government

to cancel this anti-people and regressive decision, because it is not the Urban Development Department, but the Railways, that runs the trains. Hence, after taking decisions on all these matters, the Railway Ministry should once bring this subject under its control.

I had said, earlier also that there are 50 lakh Suburban Commuters in Bombay city. More than five thousand people travel standing in those trains, which have a seating capacity of only 900. Visitors to Bombay must have observed the travelling condition of our Suburban Commuters, which is awful. According to the Railway statistics more than five thousand passengers travel in trains, which have a seating capacity of only 900. Therefore, there should be some improvement in the situation. People have to stand for two to two and a half hours, while travelling in Suburban trains. Shri George Fernandes is aware of this fact. First, he should take charge of the Department that undertake new projects and then he should bring about changes.

Now, I come to the working aspect of the Suburban railways. At the moment, Shri Ghani Khan Chowdhury is not in the House. When he was here, he was saying that grave injustice had been done to Calcutta and West Bengal. If that is the case, than I do not know how I should express myself? I have been elected from Bombay and I have seen the Budgetary provisions for the Suburban Railway. Out of that-

[English]

Rupees 90 crores have been provided for Calcutta Metropolitan Suburban Railway.

[Translation]

Rs.90 crores have been given to Calcutta. I am not worried about that, but I would like to draw your attention to the fact that on the one hand Calcutta, which has a commuter population of six lakhs, has been provided Rs. 90 crores, whereas on the other a mere Rs. 17 crores have been pro-

[Sh. Ram Naik]

[English]

vided for the Bombay Suburban Railway which caters to 50 lakh people every day. Hence, considering the fact that more people travel in the Bombay Suburban Railway as compared to the number of commuters in Calcutta, I appeal to the hon. Minister to do justice to Bombay, by providing an amount, which is not more, is at least equal to the provision made for Calcutta. I once again request the Government to provide a sum of Rs. 90 crores for the development of the Bombay Suburban Railway.

Sir, I would like to mention one thing more. Out of Rs. 17 crores allocation, Rs. 17 crores allocation, Rs. 12 crores is for the development of Belapur-Mankhurd railway line and Rs. 5 crores have been provided to the Western Railway for the development of the Andheri-Bandra Railway line. Last year also, only Rs. Five crores were given for this project, the estimated cost of which is Rs. 60 crores. If the work continues at this pace, then the work would not be completed even in ten years.

We want Bombay to be given the same treatment as Calcutta. A lot of improvement has been made in Calcutta. We want similar facilities for Bombay also.

The Budget documents presented by the Railway Board show a deficit of Rs. 122 crores is operating suburban services. I would like to know how a huge loss of this magnitude can be incurred. I have been a suburban passenger, I am aware of the working of suburban services. I would also like to remind the House that in 1980 a petition was made to the Committee on petition of the Lok Sabha by some of my colleagues including myself on behalf of the suburban passengers. In that petition we had listed down the problems faced by suburban passengers. The Committee considered the petition and made various recommendations and observations. For your information I would like to read out the last recommendation made by the Committee:-

"2.76...The suburban passengers and goods traffic in Bombay had increased to such an extent that there was a need for a separate Railway Division of the two suburban sections of Western and Central Railways. It was further stated that suburban sections commuters problems were quite different from other traffic and, therefore, in order to coordinate the functioning and pooling of resources like EMU stock, spares, utilisation of rakes, car sheds facilities etc. of both the Railways, a separate Railway Division might be set up. The Committee would like the Ministry of Railways to examine this aspect of the matter, without being conventional, in the interest of efficient functioning of the suburban Railways and inform the Committee about their conclusions in this regard." This report was presented by the Petition Committee in September, 1981. I regret to say that even nine years after the Report was presented, no action has been taken. Not only this no follow up action on the recommendation of the Petition Committee was taken and this is an insult to the House. I would request hon. Shri George Fernandes not to do what the previous Government did. We have right to know how suburban services suffer losses. A paragraph from the Status Paper on Indian Railways says that:-

"58. Within the passenger stream, there is an important category of suburban passenger (around metropolitan areas of Bombay, Calcutta and Madras) which accounts for 58% of the total number of passengers on the Railways. These suburban services suffer a loss of about Rs. 122 crores per year, due to highly concessional monthly season tickets. While a decision has been taken that the nodal Ministry for future metropolitan transport needs will be the Ministry of Urban Development, there is a case for the existing services also being run as separate entities with their own Accounts and Balance Sheets..."

[Translation]

This says that the existing services should be run as separate entity with their own Accounts and Balance Sheets. The suburban passengers have demanded from the Government that the accounts related to suburban services be shown to them. A train running between Delhi and Bombay reaches Bombay in the morning and leaves Bombay at night for Delhi. Meanwhile it remains at Bombay for 12 hours from the time of its arrival to the time of its departure. But our local trains run for 20 hours a day. It has almost no idle time and as a result there is little scope for incurring losses as maintenance cost is not much. Given this situation we would like to know how they suffer losses. I hope the Government will let us know the facts of the matter. Bombay North is my constituency and it consists of 15.40 lakh voters. In the last five years there has been an increase of 5.5 lakh new voters. In this constituency alone the population has increased by 11 lakh persons. This means that one voter is equivalent to two persons. You may be surprised to learn that out of 15.5 lakh voters in the North Bombay constituency of Lok Sabha, as many as 3.40 lakh voters are in Borivelli Assembly segment alone from where I had been elected thrice and the Belapur Assembly constituency which is adjacent to mine has 4.30 lakh voters. Considering the steady increase in population if the Railways do not take up this project it will be gross injustice to the people.

Borivelli to Virar is a big sector, quadruplicate lines should be laid in this sector. There was a provision for its survey in the last Budget and as per my information a final location survey is to be done in May, 1990. Something to this effect has been mentioned in the Budget. I want a minimum provision of Rs. 10 crores for the laying of quadruplicate lines between Borivelli and Virar for which a survey has been completed. A bridge costing nearly Rs. 30 crores over the Vasai Creek is likely to be completed by this year-end. If the quadruplicate lines are not laid, the bridge will be of no use. In view of this I demand a provision of Rs. 10 crores for

commencement of the project related to the laying of quadruplicate lines in the Borivelli-Virar sector. Besides there are a few areas like the Dhahanu-Palghar sector from where 50,000 commuters come to Bombay daily for work. But these areas do not fall within the suburban section. So I would demand that the Virat Dhahanu sector also be included in the suburban sector.

Now I want to suggest something about the demand for introduction of new trains at several places. We are demanding the introduction of a shuttle service between Borivelli and Dhahanu. Railway officials say that new trains cannot be introduced due to shortage of coaches. I shall give two examples that would encourage the Railway Ministry to be more efficient. The Gujarat Mail from Ahmedabad arrives in Bombay at 6.45 a.m. and leaves for Ahmedabad the same night at 9.30 p.m. For 15 hours the train remains at Bombay. Now this train could go upto Dhahanu and get back to Bombay in 6 hours. The rest of the 8-9 hours can be used for maintenance work. Let this train perform the duty of a shuttle service after detaching the air-conditioned coaches. The Ahmedabad Janata Express remains at Bombay Central Station for 13 hours. There are several such trains. So I want that rolling stock which lies unutilized for hours at stations be utilized in a productive manner.

I shall raise one more point before concluding my speech. There is a controversy regarding priority to be accorded to freight traffic or passenger traffic. The Status Report on Railways also mentions this point. I had written a letter and also raised a question regarding this matter. In my constituency a new railway line has been constructed between Diva and Vasai. This new line is exclusively used for goods traffic. Six goods trains and just one passenger train run on it. On being asked as to why only one passenger train runs on this line, the Railway Board replied that priority would be given to goods traffic. Now I demand that suburban train services be introduced on this route. The people who travel on the suburban trains.

[Sh. Ram Naik]

[English]

They act and add to the manufacturing process.

[Translation]

It would be improper if priority is not given to passengers who are responsible for the production of these goods. Local passengers should be treated as a factor that contributes to increase productivity. In the absence of this facility passengers have to travel standing for 2 hours from Vasai to Dhar and from Dadar to Diva. In this way lakhs of mandays, which are a national assets, are being wasted. Keeping this in view, the Vasai-Diva sector should be opened for suburban services.

I hope the Government will consider all these points. As I said in the beginning we have tabled the notices of Cut-Motions not with the intention of moving them. The Government will give reply to each of them. In fact, it will not be proper to move them. We are supporting your Government and that is why we have expressed our displeasure. I conclude my speech with the hope that the Government will consider these points and take some positive steps towards the welfare of the passengers Bombay Suburban. The Government's reply should contain an assurance to this effect.

I have said in the beginning that the proposed increase in the rate of season tickets should be withdrawn immediately. I am sure the Government will do this and I hope some sort of relief to be announced in his reply. With these words, I thank you for giving me an opportunity to speak.

[English]

SHRI KUSUMA KRISHNA MURTHY (Amalapuram): Mr. Chairman, this Railway Budget is an interesting Budget that I ever participated on the floor of this House because this Railway Budget sounds like a

people's Budget but in reality, it is an anti-people's Budget.

The Hon. Railway Minister Shri George Fernandes, true to his personality, in his speech, used very interesting and also promising terminology. He promised 'egalitarianism', of course with a qualifying clause 'ascertain level of egalitarianism.'

I quote him: "It is my conviction that the reconstruction of our country must aim at a certain level of egalitarianism." The Minister further emphasised by expressing his total commitment and dedication towards achieving the goal of meeting the increasing traffic needs at the least cost to the society. This is an important aspect. In India, we require it. Actually, meeting the growing traffic needs at the least cost is the need of the hour. Generally, whenever, a Railway Budget is presented in our Parliament, people in general and the common man in particular are very anxious to know what exactly are the aspects of the Budget. They will be anxious to know whether the existing rates of rail travel have been increased. If they are increased then how much are they being revised? What are the areas that are going to be affected? And, whether the freight charges are also being increased. Finally, whatever the increase in the rates they will be borne by the common man. Therefore, I would like to see the reaction of the common man towards this Railway Budget in the light of his commitment in meeting the growing traffic needs at the least cost.

Sir, Indian Railways are the Asia's largest railway system. It is the second largest in the world under one management next only to Soviet Union. Daily, more than one crore and ten lakh people move in our train covering about more than 60,000 kms. This public sector undertaking employs a manpower of more than sventeen lakhs. It is one of the largest manpower employing agencies in the world. With this kind of largeness in terms of geographical spread, in terms of length and in terms of manpower employment—this organisation almost resembles India in miniature, a mini-India.

Therefore, while dealing with such an organisation, any commitment shown in translating his concept of egalitarianism, is quite laudable. But that commitment must be shown because, it is the action that speaks louder than the words. While making an exercise in balancing the first Railway Budget of the National Front Government, the Hon'ble Minister landed in deficit. It is not a simple deficit but it is to the tune of Rs. 706 crores. After finding out that there is such a deficit, he wanted to find a justification for increasing the rates. Then he has slowly found a justification by saying that the Railways are incurring heavy losses. This is not a private sector to think in terms of loss and profit. When our Leaders conceived the public sector undertakings, for example, Railways, Postal services and various other public sector undertakings, they always thought in terms of service to the nation. This is not a private sector to think in terms of profit and loss. Just to find an excuse, he said, the Railways are incurring heavy losses. It is not a sudden discovery. Generally, this N.F. Government—whenever they face any difficulty—they try to blame the previous Congress Government, starting from Kashmir issue, even up to the resignation of Mr. Devi Lal. Therefore, befitting their styles, whenever there is any success, they take the credit. If there is any failure, they blame the previous Congress Government. This is their routine style.

Even if we take that aspect also into consideration and if we see the performance of the previous Government, it is very clear. I quote the Minister. He said: "The year 1988-89 was the fourth year in succession when the Railways discharged the divided obligation to the general revenues fund in full and also ended in surplus." The previous Government, also succeeded in meeting their obligation of paying to the general revenues in full and at the same time ended in surplus. In fact, it was a splendid performance. Coming to 1989-90, again, we have a surplus. At the same time, he himself accepted that without increasing the passenger fares, without touching the passenger fares and the previous Government was

able to achieve this thing. Therefore whatever justifications he wanted to make regarding the increase in fares does not hold good. He is finding a justification for reducing the deficit. Because of this, he immediately jumped on to raise the fares and freights to fetch Rs. 892 crores. His Budget Speech is a deceptive one it gives the impression that he taxed heavily the Upper Class and rates of the Upper Class were raised heavily, and the rates the Second Class were untouched. But, when we analyse, it is the ordinary Second Class and the Second Class Mail/Express that were heavily taxed. I am coming to that in detail. He said that the actual fares of the AC First Class, AC two Tiers were increased by 17 per cent. And when we calculate the average increase of the Second Class Mail and Express charges they were increased from 18 per cent to 20 per cent. You take the distance beyond 1400 kms, then you will see that there is an increase of at least Rs. 20/-. The Sleeper Charge is Rs. 15/-. The fare of actual Mail is Rs. 112 and the increase in cost comes to Rs. 35/-. So, it comes to 31 per cent. If you take the middle course, it comes to about 18 per cent to 20 per cent.

Similarly, for the ordinary Second Class also, the average percentage comes to more than 20%. The impression given to the ordinary Second Class passengers and the nation is that he has not touched the Second Class. Actually, they are the heavily taxed. Therefore, the justification for raising the fares and also giving the impression that the ordinary Second Class has been spared, is not there. Therefore, now the kind of conviction and commitment behind the Budget is very clear.

He has also said that he is making sincere efforts to translate into reality, some of the dreams of millions of our countrymen. Now it is very clear how far he is successful in translating the dreams of the millions of our countrymen. He has also increased the freight. There are some of the items, namely paper, which he has not exempted and also fodder for the livestock is a very important item for the common man of our country.

[Sh. Kusuma Krishna Murthy]

We are thinking in terms of literacy. Students are an important section of our society. Therefore, paper should also be excluded in addition to fodder for livestock, from the freight structure.

Regarding season tickets also, the increase was not commensurate with the objectives. Coming to new lines, he is introducing 27 of them; he also claimed that he was taking up this Konkan Railway between Mangalore and Bombay, and also from Kandla to Bhatinda, and some of the lines in the north-eastern States and the Chitauri-Bagaha line. Actually, the previous Congress Government had sanctioned them, and taken them up; and this Government cannot take credit for them. So, his claim that they have taken up lines, is not correct. Besides though he has taken up 27 new lines. I do not know what has happened to Andhra Pradesh. Not a single line was taken up there. It was totally neglected. In fact, there is a consistent request from us.

You are talking in terms of going to the rural areas; this Government claims that it is keenly bent upon allotting more than 50% of the total resources to the rural and remote areas. But if you analyze the railway lines taken up, and the reorganization of the railway work have taken up, they have concentrated more in urban areas. Their claim is to tally in correct.

One more thing: on the floor of the House, this is the fifth time I am making a request for a railway line for a remote and neglected island in Andhra Pradesh. Neither am I asking for a new train, nor a new line but I am only requesting for restoration of the railway line from Kakinada-Kottuppalli. Earlier, the Government had assured the House through an unstarred Question that they had ordered the survey of this line. In fact, this railway line covers only 43 Kms; and during the British times, they made use of the line only for their business purposes. The Britishers never considered and treated our railway lines as a means of national inte-

gration; but only a means for business purposes. When their limited purpose was served, they removed the railway line. When I asked for information from the South Central Railway, I am glad that they gave relevant information. In fact, the land still remains with the Railways and the embankments also are still with the Railways. With a minimum expenditure, we will be able to give an opportunity to an island namely konaseema, which I represent in Lok Sabha for the third time. Earlier, the railway line was there and that too when there was a population of hardly 3 lakhs. Now the population is about 12 lakhs. Recently, ONGC had explored oil and gas there in this land. In fact, the restoration would help to set up some industries there. The report of the Estimates Committee made it very clear that we would have to balance our growth by going to remote and rural areas, and also neglected areas in laying new railway lines.

The hon. Minister had also made this very clear by giving some priority to remote areas but of course, he has given the fourth place for the remote areas. I would insist and urge upon the Government that we have to give priority for the remote areas. Instead of spending hundreds of crores of rupees for big projects in urban areas if we can spend a few crores in rural areas we will be able to touch the remote areas, and bring those people there into the mainstream of national life.

This is an important matter to note and consider in fact, I would like to repeat what the then hon. Minister of Railways said in reply to Q. No. 724 dated 26.7.1984. The then hon. Railway Minister stated as follows:

"The following surveys have been sanctioned during this year for laying railway lines in Andhra Pradesh:
Restoration of a railway line between Kakinada and Kotipalle via Ramachandrapuram (43 Kms)"

So, it is very clear and it is the result of my repeated requests. I am not asking for a new railway line. It is only the restoration of

the removed railway line with a limited expenditure; and this could be taken up easily. Therefore I request the hon. Minister to consider this matter in right earnest and take it up soon. And an important matter is that the hon. Railway Minister wanted to shift the starting point of the Tirumala Express from Kakinada to Vishakhapatnam. Actually, this is an area which is totally neglected in the matter of railways. After great pressure and great demand, this train was given to our area. I do not know who has suggested to the hon. Railway Minister for this shift and I do not know what kind of a suggestion it is and how he has taken this decision. This is the only train running from Kakinada which is our District Headquarters to Tirupati. He wanted to divert it from Kakinada and start it from Visakhapatnam. Visakhapatnam is on the main line. A number of trains are there and flight services are there to and from Visakhapatnam. This area was separated. I strongly object to this decision of shifting the starting point of Tirumala Express from Kakinada to Visakhapatnam. People here have gone on strike. Therefore, I would like to draw the attention of the hon. Minister to see that this is not changed; Tirumala Express should be run only from Kakinada to Tirupati. Otherwise our people would not only resort to 'Rail Roko' agitation but would physically stop this trains.

The Railway Minister has said that he has a relationship with the railway workers for four decades. I do not claim that much of relationship. I have also relationship with the railway workers belonging to SC and ST for the last one decade. He has accepted that they do a fantastic job for the nation. Actually, in the lower cadre, at the Marshalling Yard and other places are the people there in thousands or even a lakh. The other day also I asked for information from the hon. Minister. The reply was that the information was being collected. The same reply I received once in 1983-84. So, the plight of the workers in Indian Railways belonging to SC and ST is miserable. Whenever anything happens, they are the first victims; they never get any recognition or remuneration. They are the people actually doing a lot for

the railways I am glad that the minister has realised that always dutiful and honest workers do not get proper treatment and recognition but only the black sheep will be protected and protected. Therefore, this is the section of the people the SC and ST who deserve proper and sympathetic and treatment and all the encouragement and the special treatment. Whenever they send their grievances, whenever any representation comes from them, it is not properly dealt with. I strongly urge upon the hon. Minister to see that the rule of reservation is properly implemented. It is the largest organisation employing the largest number of people in our country.

I would like to request the hon. Minister to see that, whenever railway stalls are allotted, some percentage of the stalls is reserved for the children of the deceased railway employees. It is very important because, whenever any person working in the railway dies, it takes a lot of time to provide an opportunity to his family or children for earning a livelihood; and this step will definitely help them and will go a long way in providing them some employment opportunities; this will be a great help to them from the economic point of view. This is an important matter and the House should stand with me in one voice in supporting this.

The Planning Commission must always support properly the railway demands. Fifty years ago, railway finances were separated to enable them to function properly and implement their plans and programmes properly. Now, I have been seeing for the last so many years that the Planning Commission is not properly helping the railways in implementing their programmes. As I said earlier, the Railways are an important organisation. Therefore, the Planning Commission should come forward and help this Ministry so that their plans and programmes could be implemented in a better way for the benefit of the people.

[Translation]

SHRI YUVRAJ (Katihar): Mr. Chair-

[Sh. Yuvraj]

man, Sir, I rise to support the Railway Budget for the year 1990-91 presented in the House by the Ministry of Railways. No doubt there are a number of backward areas in our country but the North-East Frontier region is the most backward area particularly in respect of the Railways. It is also most uneconomical. However our society needs some basic facilities and it is the responsibility of the Government that it provides these facilities on priority basis in the backward areas which have no means of transport so that it may pave the way of their development. It is also the first and the foremost duty of the Railways.

You can see it yourself that the Headquarters of the NF is in Guwahati whereas our division is in Katihar and Malda and there is a long distance between the two. The working of Guwahati Headquarters gives an impression that it is Assam oriented and its primary concern is NGP, Siliguri, Assam, Tripura, Dharamnagar or Nagaland. In our area, railway facilities exist for the name sake only. If we look at the size of railway booking in Katihar or Jogbani, you will find that these areas have the highest booking on the North East Frontier Railway. Even the amount of their receipts is the highest. But at the same time Katihar and Jogbani are the most reflected areas. Our Minister of Railways is keen to pay more attention to the development of backward areas and the neglected areas which are situated at the strategic points. In view of the proximity of Bangla Desh, Nepal, Sikkim and Bhutan, Katihar is a significant place which should not be neglected. Mr. Chairman, Sir, you may please see the pace of development in this area to this day and the number of new railway lines laid in this region? In my constituency there is a place named Kumedput which happens to be at a distance of 30-40 km. from katihar and that is the place from where the passengers can catch the trains for Assam and Calcutta. But that area has remained neglected to such an extent that it takes so much of time to reach there that the passengers miss almost all the trains. The

conversion of metregauge line between Mukuria and Katihar into broad gauge line, will directly link our areas with Assam and Calcutta. There has been a long standing demand for the conversion of this line but no action has been taken in this regard. I would like to tell you that Katihar is the gateway of North East India and it cannot be neglected. When Shri Ghani Khan Chawdhary was speaking in the House, I was also present here in the House. But at present he is not in the House and I would like to tell him the extent to which our area was neglected during his tenure. It remained the most neglected area. It was during his tenure that contract system was introduced and Railways were allowed to incur heavy losses. If he had been present in the House, I would have alloted many much instances and told the reasons as to why our area remained backward and has been suffering even to-day.

I rise to submit one thing more. There are some problems and unless they are solved, there cannot be any progress in respect of the Railway services. Mr. George Fernandes has been a socialist leader and we have great expectations from him. Various administrative and other problems related to the maintenance of Railways should be overcome and development of our backward areas is not possible without dealing with administrative problems. What for is the administration? Does it prepare only plans and consider various aspects of it properly? In fact a small group of people are there in the Railway Board to decide the fate of 18 lakh railway workers. I would like to know as to why the Government is not amending the Railway Board Act of 1905 and the earlier act known as the Indian Railway Act? Why do you not wind up the Railway Board? You are a great revolutionary. Why don't you wind it up? Why these persons have been engaged? The Government can do without the Railway Board. Other Ministries like Finance, Home etc. have no provision of Boards inspite of great responsibilities on them and they function quite efficiently. So, wind up the Railway Board. You want to continue with the same age old system of working, why have you got

your own apprehensions about the requirements of present times. Why do you want to escape the responsibility? That is why I would like to make it clear by quoting only a few examples....

SHRI KALPNATH RAI (Ghosi): How will the train run?

SHRI YUVRAJ: We will run them.

Mr. Chairman, Sir, earlier there was a system of joint inspection of the railway wagons hired by the TISCO which used to get damaged. But a railway employee named Mr. Pai who was the General Manager on the South-Eastern Railway got an appointment with Tatas after his retirement from the railways, and dispensed with the system of inspection. The Director of Transport, TISCO made his all out efforts to deprive the railways of an average income of about Rs. 25 lakh. During the tenure of the previous Government, Railway Board decided to discontinue the system of joint inspection of wagons. Now Tatas can behave arbitrarily. An application to this effect was submitted to Shri George Fernandes in January, what has happened to it? Why have the Railways been deprived of an average income of Rs. 25 lakh. What was the reason that such a senior officer had accepted the offer of employment from the Tatas after his retirement? He did something undesirable. It is on this account that I would like the Government to wind up the Railway Board. May I know the reason as to why you are so much attached to it. Please wind it up, the members of the Board will be given some other assignment. It is nothing but a white elephant. So, do away with it.

Mr. Chairman, Sir, secondly, I would like to submit that so far as the backward areas like Katihar and Purnea in Bihar are concerned, there is only a single railway line between Katihar and Manihari Ghat for about last 100 years. After Manihari Ghat there is Sahibganj and then Calcutta and Bhagalpur, where ferry services of steamers were available. But these it were discontinued in 1986. It is true that the volume of traffic from

Manihari, Katihar and Kishanganj has reduced considerably after the construction of Farakka barrage. But you will be surprised to know that with the suspension of the ferry services if any person from these seven districts of two commissioneries has to go to Bhagalpur, he shall have to go *via* Barauni or Badghava or Malda which will take about 12 hours to reach Bhagalpur. Whereas at the time when Eastern Railway used to operate steamers services, it took only 3-4 hours. Sahibganj is the only market for this area where from the young boys used to go to pursue their studies in colleges or the poor people used to go there to sell their vegetables to eke out their living. But for the last 3-4 years their moment has been hampered. You will be surprised to know that when I approached the Minister of Railways in this regard, he assured me to make an announcement in that regard in Bihar. But he has not visited the area so far. In the meanwhile I received a letter from Shri S.P. Sinha, the Executive Director, Transport. I quote a few lines from it:-

"Dear Yuvraj, in the past when there was no railway bridge or overbridge on the river Ganges it was essential to operate steamers as a means of transportation of people as well as parcels, goods etc. But later on railways managed to provide adequate ferry services for passengers as well as goods transport across the river. Accordingly, with the same purpose in view, other infra structures were also developed. With the opening of a rail/road bridge on the river, ferry services being operated by the railways in Sahibganj area became redundant because the entire through traffic was diverted to road and people avoided cumbersome costly and time consuming ferry services"

I wrote a letter to the Minister of Railways and also to the Prime Minister. He sent his reply to the Prime Minister and a copy of the same was sent to me through the Executive Director. But I would like to submit that a steamer service was available between Manihari Ghat and Sahibganj and later on a barrage was constructed at Farakka, which is about 90 km. from Manihari Ghat and it is

[Sh. Yuvraj]

of no use for the people living in Manihari, Katihar, Araria, Jogbani, Madhupuri and Saharasa. The Government may introduce a train, be it Kanchanjanga or Darjeeling Mail, to meet the needs of the people of Assam and Calcutta. But why have the Government withdrawn the facilities which were already available in our area? Today thousands of people are facing inconvenience on that account. In 1986 the Bihar Government with the connivance of the Railways allowed a man named Baccha Singh, who is known as Maggu Singh all over Bihar, to operate ferry services on this route on a contract basis. A Motor launch which was being operated by the Inland Water Transport Corporation, was also handed over to Baccha Singh and the Corporation entrusted the entire transportation of goods to him. That very Motor launch fully loaded with passengers was looted twice between Manihari and Sahibganj. In 1988, the very launch with passengers on board capsized. Shri Bhagwat Jha Azad, the then Chief Minister of Bihar and Shri Jagdish Tytler, the Union Minister of Transport visited Manihari and assured the people about the resumption of ferry services within 15 days. But nothing has been done so far. The poor people of that area have elected me as their representative. They are in dire straits, they are completely ruined. So resume the railway ferry services. Those who ignore the needs of the people have to face lot of difficulties in the long run. That is my submission to the Government as the representative of the people.

16.00 hrs.

I would fight for their cause till my last breath and I would not let the Government ignore the interests of the people. Secondly, it is also my humble submission that in view of the geographical situation of Katihar, it cannot be neglected because almost everyday the Assam bound trains carrying military supplies pass through this route but this metre gauge section of 30-40 kms. has been causing loss to the Railways. Conversion of

gauge on this route will add to the Railway income. But my heart aches for the present condition of Railways in this area because there has been an increase of 110 per cent in the freight over the last 10 years and wholesale price Index has registered an increase of 400 per cent and it has brought a heavy burden on the people of these industrially backward areas. It has added to their woes. I think that the present increase in the second class railway fare is irrational. Even in the developed countries like Britain, France, West Germany and Japan the Government provides subsidy to the Railways. In the year 1988 the Government of these countries have given to the railways in their respective country an amount of Rs. 1300 crores, Rs. 1000 crores, Rs. 1400 crores, and Rs. 1100 crores respectively as subsidy from the general revenues. Though the per capita income in those countries is very high as compared to that in this country. Per capita income in the backward areas in India is much less than that in those developed countries. Yet they share this social responsibility by allocating funds from the general revenues because it is the prime responsibility of Railways to bear the social burden. I would like to request the Government to include the conversion of gauge between Mukaria and Katihar. You are my friend and I would be ready to cooperate with you. But the interests of the people cannot be neglected and this is the forum where we must raise their problems and apprise the Government of their problems. Thus it is my humble submission that the Board should be disbanded and the officers holding the high posts should be deputed to undertake important works.

Secondly, I would like to submit that there is lot of corruption in the railways. Only, five to ten stations have the computerised reservation facility. Wherever, you go, either for railway reservation or for the allotment of railway wagons or stalls, there is lot of corruption. I would like to remind you that in 1974, when our present Minister of Railways was the president of the Union and we were in jail, we had made a promise to the railway employees of the country that we would fight

to get them parity in wages with the employees of other public sector undertakings. That is why the entire labour community had joined that movement and about 35 thousand workers had been dismissed. In 1977, when the Janata Party came to power at the Centre, these 35 thousand workers were reinstated and given 50 per cent of their wages. Will the Government now pay the remaining 50 per cent amount of their wages to them?

I would also like to submit that in 1950-51, there were 2300 employees in group-A and group-B services of the Railways, i.e. class-I and class-II gazetted officers, while the total number of the railway employees in these categories in 1988-89 has gone up to 13,600. Their percentage works out to 43.15. Thus there has been an increase in their number. But the number of class IV employees in the year 1950-51 was 6 lakh 87 thousand and 8 hundred, whereas today, it is hardly 7 lakh 39 thousand and 7 hundred, which is a mere 8.42 per cent increase. It is so, because the work of periodical maintenance has been awarded to the contractors. It is the practice which was started by Shri Ghani Khan Choudhary. Today, it is causing lot of difficulties for us. There are two lakh persons who have been working as casual labourers for the last ten years but they have not been given even those temporary benefits as are given to an ordinary labourer. In the north-eastern region, a special duty allowance is given to the officers, but it is not given to the other categories of railway employees. I would like to ask the hon. Minister as to why there is so much discrimination? Mr. Chairman, Sir, I would like to submit through you that no attention has been paid to the difficulties being faced by the people living in backward rural areas where there are no roads. I was told that the executive director of transport, Shri S.P. Sinha has said that transportation facilities are available on both sides of the river. If this is so, a railway bridge should be constructed on the river Ganga between Shahibganj and Maniharighat and a motor-launch should be provided there. In 1977, when I was a Member of the Parliament, a meeting was held with

the concerned officers of the Railway Board, in which it was decided that a motor-launch would be purchased. But nothing has been done till now and the entire work was handed over to Shri Baccha Singh. As regards, the labourers, I would like to submit that they have great expectations from you. In fact, they want that all the casual labourers, who are facing difficulties and hardships should be made regular. Besides this, all those thousands of labourers should be reinstated, who had been dismissed under the Disciplinary Appeal Rules 14(2). In the interest of the railway employees, it is necessary to repeal this law, which can be called as the Black law.

Not taking any more time of the House, I would like to submit one more point. Our hon. Minister of Railways has made a mention of the vendors in para-21 of his speech. Do you know about the condition of those vendors who sell the items like, tea, biscuits and other eatables on the platforms? In Katihar, a cooperative-society was formed by a group of 80 vendors of NF railway, but the D.C.S. Shri S.A. Alam and the Divisional Manager did not allow them to form a society. Instead they were given a stall at Galiaganj station. But is it possible for a person living in Katihar to go to Galiaganj, where he is not able to earn even Rs. 10/- a day. On the other hand, in the name of a bogus cooperative society, all the stalls on the metre gauge and broad gauge platforms were allotted to other big businessmen and marwaris. So, I would like to request you to check these irregularities and get an enquiry conducted in this regard. I would like to remind you that long back when you were not a Minister, you had written a letter to the then Minister of Railways in respect of the demands of these people. I can get you a photo copy of that letter if you so desire. Today, you have become the Minister of Railways and they hope that you will certainly take some steps in this regard. Even today, they have fresh in their mind that very image of George Fernandes, when they had voted him to power at a time when he was in jail. If this is done, it will be in the interest of the poor. My suggestion will invite a massive reaction, but as a friend,

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you will understand me. I have tried to say whatever I thought to be the reasonable. I will conclude after making one more point. Purnea is an old city which has now become a commissionary. If you want to go to Kishanganj from Purnea, you shall have to wait for an hour on the southern side of the Purnea junction. Because there is always such a heavy rush of traffic that you will find a long queue of buses and cars with the closed gates at the railway crossing whenever a train passes that way. People have to face a lot of difficulties on that account. So an overbridge should be constructed there. I would like to submit that Late Shri Lalit Narayan Mishra had made a lot of efforts for the development of North Bihar. The conversion of railway track has not been taken up in Jogbani. Though it ranks second among the big parcel booking—offices after Katihar on the N.F. railway. Hence, I would like to urge upon the Government to undertake the conversion of railway track between Jogbani and Purnea, treating it as a social requirement of the area. Similarly, to alleviate the hardships of the people gauge conversion work between Mukaria and Katihar should be taken up immediately.

What we have got out of this Railway Budget, is only introduction of a new train between Katihar and Siliguru whereas our market place is in Calcutta. People from Katihar go to Calcutta to work there as labourers in the mills. The introduction of a new train between Katihar and Calcutta will give us great relief. If additional sleeper coaches are not available with the railways, kindly see to it that at least sitting capacity is provided. If such a provision cannot be made for all the week days, it may be provided twice a week. If you cannot give it now, at least make a commitment that it will be introduced within a period of two months or four months. It will infuse confidence in the people. We will have some relief even if it is provided twice a week. However, later on it may be done daily, it becomes convenient for you.

I would like to make one more submission. I had also asked a supplementary question in this regard. In Katihar, a number of poor people have been living on the 50 acres land of the railways for nearly a century. They belong to the minorities and eke out their living by begging or by working as coolies and porters in the markets. No railway line is going to be laid there or no railway station is going to be constructed. The railway station has been constructed in a worthless place. It was proposed to convert that place into a park but no steps were taken to rehabilitate those people at some other place. They should have been rehabilitated on the low-lying land, after levelling it with soil. But the D.C.S. of the area...*...is earning lakhs of rupees and is creating troubles for the people and the D.R.M....*... is also creating trouble for the people. We cannot tolerate all these things. So these people should be immediately transferred from there and good officers should be posted there, who will take pains to redress the grievances of the people.

I would like to thank you for giving me an opportunity to speak here but I will conclude after submitting one more point. Earlier, the Vaishali-Delhi Express used to run up to Katihar but now it terminates at Barauni. There is pit line in Katihar, which is used for carrying railway rakes and for changing the engines, but the passengers have to catch the train from Barauni. The aforesaid train should be extended upto Katihar, so that the people may get the facility of to and fro journey and the Government may also introduce one more new train as the people of this region expect it from them.

16.15 hrs.

[SHRIMATI GEETA MUKHERJEE *in the Chair*]

You must provide this facility. You should provide it within a week or two. Please make necessary provision of funds. You may please verify all the documents from the Railway Board that there was a proposal to provide a motorlaunch service there. The proposal

was being processed. If necessary, you can ask your friend, Shri Dandavate about this. Through the House, I urge you to do this because the area has been neglected for a long time. Your name will be written in golden letters for this and you will get the blessings of the people of this backward and barren area.

[English]

SHRI MULLAPPALLY RAMACHANDRAN (Cannanore): Madam Chairman, I am highly thankful to you for having been given this opportunity to take part in the discussion on the Railway Budget for the year 1990-91. The Indian Railways today is Asia's largest railway line and occupies second largest in the world, under a single management. I compliment the Department and the officers and employees of Railways for having achieved a record performance in all spheres of its activities.

The overall development of our country depends more on Railways than on any other mode of transport. As has been rightly put by many hon. Members, Railway is the life-line of our nation. Railway plays a vital role in promoting national integration and unity of the country. It surpasses all barriers created by the man, be it linguistic or provincial. But I have my own doubts whether Railways could succeed in removing regional imbalances. A look at the Railway map of India reveals the stark reality. The planners and the Railway Administration, it seems, often fail to see the problem in the true perspective. They fail to understand that overall development of area requires a wide network of transport system. This regional imbalance is clearly evident in the State of Kerala where the total route kms. is far below the national average.

The egalitarian approach of the hon. Minister towards passenger amenities has been highlighted and it is one of the notable features of the Budget. But I am constrained to State that the steps towards this end had been taken by the previous Government. No more acquisition of first class coaches, pro-

vision of water coolers in second-class and also provision for cushioned seats in second-class etc. had been started at the time of hon. Railway Minister, Shri Madhavrao Scindia.

I do not want to dilate more on general matters since the time at my disposal is very limited. I wish to confine myself to my State of Kerala.

Although a good beginning has been made on the Konkan Railway by the previous Ministry, I congratulate the present administration on having secured approval from the Planning Commission for the inclusion of the entire West Coast line in the 1990-91 Budget. As things stand now, the line from Apta to Roha has already been taken up and work from Mangalore to Udupi has been included in the last Budget. When the entire railway line has been completed, it will reduce the distance between Kerala and Bombay by more than thousand kms. It will definitely bring Kerala closer to North India. It will promote tourism in a large scale on this particular route. This will also be a link between major ports like Bombay, Goa, Karwar, Mangalore and Cochin. In short, it will result in vast socio-economic development of this particular area.

I congratulate the hon. Minister on having taken special interest in the completion of this project within the stipulated period of five years. An estimated amount of Rs. 969 crores has been earmarked for this project and the setting up of a Konkan Railway Authority by involving the Governments of Maharashtra, Goa, Karnataka and Kerala is a step in the right direction. But I am doubtful whether all these Governments have agreed to such a proposal and the Government of Kerala, I understand, did not come forward with any proposal or, I do not know whether they are in agreement with the hon. Minister in setting up of such Railway Development Authorities.

By the completion of this line a long-cherished dream of the people of this area will come true and I, therefore, once again

[Sh. Mullappally Ramachandran]

compliment the hon. Minister on behalf of the people of Kerala.

Malabar region of Kerala which constitutes six major districts and nearly half of the population of Kerala, is a neglected area in the whole of South India. Mangalore-Madras broadgauge line is one of the oldest railway lines in India and it was started by the Britishers. It is a pity that no improvement on this sector has ever been made from Mangalore to Shoranur. Time and again, representatives from Kerala and also representatives of various organisations have represented this matter before the hon. Minister who has taken charge from time to time but all our pleas still remain a cry in the wilderness. I am sorry to say that the stereo-typed answers from the hon. Minister are quite disappointing, namely that this route is not economically viable. I would like to know from the hon. Ministry how a route becomes economically viable unless there is brisk trade movement on a particular route. Since independence, except for a couple of industries in Palghat, the entire Malabar has been neglected by the Administration. Not even a single major or minor industry has been started during the last four decades by the Government. How will there be brisk trade on this particular route? Therefore, it is my request that the hon. Minister should pay his kind attention to this particular area from Mangalore to Shoranur for renovation and repair for doubling of the line.

The demand for the Tellichery-Mysore line is being raised since the time of the Britishers. They have even conducted two or three techno-economic surveys and found them feasible, from the geo-political and socio-economic angle. It was their finding that this Project would bring Kerala closer to Delhi by hundreds of kilometres. Moreover, if such a Project is completed, it will cover some of the areas which grow the largest quantity of cash crops like cashew, coffee, tea, spices, rubber etc. Along with high passenger traffic, brisk freight movement can also be expected from this region. I

understand the financial constraint of the administration. But my request is that if and when a new line is suggested, this line must receive the kind attention of the hon. Minister. At the moment, my humble submission is that the Ministry should come forward and conduct a survey on the feasibility of this Project. I also suggest that this survey should not be conducted within the cosy confines of the Divisional Headquarters located at Mysore or at Palghat.

Coming to the existing projects in Kerala, the Kuttipuram-Guruvayur and the Guruvayur-Trichur lines have not received due consideration. From the point of view of traffic potential, this is a very very important line as thousands of pilgrims visit the famous Sri Krishna temple at Guruvayur.

Some of the stations and staff quarters located between Shoranur and Mangalore, call for renovation and repair. The old type dingy quarters are to be largely improved upon. Some important stations like Cannanore, Tellichery, Badagara and Calicut, which fetch high revenue need between passenger amenities.

Kerala is the only State in the South which does not have any Railway undertakings worth the name. Railway being the largest public utility service, it has certain social obligations. In Kerala, more than 30 lakh youth have registered in Employment Exchanges and Railways are the largest public utility service which will contribute very much to ameliorate the condition of the youngsters. Therefore, it is my request that whenever any new railway undertaking is proposed to be established by the Railways for the Southern Region, the State of Kerala must receive the hon. Minister's kind attention.

The safety aspect of the Railways requires urgent attention of the Ministry. The ghastly disaster at Perumon in Quilon, Kerala, is still fresh in our minds. I would like to know from the hon. Minister whether any final Report has been received by the Ministry on the ghastly accident which occurred at

Perumon about one year back. The people must know whether this was caused by a Tornado as it was stated by the previous Minister or whether it was caused by an unidentified flying object or was it a man-made tragedy.

Coming to the budget proposal to increase the freight, parcel and luggage charges by 10 per cent and also the increase in passenger tariff, I would like to say that it will definitely affect the poor man. I know that certain essential commodities have been excluded or exempted by the Minister. Nevertheless, this budget will definitely result in inflation. I cannot but stress that these rates as also the increase in the sleeper charges will affect the long-distance passengers. Especially the passengers from Kerala who usually go to the Northern States will be the worst affected by this hike in sleeper charges.

Before I conclude, I would like to request the hon. Minister that while thinking of development of the Indian Railways the planners should view India as a single unit and the entire plan has to be made with an integrated approach rather than on an individual or isolated basis. Persons who are at the helm of affairs and the Planners of the country should not sit in a world of isolation. They should be above narrow sectarian, political, parochial and provincial interests which will ultimately lead to ruin of our country. It will not be in the interest of our country. That will in turn demolish the very concept of one India.

Finally, I once again congratulate the thousands of employee working in the Railways whose remarkable service to the public made it possible for the Indian Railways to make a mark in the socio-economic transportation of India.

SHRI BASUDEB ACHARIA (Bankura):
Madam, I had a great expectation from the hon. Minister that there would be some positive steps regarding the victimisation in the Railways. Some of the Railway employees particularly the loco-running staff were dismissed from service in the year 1981 for

participating in a strike. That strike was forced upon them as there was an agreement with them in the year 1973. That agreement was not implemented. That agreement was about reduction of their duty hours. They waited for eight years and that was not implemented. Ultimately, they had to go on strike. There are about 700 such loco-running staff uptil now. They are out of jobs. So, we had a great expectation that in his Budget speech-it is not that he knew about the longstanding problem of the railway employees—there would be some positive steps. I hope that at the time of replying to the debate, he will definitely say something about the victimisation cases.

Madras, when there was a change in the year 1977, a few thousand railway employees who were dismissed from service in the year 1974, were reinstated within six weeks of that Government assumption of office. So, I hope that at the time of replying to the debate, definitely the Railway Minister will say something about the reinstatement of those dismissed railway employees who were dismissed in the year 1981. Even some industrial tribunal has also given the judgment in favour of their reinstatement. Madam, it is good to talk about egalitarian society. But how can this be achieved by increasing the fare for the second class passengers? We oppose particularly the increase in the fare for the second class passengers to the extent of 17 per cent and increase in the fare of season tickets. We oppose this increase. I also hope that the Railway Minister will definitely, at the time of replying, say about the increase in the fare for the second class passengers. He will definitely consider it because we all know about the plight of the second class passengers, how these passengers travel today. The trains are overcrowded because passenger coaches are now being produced not to the requirement and the volume of passenger traffic is increasing.

Madam, passenger traffic has increased 167 per cent whereas passenger coaches have increased only by 127 per cent. That is why, there is over crowding in all the second

[Sh. Basudeb Acharia]

class coaches. In view of this, the fares for the second class passengers should not be increased. Also the increase in the freights will have the inflationary impact on the prices. The fare for monthly season tickets should not be increased also. I can hope that the Railway Minister will consider, at the time of replying, at least about the increase in the fares for the second class passengers and about the monthly season tickets.

We are all unanimous in demanding more allocation for the railways. This House is unanimous about it. But the voice of this House is not reaching the Yojana Bhavan and gradually the allocation for railways is being reduced, though marginally it was increased in the Seventh Five Year Plan only by .05% as compared to the Sixth Five Year Plan. Still the minimum requirement for the railways is not coming from the Planning Commission, from the Ministry of Finance. Railway is one of the important infrastructures in the country. Where there is railway line, there is industry. Even in our country, there are number of State capitals which are not linked up with railway line. One such State capital is Agartala. Kumarghat to Pacharghat will not serve the purpose of the people of Tripura unless it is linked up with the railway line. People of Tripura have been demanding about the railway link to Agartala. Several district headquarters are not linked with railway line. More allocation for railways means construction of new lines. If there is railway line there will be economic development and industrial development of the area. So this is the unanimous demand of the House that there should be more allocation for the railways. We can hope that in the 8th Five Year Plan some more funds will come to the Railways for new lines, for gauge conversion, for electrification and for other railway work.

A Status Paper or a White Paper on Railways has been issued by the Ministry of Railways. This Paper has raised some questions. My suggestion is that there should be a threadbare discussion on this Paper, not

only outside the Parliament but inside the Parliament also. After the discussion on the Budget some time will have to be found to discuss the Status Paper.

In this some questions have been raised such as restructuring of the railway finance. It is not that only today these questions are being raised; in the past also these questions were raised in this House. Some of the questions are, whether this system of finance will continue or should there be some restructuring in the railway finance, whether Railways would continue to pay dividend to the general exchequer, if so how long and why, etc. The fact that Railways have to pay dividend for the general exchequer to the extent of Rs. 750 crores means taxation on the people. So I would like to ask whether this system should continue or should there be a change. Then the question of retraining the Railway Board as a legacy of the past has also been raised. The Railway Board is called a white elephant.

Two years back Railway Bonds were floated. I think from last year payments have been made. This year Railways will have to pay about Rs. 400 crores. This includes interest also. I think the Railway Minister will clarify this. I would like to know whether this will put Railways into a debt trap. These questions are very serious ones. These should be gone into in depth. Restructuring of the Railway Finance is necessary.

Nothing has been said in the Budget speech about the import of locomotives. We projected to the import of 6000 HP electric locomotives because our own production unit at Chittaranjan can produce this. When our own indigenous production unit can produce the 6000 HP electric locomotives with expansion and investment, then why should we import them spending crores of rupees worth foreign exchange? Three years back, the landing cost of one electric locomotive was rupees eight crores, as it was told in this very House, by the then Railway Minister. Then, it is the case of import of passenger coaches. A large number of railway coaches were imported. There is a

shortage of passenger coaches. The ICF at Madras is producing more than one thousand coaches; Kapurthala has also started producing three hundred coaches; but still there is a need for another coach factory at Durgapur. Seven or eight years back, this proposal came from the Government of West Bengal. It may be located at Durgapur or some other place. But, there is a necessity of another passenger coach factory in our country. There is a shortage of passenger coaches, but we should not import passenger coaches by spending crores of rupees, by spending our scarce foreign exchange. This aspect should also be looked into.

Moreover, the production of passenger coaches has been reduced. We do not know the reason and we are still using over-aged coaches, which have been condemned. This has been admitted here also. Use of the condemned coaches involves the risk in travel-accidents, derailment, etc. So, we will have to replace all the condemned coaches, over-aged coaches. That was why, the Sixth Five Year Plan was called the Rehabilitation Plan, not only for rolling stock, but also for track renewal. One-third of our railway track was sick. Although the Sixth Five Year Plan was called the Rehabilitation Plan, the length of sick track to be replaced was increased, when the Sixth Five Year Plan ended. After the Seventh Five Year Plan, about 12,000 kms of railway track will remain as sick which will have to be replaced. There will be about 6,000 rail fractures. This involves derailment and accidents. So, this replacement and track renewal programme has to be expedited. We were told that all the over-aged tracks, sick tracks would be replaced by the end of the Eighth Five Year Plan. Now, it has been extended upto Ninth Five Year Plan. The amount of money allocation has also been increased for depreciation.

Another thing which has to be said is that the volume of passenger traffic is reducing. Two years back the number of short distance passenger trains was reduced. Why the number of short distance passenger trains was reduced? It is because that year, in the Budget, the fare of second class pas-

senger trains was increased. So, the rail travel was costlier than the road transport. People preferred to travel by road than by rail. What policy was adopted by the railways at that time? They then started withdrawing all local trains. Last year, there was resentment in Orissa and also in West Bengal when some local trains were withdrawn in those States. Members of Parliament, both from the Congress(I) and the Opposition, joined together and they walked out demanding restoration of all local trains. But ultimately all these trains were not restored. A policy was adopted to introduce more and more express and superfast trains instead of local trains. In the Consultative Committee meeting, the hon. Railway Minister states categorically that his thrust in the railways would be on people-oriented planning. If it is people-oriented, then, more and more passenger trains should be introduced. I am not objecting to introduction of express or superfast trains. But it should not be done at the cost of local trains and passenger trains.

There was a very popular train, called Asansol-Puri passenger train, in my area. This train was introduced 60 years back. The people from my area used to travel to Puri for pilgrimage. But this train was suddenly withdrawn without assigning any reason and without giving any alternative mode of transport.

Then, I come to the phasing out of steam locomotives. This question has been raised in this House by me and other Members several times. The decision to phase out the steam locomotives was not a wise one. The production of steam locomotives was stopped in 1973. We could have worked on more fuel efficient steam locomotives. In China, such locomotives are still there in the railways. We cannot go back as the production units have already stopped producing the steam locomotives. The phasing out of these locomotives has already started. Now, what will be the problem? The problem is that a large number of employees will be rendered surplus. There was a high-powered Railway Reforms Committee under the chairmanship of Shri B.D. Pande. The esti-

[Sh. Basudeb Acharia]

mate of this committee was that 16,000 permanent employees will be rendered surplus after elimination of steam locomotives, that is, when the steam locosheds will be closed down. There are also 22,000 contract workers. They are called contract workers but they do perennial nature of jobs. They are doing this work of loading coal and ash handling for the last 15 to 20 years. Still they are contract workers, although there is a Contract Labour Abolition and Regulation Act of 1971. These 22,000 workers who are doing this work would not be rendered surplus but simply would be thrown out of employment, when all steam locomotives will be phased out. What will happen to them then? Being the principal employer, why can't the Railways absorb a few thousand workers? They render the perennial nature of job for those who belong to the backward sections of the society, the Scheduled Castes and the Scheduled Tribes. Why is the Railways shirking its responsibility for this type of employees?

Electrification is also very slow. Only 13 per cent of our railway track has been electrified. if we have to electrify 62,000 kilometers of railway track, how many years will it take? The Railway Minister knows very well that Katwa-Bardhaman railway line has not been electrified. The pace of electrification should be expedited. In the previous Five Year Plan, only 50 per cent of the target could be achieved, that is, 1500 kilometers. In this Seventh Five Year Plan, the target is 3400 kilometers but we would be able to achieve only 2700 kilometers. So, the pace of electrification should be expedited. Some important routes like Kharaghpur-Vijayawada in South-Eastern Railway that will link Howrah with Madras should be electrified as also Adra-Midnapore line. Only a portion of this line has been electrified. Ranaghat-Gate railway line should also be electrified.

Casual labourers should be regularised. Now, 1,86,000 casual workers are still waiting for regularisation. Those casual labourers were declared medically decate-

gorised. Their wards are not being given employment under compassionate grounds. These casual workers are now starting without employment.

Then, about passengers amenities. A Directorate was set up last year for passenger amenities with an ARDM to look after it. But we see no improvements in these amenities. In fact, there has been deterioration in facilities like drinking water, sanitation etc.

Then, about recognition of the railway unions. I have been pressing for the last four-five years regarding recognition of the unions in the railways. At present, there are two recognized unions in the Railways, namely NFIR and AIRF. Why should not there be three? There is another All India Railway Employees Confederation. We demand that that should also be recognized, and that should be determined by a secret ballot. We welcome the decision of the Government about determining the recognition of the unions by secret ballot. The same system be adopted in the railways also.

In the Chitranjan Locomotive Works, the workers do not have any recognised union. We met the hon. Railway Minister also with their representatives. This and the other production units should have their own unions. Similarly, the status of the RDSQ employees should also be determined as per the orders of the Allahabad High Court. Yesterday, I met the hon. Minister along with the representatives of the RDSO Karamchari Singh.

Then, about the Konkan railway project, the dream of our present Finance Minister, Prof. Madhu Dandavate. Three-four State Governments would be involved. I am sure, when the hon. Minister replies, he would definitely make clear the modalities that have been worked out and how the State Government would be involved. The role of the financial institutions and the related matters should be clarified.

There are a number of proposals and projects from West Bengal. The West Ben-

gal Government have forwarded a number of proposals. There is a simple and a very small project proposal in my district, and that is the conversion of Purlia-Kotshila narrow gauge line into broadgauge line. It is 31 kilometres only. The survey was conducted, anticipated cost was only Rs. 6 crores. It was forwarded to the Planning Commission. We do not know why the Planning Commission rejected it. This conversion of line will definitely change the economic situation of our backward district of Purlia. This line will link, Purlia with Bokaro and some of the Bokaro traffic can be diverted to Purlia. This is a small project and can be taken up within the 8th Plan.

Further, there is a railway line in my constituency which is named as Bakura-Damodar River Railway. The management of this railway was taken over by the Railways, but it has not been nationalised. This line should be nationalised. Instead of steam engines, diesel engines should be provided for regular train services in this section.

17.00 hrs.

A Passenger train should be introduced between the two important towns of Bihar, that is Dhanbad and Tata Nagar. Dhanbad is a place where coal is produced. Tata Nagar is a place where steel is produced. These trains will definitely go *via* my place, that is Adra. There is a railway line in between Patherdhi and Sudamdhi, but the passenger train does not run through that line. With a little investment and re-assembling, a passenger train can be introduced.

Then comes Digha-Tanluk Railway line. Last year, you have provided Rs. 4 crores. This year, you have sanctioned another Rs. 3 crores, which comes to Rs. 7 crores. I do not know when this line is going to be completed.

Next comes the Eklaki-Balurghat railway line. The anticipated cost of this project is Rs. 47 crores. Already Rs. 3 crores have been spent. Rs. 1000 crores have been provided for the year 1990-91.

The Lakhmikantapur-Namkhana comes next. The Government had provided Rs. 5 crores for 1989-90 and now in the year 1990-91, it has been increased to Rs. 7 crores. So, only Rs. 2 crores is the increase.

For Howrah-Amta railway lines, you have given Rs. 1000 crores only. Then comes Burdwan-Katwa broad gauge. The electrification, doubling of the line and also the conversion of narrow gauge line to broad gauge line has to be taken up. This has to be done in the Bandel-Katwa Section. This is very much neglected. Express trains should also be introduced from Farakka to Howrah.

Now, I will come to Calcutta Metro railway. This should be extended upto Garia. At the moment, it is only upto Tolly Ganj.

We have also received memoranda from Maharashtra. A proposal has also come from Dahanu-Nasik. The Railway Minister may kindly consider it. There is a long-standing problem of the settlers of Assam, in Maligaon. There are 6,000 families. These families have settled in a railway land. They have come from erstwhile Pakistan and settled in a railway land, near Maligaon station. They are being harassed by the railway authorities. We met the Prime Minister. We met the then Railway Minister. If that land is required for railway operation, then they can also be evicted. But, there is another railway land nearby, which may not be required for railway operation. The then Railway Minister wrote to us by saying that land could be given to them at the market price. So, we want that these settlers who came from erstwhile East Pakistan and settled in the railway land should be allowed to purchase that railway land at the market price and should be allowed to settle there. There is also land near the Pandu College. Those Colleague authorities are also demanding that land. If that land is given to them, then I think there will be a problem for settling these people who have come from the erstwhile East Pakistan. Madam, I think that my proposals, and particularly the increase in fare for the Second Class passengers, and increase in freight will definitely be withdrawn by the Railway

[Sh. Basudeb Acharia]

17.07 hrs.

Minister, and that he would definitely consider the question of victimization—and reinstatement—of those Railway employees who were dismissed in 1981 for participating in the Loco staff strike which was imposed upon them.

[*Translation*]

SHRI RAJENDRA AGNIHOTRI
(Jhansi): Mr. Chairman, Sir, I support the Railway Budget which has been presented by the hon. Minister of Railways. Shri George Fernandes is popular among the people for his public welfare activities but I am sorry to say that though every effort has been made to revitalise the sagging situation in the railway system in the Budget, he has not been able to curb regional imbalances. The area I represent is located between Madhya Pradesh and Uttar Pradesh. It is the Bundelkhand region. It is the most backward region in the country. Today, it is a no-industry area. Why? It is because it is lacking in the matter of railway lines. The only railway line which passes through the area serves as a link between South India and North India. It is a vast area and is as important as other States like Kerala, Haryana, Punjab, Andhra Pradesh, Karnataka and Tamilnadu. In 1971, when Shri Madhu Dandavate was the Union Railway Minister, he had announced that a railway line would be provided between Lalitpur and Singrauli which would pass through district Lalitpur in Uttar Pradesh and 4 districts in Madhya Pradesh providing railway facilities to 25 lakh people. I am sorry and feel ashamed to say that when I talk to the people of my area, they ask me as to how does a train look like. What to talk of travelling by train, they do not know even what a train looks like. I have been elected from such an area. The survey work had been started during the tenure of Shri Dandavate. The youths of my area were hopeful that the present Railway Minister would make an announcement that the first railway line to be laid will be the one about which the former Railway Minister had made an announcement during the Janata regime.

[**DR. THAMBI DURAI** *in the Chair*]

The former Railway Minister, Shri Madhavrao Scindia had snubbed the youths of the area and they have not forgotten that insult. That is the reason why the former Railway Minister could not enter the area. Today, while making a submission in this regard, and conveying the resentment of the youths of the area to the hon. Minister of Railways, I would like to request him to understand the sentiments of the youths. Their day to day life is linked with the development of the area. Until and unless there is a network of railway lines in the area, there cannot be any development. This is the reason why there are no industries in the Bundelkhand region.

Through you, Sir, I would like to make a submission to the hon. Minister of Railways. I do not hesitate to say that whatever facilities were made available to the Bundelkhand region by the previous Government, these facilities were confined to Gwalior region only, by Shri Madhavrao Scindia, the former Railway Minister, who is not present in the House at the moment. I would like to draw the attention of the hon. Minister of Railways to one thing more. A spring factory has been set up in Gwalior. Earlier, this factory was approved for Jhansi and an announcement to this effect had also been made by the Government. I fail to understand as to how the factory, which was approved for Jhansi, was shifted to Gwalior. I have no objection to the setting up of this factory in Gwalior, but at the same time I would like to make a request and suggest that a branch of the said spring factory may please be opened in Jhansi so the backwardness of the area could be removed to some extent. This will help the people of the area to get more job opportunities. I am drawing the attention of the hon. Minister repeatedly to stress the point because he is fully conversant with the area. Jhansi has been the centre of his activities for quite some time and he is aware how very few trains stop there. There has been a long standing demand of the people of the area to

provide stoppage of Jhelum and Pushpak Express trains at Lalitpur station which connects five Parliamentary constituencies. This is not a new demand. This demand has been made since the day these trains were introduced. These trains have been provided halts at various other places but not in our area. Why? Am I backward? Is my area backward? The voice of the people of the area is being gagged. I hope that the hon. Minister of Railways will consider it seriously.

I would like to draw your attention to one thing more. There is only a single line between Jhansi and Kanpur. This line should be doubled and electrification of the double line may also be undertaken. At the same time, I would like to request that the facilities which were meant for my area but were provided to Gwalior may please be restored in my area. The people of the area have also made this demand time and again and launched agitations for it. I am sure that the whole House will take this point into consideration. I would also like to state that there is only one train from Gwalior to Agra and Jhansi to Howrah. There is only one train for Varanasi. In the public interest, I demand that the Bundelkhand Express may be provided a diesel engine in place of the present coal engine and the speed of this train may also be increased. I further request that the Howrah Express may be provided halts at Mau Ranipur, which is an important *mandi* and Barwa Sagar.

Besides, there is a workshop of the Central Railways in Jhansi and the hon. Minister knows well how old this workshop is. It is in a shambles. More than 6000 workers work in that workshop. Due to its worn condition, accidents take place in that factory almost daily and the workers working in the factory fall victims. I demand that in view of its obsolete condition, immediate steps be taken to modernise the workshop. Railway tracks and several other items used in the railways are being manufactured in that workshop. The railways could earn a good income from that workshop. Besides, one modernised, it would provide lot of

employment opportunities to the youths. A stage has come when goods and tracks made by the factory are being auctioned in the open market, and this factory is not playing any significant role in the development of Bundelkhand. I find that without paying any attention towards it, big factories are being set up in different parts of the country. I strongly demand from the hon. Minister of Railways that a big factory may please be set up in my area so that all the above shortcomings could be made good.

Sir, it is very necessary to make changes in the entire railway set up so as to strengthen and revamp the railway administration. For that, it is essential that there should be suitable provisions to ensure submission of periodical progress report of the railway administration and fixation of collective and individual responsibility so that while keeping themselves abreast with latest information, the officers are conscious of their responsibilities. One of our friends had raised some points about the railway officials today itself. It has been our demand for a very long time that recognition to various unions in Railway should be granted on the basis of secret ballot. All the hon. Members who participated in the debate expressed their view in favour of this demand. I would like to remind the hon. Minister that he has also been a supporter of this demand and he has also made a promise to railway employees to this effect. Therefore, I would like to draw his attention towards it. The country-wide railway strike held in January, 1987 was fully justified, the people all over the country considered it justified. But a large number of railway employees were sacked from service for participating in the strike. They are still on the road searching for job. It is my humble request that the employees who were sacked from service should be reinstated immediately and all positive action taken against them should be withdrawn and they should be provided all benefits of service. I also want to draw the attention of the hon. Minister towards the fact that in spite of a number of cases having been decided by the Supreme Court and the High Courts in favour of the sacked railway employees, they are not

[Sh. Rajendra Agnihotri]

being reinstated by the Railway administration. I can cite many such cases. It is, therefore, requested that the Railway Minister should pay attention to it also.

It is very ironical that on the one hand our Government wants to provide work to each and every citizen of the country, on the other, Railway Administration is acting quite contrary to it and *ad hoc* and casual workers are removed from service even after putting in 5 to 10 years service when they become overage for government jobs. I have a number of instances with me. The number of such persons is very large. I feel that Railway Administration is doing injustice to them. Future of such youth has become dark. It is, therefore, suggested that all the *ad hoc* or casual workers removed from service after putting in 5 to 10 years of service should be reinstated without any delay.

Though, I have many points to make but due to shortage of time I would like to conclude after making just one point.

Mr. Chairman, Sir, a separate member should be nominated on the Railway Board to look after the purchases by the Railways. It constitutes 45% of its total budget. In the absence of a separate member for the purpose, corruption is increasing in it. Today I want to draw the attention of the administration towards it that a member should be nominated on the Railway Board for this purpose.

Hon. Chairman, Sir, although you have given me very short time to speak, even then I am thankful to you for providing me opportunity to speak.

*SHRI GOVIND CHANDRA MUNDA (Keonjhar): Mr. Chairman, Sir, I rise to support the Railway Budget, 1990-91 presented by the Hon. Minister Shri George Fernandes. It is matter of happiness that the Railway Minister of new National Front Govt.

Shri Fernandes has presented the Railway Budget. The hope and aspiration of millions of people in this country has been reflected in this Budget. Therefore, I extend my heartiest congratulation to Shri Fernandes for presenting such a welfare-oriented Budget. At the same time, I would like to bring to his notice some very important problems.

Sir, our Railway Minister, Shri Fernandes is a very capable and efficient Minister. He is very honest. He has travelled the entire country. He has come across all sections of the people of this country. He is a successful trade unionist. He is aware of the problems of each and every area. I know him since 1977. He always takes note of the problems of his staff. He gives patient hearing to everybody. I hope he will listen to the grievances of the Railway employees and take necessary steps to help them to the possible extent. I know him when he was not Railway Minister. Prof. Madhu Dandavate, who is now Finance Minister was holding Railway portfolio at that time. A lot of good work had taken place during his tenure. After that the whole system changed. The Congress (I) Govt. came to power in 1980. That Govt. gave a lot of publicity all over the country and claimed that they were the Govt. of the poor and they were working for the upliftment of the poor people. They said that they were removing poverty, they were removing unemployment and their Govt. was functioning efficiently. They wanted to give clean administration. But actually what happened? They destroyed the economy of this country. They exploited the poor and innocent people. They could not remove poverty. They increased unemployment. They remained in power till 1989. They did nothing for the people of this country. Sir, we were in power for a brief period between 1977 and 1989. But we had initiated a number of good schemes. We were making sincere efforts to provide certain benefits to the people of this country. Mr Fernandes knows it very well. I am sure, he will now take steps to remove corruption and he will certainly initiate schemes for the development of Railways.

Sir, Shri Fernandes has laid emphasis on two points. One is on modernisation of Railways. This is a nice idea. The Railway is the largest public sector undertaking in this country. The age old railway tracks need immediate replacement. He has laid stress on electrification of railway tracks. Secondly, he has said in his speech that he will remove corruption in the matter of recruitment of Scheduled Caste and Scheduled Tribe candidates. The reservation system will continue. I welcome this discussion of Railway Minister.

Sir, it is a matter of great regret that a number of Railway projects in Orissa were not taken up by the previous Congress Govt. on the plea of the constraint of resources. I hope my friends from West Bengal are able to follow Oriya. I have come from a poor and backward area of Orissa. I have been representing the people of Keonjhar since 1952. I was a M.L.A., a Minister and also a Member of Parliament for four decades excluding the period between 1980 and 1989. I know the problems of my people. Being the son of the soil, I know which project in that District should be taken upon priority. My District abounds with minerals like iron ore, Manganese, dolomites and several other minerals. The State Govt. as well as the Central Govt. are earning a huge amount of revenues by exporting those minerals. We are contributing substantial amount of revenues to the State and also the national exchequers. But there is no road, no railway line. My District is lagging far behind other districts in Railways. The Central Govt. has always shown step-motherly attitude towards my people. How long the people of my district, the Adivasis, the Harijans will tolerate this injustice? We want development, we want the upliftment of our people and we want the welfare of Scheduled Castes and Scheduled Tribes. Many parts of the country are connected by roads. According to an estimate 1/5th of the total roads in the country are in Orissa. But there is no road in the mining area of Keonjhar. Lakhs of rupees are being spent on the laying of those roads. But my district has been left behind. It has been neglected in the matter of Railways.

When the Govt. of India is spending crores of rupees in the construction of new railway lines, I do not know why it is not paying proper attention to construct even the sanctioned project like Jakhapura-Banspani Railway line. The vast resources of minerals and ores of Orissa have remained largely unexploited in the absence of railway line. The 146 Km. Jakhapura-Banspani line is divided in three phase. The first phase from Jakhapura to Daitari has been completed and opened for traffic in 1979. After that no step was taken to construct the second phase from Daitori to Keonjhar though land acquisition has been completed. This railway line will not only open up one of the backward tribal areas of the county in the district of Keonjhar it will also accelerate the transportation of iron-ore and Manganese to Paradip Port for export purpose. The third phase is from Keonjhar to Banspani. The construction of both the second and third phase from Daitori to Keonjhar and Keonjhar to Banspani respectively should be started simultaneously.

At present iron ore is being transported from Keonjhar district to Paradeep port either by truck on road or from Banspani by rail on a circuitous route via Tatanagar, Khargpur and Balasore covering a distance of about 500 Km. If this line is constructed, the MMTC will be able to carry the minerals on a direct rail route of 146 Km. only. This will save a lot of time. The MMTC will also be able to save lot money as it will have to pay a less amount of transport cost. Therefore in the interest of the people of Keonjhar and also in the national interest this project should be taken up forthwith.

MR. CHAIRMAN: Mr Munda, please be brief, come to the point, because the time is very short. That is why I am requesting you to be very brief.

SHRIGOVIND CHANDRA MUNDA: Sir, please give me some time to complete my submission. Since this is a burning problem of my constituency people, please allow me to complete my submission. Sir, it is unfortunate that there is no mention about this

[Sh. Govind Chandra Munda]

project in the Budget speech of the Minister. In 1974-75 a sum of Rs. 48 crores was sanctioned for the project. Now I am told that a very meagre amount has been sanctioned for this project.

Now I would like to emphasise on the introduction of an Express train between Tatanagar and Barbil. At present a passenger train has been introduced between Tatanagar and Barbil and vice-versa. This train takes more time than the time taken by Bus. As you know, a large number of people from West Bengal, Bihar and Orissa are living in Barbil, Balani and other mines areas in Keonjhar district. So a large number of people go to Tatanagar from Barbil everyday. They feel the need of an Express train. Therefore, I urge the Minister to introduce an Express train between Tatanagar and Barbil and vice-versa during this year. This will provide a lot of benefit to the rail users, particularly those who want to go to Howrah, Delhi, Bombay and Patna etc. They will be able to catch the connecting trains. Then a Railway Reservation Booking Office should be opened at Barbil town. Reservation Quota in 1st Class, 2nd Class also A.C. sleeper for Bombay, Howrah, Patna and Delhi bound trains-which are going via Tata Nagar should be earmarked for this booking office. Sir, the passenger train which now coming up to Barbil was previously halting at Barjamda. We extended it upto Barbil during our Janata Govt. time in 1977. But till today the platform has not been raised at Barbil. I want that a platform should be constructed at Barbil Railway Station. I hope the Hon. Minister will look into it. I hope his good wishes are there for me, the people of Keonjhar and also for the people of other parts of Orissa. The State will certainly make a lot of progress, if he pays proper attention for the development of railways. Sir, you allotted me a very short time. So, I could not cover many points which I wanted to make. However, I would like to make one submission and will conclude my speech. Sir, you have increased freight rates by 10% and passenger fares in varying degrees. I am glad that you have exempted

some essential items such as sugar, jaggery, salt for human consumption, edible oils and foodgrains from hike. So, I thank you very much for taking such decision. I have no objection to the increase in the fares of Air-conditioned First Class, A.C. Sleeper or First Class. But I have to make an appeal with regard to the hike in the Second Class rail fare. In the interest of the poor rail users in the country please withdraw the second class fare hike.

Lastly, I thank you very much for giving me this opportunity to take part in the discussion and conclude my speech.

[English]

SHRIMATI BASAVA RAJESWARI (Ballary): Mr. Chairman, Sir, at the outset, I would like to thank you for giving me this opportunity to participate in the Railway Budget discussion. Sir, as has been stated by the hon. Railway Minister, the 8th Plan envisages modernisation, technological upgradation of the system, reduction in the maintenance cost, improvement in efficiency and productivity, financial viability, greater safety, energy conservation, etc. Along with this, the hon. Minister has also stated that he will give more importance for the quality of service and above all customer service. I hope the hon. Minister will try to involve himself and try his best in extending all these facilities to the railway passengers.

Coming to the Railway Budget, first of all, I would like to point out that the raise in freight rate and also passenger fares of all classes like First Class A/C, First Class, Second Class A/C Sleeper and Chair Car, Second Class ordinary and sleeper berths would certainly hurt the common man. Persons who travel in the trains are mostly either middle class people or common men. The people of this country think that the railway journey is the safest journey compared to other mode of transportation, and therefore, larger number of people wishes to travel in Express and Mail trains. Such being the case the present hike in railway fares will definitely hurt the common man. I would

therefore urge upon the Railway Minister to withdraw the hike in fares in Second Class Ordinary and Sleeper berths, irrespective of the distance involved.

Sir, I am glad that the Konkon railway has been included in the present budget. This has been pending for a long time. A decision was taken by the previous Government and this project if it is completed, as has been stated by the hon. Minister, within a period of five years, I think it is going to improve the entire economy of the Western Zone. Not only that. The hon. Minister has a new idea of mobilising funds. You would like to collect funds from the public and also from the respective State Government for the completion of this project which is going to cost about Rs. 950 crores or Rs. 1000 crores. I appreciate the anxiety behind it and I hope the project will come up as early as possible. For that you have already stated that you are going to have a Corporation known as West Coast Railway Construction Corporation. I think this corporation will take up the work as early as possible.

Regarding the mobilisation of the funds from the public as well as the State Governments, you have also stated that the policy matters also would be discussed. I hope all the policy matters will be discussed early and funds may be mobilised and the work may be started as early as possible.

Sir, as far as some of the problem are concerned, I am very much particular about cleanliness of the platforms. I request that more and more cleanliness is necessary on almost all the platforms. I request you to have twenty-four hours' service there. It is not enough you get the platforms cleaned only during the day time and you can imagine what an amount of uncleanliness is being caused by the passengers during the night time. Therefore, from the environmental point of view and from the cleanliness point of view, we should have a good look of the platforms and a good atmosphere should be created on the platforms. That is my personal request.

Regarding the land, I think plenty of land

is available with the Railways, on either side of the railway tracks, and also in the railway premises. Much of the land is being encroached by various persons. I do not know exactly the extent of the land which has been encroached, but I can say more land has been encroached upon for various purposes, may be for putting up huts, maybe for cultivation or maybe for something else. But you have stated in your speech that with the help of the Forest Department you are going to take up afforestation. I am very glad that you have the idea of planting trees. It is not one or two or some hundreds or thousands which you are going to plant. I would request you to take the entire area and see that wherever the land is available trees are planted so that there may not be any encroacher thereafter. You plant valuable trees on either side which would certainly give good income for the Department. You also please see that plants are protected. It is not enough that we plant trees and then we don't look after them. We should also try to see that plants are protected and healthy trees are grown and valuable plants are being put on either side of the track or wherever land is available. If you leave it like that, I don't think we would get even a cent of land after some time. This is my sincere suggestion.

At present there are many cases which are pending, especially cases pertaining to compensation, thefts etc. I think a time bound programme should be given so that the cases will be disposed of and persons will get the benefits in time and are not harassed by going to this man or that man.

Regarding applications for job on compassionate grounds, I have been requested many times and I have been sending so many application, but the rules are such that I don't think any person will get a job on compassionate grounds. So, if necessary you change the Rules, Sir. Nobody gets a job. We always get a negative reply. Please go into the details and make some reservation for the deceased persons so that their children will get the jobs. They are helpless, they are in the street, they are falling at our feet for writing to you. And even if we write to you about hundred and one cases, the reply

[Shrimati Basava Rajeswari]

is always negative because the rules won't permit for appointment of such persons. This is my humble request, Sir.

A far as South India is concerned, compared to North we have less number of lines so far as railway lines are concerned, and especially if you go to Karnataka it has much lesser than Maharashtra or Gujarat or any other State. As today, you know, Sir that after the Independence only 400 kms. of new line has been constructed in the entire Karnataka State. The total route length when compared to other States is very much less in Karnataka. I hope that hereafter you try to see that so much imbalance is not there. There should be some balance from one State to another because it is the Government which looks after the imbalance from one State to another. In this respect, I request you to have a uniform attitude at the time of constructing new lines or sanctioning of new lines. There are a number of projects from Karnataka which are pending before the Government. You know very well that we have started constructing Chitradurga-Raidurga line. As against the total length of 100 kms. we have already completed 35 kms. at a cost of Rs. 16 crores; still we require Rs. 20 crores which I hope you will sanction to continue the work which has already been undertaken by the then Government and also your Government. Then, the Mysore Bangalore Metre Gauge line conversion is remaining a dream: it is going on for years together. The total length is very less and the amount spent on it is also very less. We require more money to complete this conversion from Mysore to Bangalore. We have a naval base at Karwar. So, if you convert the Hubli-Karwar line as a Broad Gauge line, it will certainly help the Naval base which is going to come up at Karwar. This requires more attention than anything else. There is already a proposal from the concerned department that the railway line from Hubli to Karwar should be converted into a Broad Gauge line because this is a very essential railway line and this should be taken up on a priority basis. Since this is a Naval based project, this requires

more attention. I would like to bring to your kind notice that at present there is a Thermal plant at Raichur and I request that there should be a continuous movement of coal from Singareni. The hon. Chief Minister of Karnataka has written a letter to you requesting that the movement of coal should be frequent and the supply should be systematic. Otherwise, the whole plant would be affected. As far as Karnataka is concerned, we are already short of power. If this is going to be the case, I do not think that the maximum quantity of power generated at Raichur Thermal plant would be available for the Kannadigas. Hence, I request you to see that the coal is supplied continuously to the Raichur Thermal plant from Singareni. There is a very good workshop at Hubli which is one of the best workshops in the country. At present, 5,000 labourers are working there and they are manufacturing various types of coaches etc. Once they have go to a prize of Rs. 60,000/- for over production and they are known for their skill. There is a proposal to diversify the whole trade and they are prepared ever, to manufacture coaches, locos etc., provided you sanction that project. It cost about Rs. 17 crores and the whole project is before you for sanction. If you do not sanction the project, more than 1,000 labourers would be retrenched and there would be unemployment in Hubli. So, I request you to sanction the proposal.

Sir, I now come to my constituency Bellary and I again would like to bring to your kind notice the non-completion of the Harihar-Kottur railway line. I have been asking for the completion of this line for the past five years. It is not a new line; it is only a loop line which is lying half-completed and I request you to complete the rest of it. By connecting this railway line to Harihar, you will be directly connecting to Mangalore. You know very well that I come from an area where a lot of Iron ore and Manganese ore are being produced. As on today, the Manganese ore is directly going to Madras Port which is not in a position to absorb the entire ore which we produce. Hence a part of the ores can be diverted to Mangalore Port if this line has been completed. I have been writing for the

last so many years to take up this line. There are a lot of dismantled materials at the time of gauge conversion of Dharmavaram-Guntakal line. Those materials can be used. It is a highly drought prone area and the labour is cheap. You can take up this project and try to see that at least next year, you would be in a position to say that we are taking up Harihar-Kottur line, which is pending for the last more than 20 years.

We Kannadigas have to deal with at least three Zonal Railways. One is Southern Railway; another is Central Railway and the third one is South Central Railway. It is very inconvenient. Even at the time of recruitment of candidates, our youth have to go from Madras to Secunderabad or to some other place. For administrative purpose also, it is causing a lot of inconvenience. There is a proposal Pending since a long time to have a Southwestern Zone of Railway to be located at Hubli. Unless the hon. Minister does that, I do not think, we would be in a position to get right share out of it. No Kannadiga will get employment in the Railways. We have been denied all opportunities. We do not know where to go, whether to Secunderabad or Madras where the two zones are located. Even for administrative purposes, we have to go from this end to that end. That inconvenience is already there. I hope, you will see that such inconvenience is not continued hereafter.

In conclusion, I would say that since the poormen are travelling in second-class bogies, you have come forward to announce that all second-class sleepers will have cushioned-seats. I feel very happy about it. But as far as the safety is concerned, it is very lacking. I will give you one concrete example. Once I was travelling from Delhi to Bangalore. Somebody had stolen some goods worth about Rs. 5,000. He was caught red-handed in the bath room. We did give a complaint. There was no response. No action was taken and she lost the jewelleryes. This is going on, may-be with the connivance of some coach attendants. I do not know who are the people involved in such activities. There are some sensitive areas where thefts

occur very often. Such areas should be indentified and more and more safety measures should be introduced. Railway Protection Force should be deployed in the compartment. Otherwise, the passengers will be put to a lot of inconvenience while travelling, especially during night time.

With these suggestions, I thank the hon. Railway Minister and also you Mr. Chairman, for having given me the time to speak

SHRI D. PANDIAN (Madras North): Mr. Chairmen, Sir, at the outset I thank you for having permitted me to express my opinion and the opinion of the vast majority of the voters in India on the Indian Railway Budget presented by the hon. Railway Minister. I also thank the Railway Minister for having initiated steps earlier by presenting the status paper on Indian Railways thereby by was bale to collect the data and opinion of cross sections of our Indian population, particularly those users of Indian Railways.

But when one reads Status paper, it boils down to only one thing. That is the demands are more, but the resources are limited. So, the Status Paper demanded everyone to suggest means to raise the resources so that the growing demands could be met. I find that reflection in the Railway Budget also and our hon. Railway Minister has tried his best to cope up with the growing demands by increasing, hike in the prices in the railway fare, freight tariff and so on. But I distinctly remember our hon. Railway Minister when he was trade-union leader. I have great respect for him. I have great respect for him. Once in Madras while addressing a public meeting, he argue that he can understand the high impact of tariffy because the recurring expenditure of maintraining the railways is always on the increase due to the rise in prices of oil and petrol and so on and also increase in dearness allowance paid to the employees. But he pointedly said that he could not understand why the platform tickets are also being raised often because their is no recurring expenditure for the maintenance of railway platforms. But I do not know why he has chosen to increase the platform

[Sh. D. Pandian]

ticket to rate Rs.2/-, I think our Railway Minister will be requested to reconsider that and he should not penalise those who come to receive and see off the passengers. I think that is an unwarranted increase and similarly, when one goes through the Railway Budget, one find a clear omission of Tamil Nadu. I would not say that he has discriminated against Tamil Nadu. For want of priority, he might have put it in the cold storage. The conversion of the metre gauge into broad gauge in Tamil Nadu is a long pending demand by the people of Tamil Nadu and by the State Government but despite the repeated demands, it is not conceded to and after a long time, the Karur broad gauge line was granted. It is growing at a snail's pace but unless it is extended to Tuticorin by connecting Madurai, it will not serve the required purpose. Hence I would request the Railway Minister to extend the broad gauge line from Dindigul to Tuticorin. It must be taken into consideration.

Similarly, the capital city of Tamil Nadu, Madras, is facing an acute shortage of transport facility and the city is growing at a fast rate(*Interruptions*)

MR CHAIRMAN: If some hon. Member is speaking, you should not disturb. The same thing can happen to you also. If somebody disturbs you, how can you speak?

SHRI D. PANDIAN: That city is growing at a fast rate with very many industries around Madras and there was proposal long ago to have a circular railway to meet the growing demands of the commuters. But I do not find any mention of it in this Budget. Similarly, there is Mass Rapid Transit System which was introduced and money is allotted but every time the money is only for a few metres and it does not reach the expected growth. I would like to impress upon the Railway Minister to see that some more fund is allotted for the completion of the Mass Rapid Transit System and as the name goes, the grant should also be rapid to complete it. It is going at a snail's pace.

Similarly, in North Madras, there are too many key and basic industries and the Railways carry thousands of workers from the city of Madras to the factories and back. We find a bottleneck on the First Line Beach Road and they have made very many representations. Not only the politicians, but the people and the Chambers of Commerce and every one has made this demand that the overhead bridge at Rayapuram should be granted. We have been informed by the Railway Department that a proposal was made for the project and it has been sent to the State Government. It often happens that whenever we approach the State Government, they say that we should approach the Railway Ministry. When we approach the Railway Ministry they say it has been sent to the State Government and we should try to get it. In between, we are not able to find out anything. There must be coordination. Due to lack of coordination, we are not able to get a reply. I would point out one lacuna. In North Madras, at a place called Tondiarpet, an overhead bridge was constructed long ago some five years ago. But the linkage road by the State Government has not been provided so far. So far, for five years, it remained unutilised and whenever I look at it, it looks like a monument of misdirected energy and failure. The hon. Railway Minister will look into it and see that the road should be completed and having spent so much money and labour, it should not remain unutilised and hamper the progress of those people living in that area.

Similarly, very many points have been covered by many of the previous speakers. For want of time I cannot cover all these things. But I would request our hon. Minister to look into one particular point which is really causing concern to many of the people. Every year there is a report about loss of goods in transit and heavy damages are paid. It is happening regularly, systematically every year. I do not know whether the Railways accept goods only to be lost in transit, to pay very heavy damages to those who book the parcels. It should be looked into and see what are the causes for the malady. If the goods are booked only to be

lost they should not be accepted at all. So, I hope that our hon. Railway Minister will look into that and avoid the loss of goods in transit.

Similarly, the land belonging to the Railways must be fruitfully used. But I find not only the land but also most of the materials are not properly used. Most of the materials remain rusted and they are getting wasted. They are not properly disposed of at appropriate time. Whenever we visit some of the factories owned by the Railways, we find such materials and they look like nobody's baby. There is so much of wastage. It will prove good to the Department if it looks into that aspect and see that wastage of material and machinery is avoided.

Sir, I have got only one small request for the Railway Minister. I would request him to look into that. While travelling, we have found out that whenever there is a waiting list and many passengers are waiting, the priority is given only to those who are able to either butter the ticket collector or somebody. *(Interruptions)*

So, I would request the hon. Railway Minister to see that an order or instruction is given to the Department to give priority to the ladies in the waiting list first, particularly when they are with babies—whether their names remain at 13 or 14th position they must be given priority. Only after accommodating the ladies, the other men should be accommodated. For that purpose, I think a simple instruction will do. I hope our hon. Minister will accede to the smallest request of mine.

Similarly, as far as the hike in passenger fare is concerned, I would request him to re-consider because after hearing the general budget it pains me. In the general budget there is hike in the price of diesel and petroleum products. So, when the railway fares are also increased, it appears that there is a two-pronged attack on the passengers by the Railways as well as by the road transport system. At least one should come forward to mitigate this hardship that is put on the

heads of the common people. I hope our hon. Railway Minister will listen to my grievances and try to reduce at least—if not give up—the hike in the passenger fare.

[*Translation*]

SHRI RAM BAHADUR SINGH (Maharajanj): Sir, I rise to support the Railway Budget presented in this House by the Railway Minister. I support this Budget not because all my expectations have been fulfilled but because of some very commendable steps taken by the Hon. Railway Minister. These steps include re-introduction of earthen-pot for serving tea, purchase of handloom cloth for the railway employees, allowing agricultural activities on vacant land along the railway track and banning manufacture of first class coaches and stepping up the manufacture of second class coaches. These measures will not only help poor, workers and artisans in becoming self-reliant but extend the scope of employment also.

As time is very short, Sir, I will not go in detail. I will confine my submission only to my state, district and area. Means of communication play an important role in the development of any country. Railway network is the most important means of communication among them in our country. Therefore, balanced development of railways is essential for the balanced development of the country. But it has been observed that during the last 42 years there has been no balanced development of railways in the country, as a result of which our Bihar State has been badly affected. During the last session of the House, I made a demand that a separate Railway Zone should be set up for Bihar. As regard justifications of my demand is concerned, railway zones have been set up in the states even on 3700 km. to 4200km of railway lines whereas Bihar has 5,000 km of railway lines, even then there is no separate railway zone for Bihar. Therefore, I strongly made a demand that a separate zone should be set up for Bihar. No concrete assurance had been given by the previous Government. Sir, you will be sur-

[Sh. Ram Bahadur Singh]

prised to know that in some areas of Bihar, particularly South Bihar which is rich in mineral deposits and inhabited by tribal people a large number of people have not seen even a train. There are district headquarters like Hazaribagh, Gumla and Dumka which are yet to find place on the railway map. Therefore, I strongly demand that in order to make balanced development of Bihar, a separate Railway Zone for Bihar be set up. Hon. Minister is requested to take decision on it today itself. However, I will not be surprised if hon. Minister expresses his inability to do the needful as it has been the tradition on the part of the Railway Department, not to talk of providing new facilities, but to withdraw facilities already granted. My constituency is one such example. When work relating to gauge conversion on Katihar Barabanki line was taken up by the previous Government, Daraunda-Maharajganj line was closed on the plea that it would be reopened after completion of the work relating to gauge conversion. Since then 8-9 years have gone by but the line has not yet been restored. Maharajganj is also one of the business centres of North Bihar but it has not been connected with rail as a result of which all development activities are at a stand still there. In this regard, I made several requests to the former Railway Ministers but every time I was told that the my request could not be accepted as the line in question was uneconomical. Here I would like to reiterate my earlier submission that we live in a welfare state. We elect popular Government and in a welfare state, profit motive should not be the sole criterion for starting new works. I would like to know whether know M. Jaisankar's proposal section is economical? If it is not economical, propriety demands that Daraunda Maharajganj railway line should also be restored. This line was in operation since the British period but you have closed it.

Besides this, Sir, I would like to submit that a railway coach factory proposed to be set up at Gorakhpur was shifted to Kapurthala for the reasons not known to me, but it

is a loss to the people of Western Uttar Pradesh and Bihar. In order to compensate the loss, a railway coach factory either at Gorakhpur or Samastipur or Sonapur should be set up and for which provision should be made in the Budget without any delay. But nothing has been done in this regard so far. The hon. Minister does accept and he himself said time and again that eastern Uttar Pradesh and Bihar are the two most backward states of the country. So if he really has any sympathy for these states, he should develop railway lines there. Only then we can be compensated for our loss and justice could be done to Eastern Uttar Pradesh and Bihar. Now he has got opportunity and he is in a position to do the needful.

Our hon. Minister has a long association with the railway employees and now I would like to submit something about railway employees. Although many hon. Members expressed their views on the problem of railway employees, I don't want to reiterate it but I must say that under contract system prevailing in railway as many as 50,000 labourers are working as contract labour. There is a constant demand since 1967-68 to regularise their services and make them permanent, but no step or initiative has so far been taken to free the labourers from difficulties, agony and exploitation. The Railway Department is functioning so arbitrarily that they do not even care for the orders passed by the courts. Even the laws, rules and regulations in vogue in the railways are not honoured. In 1968, the Railway Workers' tribunal had suggested that the works given on contract should be accomplished by the department itself and not by the contractors. In 1970, the Contract Labour Act was enacted to do away with the contract system after 1977. No attention was paid to it and even today, about 50,000 labourers are being exploited. You are a man of progressive views, you are our leader and fortunately, you are our Railway Minister too. You have been fighting for this cause for long, you have also repeatedly given promises to the labourers on this issue. Now that you have power, I would like you to use your power to do away with the practice of con-

tract system and free the 50,000 labourers from exploitation.

Sir, though many people have expressed their reservations about the Railway Budget that you have presented, I feel that in the present circumstances, it is not possible to prepare a better Budget, still I would like to give you some advice. I request you to reduce the price of platform ticket to one rupee from the proposed two rupees. If the price is reduced to one rupee, more and more people would buy it, but if you charge two rupees, even the best of your efforts would not help you sell the tickets to the desired extents. An example in this regard is that, when Shri Madhu Dandavate was the Railway Minister, he reduced the price of platform ticket. This resulted in a sharp increase in the sale of tickets and thus increased the earnings of the railways. Therefore, I request you to reduce the price of the platform ticket from two rupees to one rupee.

Sir, you have increased the fares of second class by 50 paise to four rupees. I request you kindly to reconsider it, because it is the common man, people belonging to the lower and the middle classes who travel in the second class and this Government is committed to give a better deal to the common people, the lower and the middle-classes. In order to provide relief and to accelerate the progress of these people, I request you to reconsider this fare hike.

Sir, you may be aware of the fact that the Uttar Pradesh Government has given 'B' class city category to Gorakhpur and it is providing all the facilities of a "B" class city to its employees. Many Central Government employees, especially those working with the Railways, should also be provided the same facilities. We have been demanding this, from the time of the former Minister of State for Railways and you had supported us, when we sought your co-operation on this issue. Now that, you are in charge of the Railways, I request you to reconsider this demand and to make a declaration in this session itself that the Railway employees of Gorakhpur city would be provided "B" class

city facilities. Perhaps, you may say that there are financial constraints. I believe that if you tone up the administrative machinery, make it agile and active and then use a firm hand to stop misuse, pilferage of railways' resources and properties, there would not be any need to hike the fares of second class in order to raise resources and there would not be any difficulty in starting train service on the Maharjanj railway line, which falls in my constituency. Even though you have appointed high officials and you have raised a large Railway Protection Force, every year Rs. 1,000 crores are spent on paying compensation for the losses due to large scale thefts taking place in the Railways. Then oil engines, coaches and scrap material are not auctioned, unless the Government officials find buyers of their fancy. If they do not find any buyers of their choice or according to the profile they have in their mind, these old engines, coaches and other scrap materials remain unsold. You should pay proper attention to this matter so that they are sold at a fair price. A lot of extravagant expenditure is also being incurred. While, earlier, only one card was provided to a whole department, today, all the officials are provided separate cars. These cars are used by the officials for their household purposes including ferrying of their children to schools. If you exercise control over such activities, I feel that you can save enough money for the development of railways, without hiking railway fares. With these words, I conclude the speech and support the Budget.

[English]

SHRI SRIKANTA DATTA NARASIMHA RAJA WADIYAR (Mysore): Mr. Chairman, Sir, I rise to speak on the Railway Budget presented by hon. Shri George Fernandes. A mere glance of the Budget seems suggestive of being an exuberant and synthetic vision to cater to varied and variegated diverse conditions of Indian society, but in fact, it is an anti-thesis of National Front manifesto, infructuous and only a half-hearted effort towards realisation of catering to an egalitarian society.

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by the previous Government.

To begin with the Ministers compliments, the performance of the railway under the Congress (I) Government during the Seventh Plan period. Further the Minister tries to give a socialist angle to the Railway Budget by stating that he intends to totally do away with first class coaches and give maximum priority for production of second class coaches with cushioned seating. I would like to say that the Rajiv Gandhi Government as far back as in 1985-86 had decided to do away with first class coaches by giving maximum thrust to providing second class II Tier Sleepers and for ordinary sleepers berth and sleeper coaches. Further the decision of the Minister to provide 15,000 additional seats during the next two years is meagre in comparison to the required seats of one crore and ten lakhs. The Congress (I) Government had achieved a targeted range of 85% in four years to cater to the middle and lower income groups.

I do hope that the hon. Minister would continue to give the necessary support and impetus that is required. I would like to congratulate the Minister for having pursued the policy of Congress (I) Government in respect of computerisation, modernisation, upgradation and energy conservation of the railway services.

I am also happy to note that he is continuing the policy of the Congress (I) Government in trying to improve passenger facilities and amenities. I would like to state that the allocation for passenger amenities during the year 1989-90 was Rs. 25 crore against the proposed Rs. 28 crore for the year 1990-91.

The Minister has further mentioned that the settlement of claims has been geared up for expeditions disposal. I would like to state that he is complimenting the achievements of the previous Congress (I) Government under Shri Rajiv Gandhi. With regard to the expert committee, that is planned to be set up to examine the fare and freight structure of the railways it has already been announced

SHRI RAM NAIK: It is in continuation of that budget.

SHRI SRIKANTA DATTA NARASIMHA RAJA WADIYAR: The Minister shall reply.

Further, the proposal of the Minister to replace the existing wooden sleepers with concrete sleepers has been another policy that has been pursued by the Government. I am also dismayed to learn from the railway budget that the track renewal, which started in the Seventh Plan, was supposed to be completed by the Eighth Plan. But I learn from the Minister's budget speech that it is going to be spread over to the Ninth Plan. I do urge and pray that the Minister pays maximum attention and sees that track renewal is completed at the earliest and is possible within the present Plan outlay.

The Railway Minister has also been very kind and magnanimous in trying to enhance the compensation to the rail victims from Rs. 1 lakh to Rs. 2 lakh in according with the Act of 1989. This had already been announced by the previous Railway Minister on the Floor of the Rajya Sabha in one of his speeches while inter-vening in the debate on the railways.

The Minister has actually paid a compliment to the performance of the former Railway Minister and the previous Government especially in respect of the safety performance that has been achieved in four years of the Seventh Plan period.

The Plan outlay of Rs. 5,000 crore, that has been earmarked, is rather meagre. I do hope the Railway Minister would undertake the matter with the Finance Ministry to see that the amount of Rs. 650 crore that has been earmarked for the present financial year is too meagre to meet the various demands and to cater to the growth of Indian Railways.

I also feel that there is a great possibility of the Minister mobilising a greater amount of resources by toning up the existing administration and also by stepping up the

efficiency as the productivity of the rail operations.

A single cogent factor that helps in economic development and growth is an even spread of railway network throughout the length and breadth of the country. But I am very dismayed to find that this is not true particularly in respect of the South. The Minister has stated in his budget speech that the railways are the lifeline of this country for its economic growth. But while examining the financial allotment for gauge conversion and the new lines proposed to be commissioned during the financial year, it clearly shows that the budget is totally biased in favour of the North. The South seems to have got the rawest of raw deals. The Minister seems to be oblivious of the demands and needs of the people of south in general and Karnataka in particular. Millions of people who are depending on railways as a mode of transport will be affected by the Railway Budget proposals. This sharp increase in passenger fares and freight rates are bound to increase inflation to a very great extent. The Minister has been very magnanimous in not increasing the freight rates in respect of essential food articles. When you glance at the Budget presented by the Minister, it looks like spring in the vineyard blossoming with leaves, flowers and fruits but when we have an in-depth study of the Railway Budget, we find that it is at most like a winter in the vineyard. The simile would not be wrong on my part. I would appreciate if the Minister would kindly reconsider the overall structure which is based on kilometrage. On a closer study, you will find that a second class passenger would be paying 18 to 25 per cent more than the existing railway fare. I also urge the Minister to extend the facility regarding freight rates to exporters as well. At the end of the current financial year, there were about 27 new line projects estimated to cost about Rs. 1695 crores and about nine gauge conversion schemes in various stages of implementation requiring another Rs. 526 crores but Rs. 250 crores and 85 crores respectively in the annual outlay. This would give an idea of how much time it will take to complete this project if we proceed at the

same pace. I do hope that the Minister realises it and I hope that he will announce that necessary funds are allocated to quicken the pace of the process. Karnataka boasted of having more than two Railway Ministers and a Minister of State for Railways. The Present Minister is also from the same State. So, I hope that he will pay the necessary attention. As my colleague, Shrimati Basava Rajeswari said, only 400 kilometers have been added since independence. Karnataka has been far behind in the national level in railway use and the average does not exceed 24.3 kilometers for every ten thousand kilometres in comparison to the all-India average of 89.7 kilometers. I hope that the Minister will pay attention to remove these anomalies. The best thing that has happened in Karnataka has been the 189 kilometers long Hassan-Mangalore link but the line is yet to stabilise itself and the service of it has been mostly seasonal. I do hope that the Minister will pay attention to this fact and see that the anomalies are removed so that the necessary service required to take to the vast hinterland from the Mangalore Port is opened to the rest of the State. As pointed out by Shrimati Basava Rajeswari, the Railway Reforms Committee had also made some recommendations. The basic requirement of Karnataka is the uniguage system on all its trunk routes. In this connection, I would like to state a longstanding demand for conversion of Bangalore-Miraj meter-gauge into broadgauge. I do hope that this would be taken up at the earliest possible. It will open up facilities for movement of goods, finished and unfinished, transhipment of raw materials to and from Bangalore to the various parts of the country. I do hope that this matter would be taken care of also.

I would also like to say that there has been a persistent allegation in the press that the M.Ps' lobby from Karnataka perhaps is the weakest in the country. I shall be failing in my duty if I do not mention certain cases in my own district which require attention for railway development. Firstly, the Bangalore-Mysore broadgauge conversion which had been estimated to cost Rs. 26.02 crores in 1979 is now expected to cost Rs. 85 crores

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ways run him.

and out of which only Rs. 32 crores have been spent so far. Now, I believe that only Rs. 27 crores have been allotted for this project. I do hope that the hon. Minister would be good to his word and see that this project is completed within the next two years.

Then, there has been a long standing demand for providing railway connection from Mysore to Mettappallyam in Tamil Nadu, via Chamaraj Nagar in Mysore. The length of the proposed broadgauge line is about 148 kms at a cost of Rs.174 crores. Already, necessary survey has been conducted of this area. I sincerely hope that this line would be sanctioned and taken up at the earliest as it would upon up sizeable tribal areas in both the States, Karnataka and Tamil Nadu, for economic and social development. I also urge upon the Hon. Minister to undertake the conversation of meterguage Mysore-Chamaraj Nagar railway line to broadgauge line to facilitate easy movement of passengers and goods traffic.

Lastly, I am happy to note that the hon. Minister has proposed to upgrade various existing railway workshops with addition of balancing equipment and retooling of existing machines from the present status of maintenance units to production units particularly for coaches and components of rolling stock. I welcome this. I would, however, like to add that the basic idea or the concept with which the railway workshops were started would not be diluted. While welcome this, therefore, I have a certain amount of reservation.

I would like to remind the hon. Minister that Mysore has one of the oldest railway workshops in the country and this needs to be upgraded. If it is not already on his list for upgradation, I would request him to kindly include it in the Budget and in the 8th Plan.

I would like to conclude by suggesting to the hon. Minister that let the Minister run the railways instead of allowing the Indian Rail-

[*Translation*]

SHRI RAM KRISHAN YADAV (Azamgarh): Mr. Chairman, Sir, as far as I know, Shri George Fernandes has been a socialist thinker. Even today, I regard him as socialist and this thinking is reflected in his personality and life style. The poor people of our villages, the poor people of our socialist society had great expectations from him. When Shri George Fernandes became the Railway Minister, every one thought that with a socialist taking over the responsibility of the railways, the poor people, the peasants and the labourers, the oppressed and the exploited would get some relief, but when I saw the Budget and heard the thoughts of the hon. Minister, I felt as if the expectations of the oppressed and exploited masses, for some kind of relief were belied and this Budget does not reflect any kind of socialist thinking.

I fee that there is definitely a rightist influence on his socialist ideology. Shri George Fernandes visits my constituency of Azamgarh-which is the eastern most district of Uttar Pradesh at least 2-3 times in a year. He has establish a very close rapport with the leaders and people of that district. I believed that he was acquainted with their problems and that he was also aware that a century old metre gauge line connects Shahganj with Mau, a distance of 125 kilometers. I myself and the people of that district had written several letters to him and I myself, alongwith the local leaders had also met him in this regard. with a request to convert the Shahganj Mau metre-gauge line into a Broad-Gauge line. Due to this problem not only the people but also the five Members of Parliament belonging to Shahganj and Mau areas face difficulties. In order to catch trains running on Broad-Gauge lines, they have to travel all the way to Mughal Sarai, Varanasi and Allahabad-places situated at distances of 125-150 kilometers from Azamgarh. This is not a problem faced by only Members of Parliament and legislators, but also by the people, the peasants and the

labourers, the oppressed and the exploited. This is not just a transportation problem, but due to the non-availability of broad-gauge line, Azamgarh is considered a very backward district in terms of industrial development. When I go to my constituency, people talk less about food, clothing and shelter. The only question they ask me is that, despite the fact that many great leaders were born in the District and many were elected to the Parliament the metre-gauge line between Shahganj and Mau has remained as it was. I had personally conveyed the feelings of the people to Shri George Fernandes. If he respects the sentiments of the people of the district, to which he is regular visitor, then I would like him to get the Shahganj-Mau line converted into a broad-gauge line. This is not just a question of providing easy transportation facilities to the district, but it would also be an effective step to boost industrial development in the district. Therefore, I would like Shri George Fernandes to give a serious thought to my demand, keeping in mind the sentiments of the people, the peasants, the labourers and the local leaders of that district, and give instructions for converting the Shahganj-Mau metre-gauge line into a broad-gauge line and also make necessary changes to this effect in the Budget.

I believed that Shri George Fernandes is a socialist thinker and he values the sentiments of the people very much. It was quite distressing to hear about the hike in the fares of second-class. By doing so, the Government has betrayed the poor people of this country. Here, I would like to tell him that unlimited number of people get into second class coaches, making it difficult even to sit, leave alone sleep. While on the one hand, first class and Air-conditioned coaches go virtually, empty, on the other, old and young women, and children are jam packed inside the second class coaches like sardines. If in our country, we are not able to provide sleeping facilities in trains to one and all, it is understandable, but here space is not provided even to sit.

Had a provision been made in this

Budget to the effect that at least a set each would be provided to all the passengers, I would have felt that he is influenced by socialist thinking. There is not even a slight hint in the Budget that guarantees at least one seat to each passengers travelling in second-class coaches. While A. C. Class and First Class coaches have all facilities like food, water and bed-rolls, travellers in the Second Class coaches do not even get adequate drinking water. Different yardsticks should not be used as far as providing facilities in railway coaches is concerned. The lower class coaches should also be provided the same facilities as are being provided in the upper class coaches. The price of the platform ticket is proposed to be increased to Rs.2. When the Budget was presented, I saw a cartoon in a newspaper which said that earlier the Railways used to suffer a loss of Rs. 1.50 and now it would be Rs.2/.

SHRI DAU DAYAL JOSHI (Kota): On a point of order, Sir. My point of order is that the business of the House is being conducted in the absence of quorum.

[English]

MR. CHAIRMAN: The bell is being rung... Now there is quorum. you can continue your speech.

[Translation]

SHRI RAM KRISHAN YADAV: Sir, the increase in the cost of platform ticket from Rs. 1.50 to Rs.2 is not welcome. In practice the maximum number of people come to see off or receive a passenger. The passenger should buy the platform tickets in all honesty. If the price is increased to Rs. 2, the large number of people who come to see off a political leader may not be able to buy tickets. So I request the hon. Railway Minister to rather reduce the price of the platform ticket from Rs. 1.50 to Rs.1 so that everyone buys a platform ticket honestly.

As far as the Government's programme for the youth are concerned, I suggest that the hon. Railway Minister should provide

[Sh. Ram Krishan Yadav]

special facility to unemployed youth travelling to appear at an examination or an interview. This Government talks of the welfare of farmers. Farmers wanting to sell milk, vegetable and eggs have to face lot of difficulties while travelling i trains between two villages. One coach should be earmarked for farmers so that they can carry the farm produce easily. This coach should be called "Farmer Coach". I do not consider the railways merely as a mode of transportation. I believe that the Railways have the potential to act as a catalyst for industrial development in the country. Therefore, in the case of railways, profit or loss in meaning less because railways must be considered as a means towards solving our transportation problem and as a contributing factor in the development of industry. The Railways should be brought within reach of maximum number so that they can avail of this facility and in turn the Railways too also stand to gain.

SHRI KASHIRAM CHABILDAS RANA (Surat): Hon. Mr. Chairman, Sir, I have risen to support the Budget presented by the hon. Railway Minister in the House. But at the same time, I am sad because the masses which brought this Government to power had high expectations from the hon. Railway Minister that he would not tax the common man by increasing the railway fares. But in the Railway Budget both the freight rates and passenger fares have been increased. Even the price to platform ticket is proposed to be increased. This Budget is bound to increase the burden of taxes on the common man. Passengers who use the Second Class on ordinary and express trains would be particularly affected. The Budget proposes a 17% increase in passenger fares in case of First Class, Air Conditioned First Class and Air-Conditioned Second Class. In case of Second Class or ordinary and express trains, the fare increase has been from Re.1 to a maximum of Rs. 20/- I feel that there has been an equal increase in the Second Class fares as compared to the fare increase for the First Class and Air-Conditioned Classes. There is definitely a need to reduce the

burden on the common man. Without increasing the freight rates or passenger fares, we can mobilise more revenue from other sources.

[Translation]

I think that the burden put on the common man with an increase in fares is not justified.

Secondly, my submission is that the more the delay in implementing the projects, higher would be the cost Run of these projects. We can see it on the basis of our past experiences that cost estimates of the projects prepared 5-10 years back have registered by now an increase 4-5 times of the original estimates. In case we are able to complete all the Railway projects in time, it will double benefit us. For instance, I would like to draw your attention towards the Maudasa-Kapadvanj line project of Gujarat which was sanctioned in 1978. Initially its estimated cost was about Rs. 9 crore and it was scheduled to be completed by the year 1985. But that railway line has not be completed so far. On the other hand, its estimated cost has also gone up from Rs. 9 crore to Rs. 60 crores. If we see it from the angle of slow pace of construction of railway lines all over the country, we can find that the estimated cost of the project have registered a steep increase. If projects are completed in time millions of rupees can be saved with otherwise have to be spent unnecessarily under unavoidable circumstances. I would like to tell you another remedy. Corruption is rampant in railways and the general public has been fed up of it. I would like to give you a small example in this regard. A number of stories about the corrupt practices in the railway printing press in Bombay have been published in the newspapers, I wrote a letter in that connection to the Minister of Railways and other concerned officials but no action has been taken on it. Moreover the person who was incharge there was beaten up and nobody come to his rescue. It is my humble submission that corruption is causing havoc in the Railways as they are incurring heavy losses on that account. Similarly, the railway

passengers throughout the country are also suffering on account of corruption. I would, therefore, like to request the Government that it should take immediate effective measures to bring an end to this evil of corrupt practices. Sir, moreover, all the resources at the disposal of Railways should be put to maximum utilisation. As the hon. Member, Shri Ram Naik has pointed out that a number of coaches are kept idle and unutilized at the railway stations for a period of 10-12 hours. If they are utilized in inter-city trains, I feel, it can further increase the Railway income. For instance the Bhusaval Passenger which arrives at Surat at 4 o'clock early in the morning start at 11 o'clock in the night, its coaches can be utilized by running an inter city train between Surat and Baroda. It would provide a considerable relief to the passengers of these areas. Its timings can be so fixed that it leaves Baroda in the morning and returns in the evening.

I would also like to make one more submission regarding the efficiency in this department. Even a slight change in the approach of the railway officials, would enable the Railways to make a substantial increase in their income. I would like to highlight one more aspect of it. If a survey is conducted in regard to the railway efficiency, it would reveal a definite deterioration. During the last 30-40 years, railway efficiency has reduced considerably. The Government has not taken the required effective steps for the development of Railways. At the same time, efficiency should not be neglected. Unless and until the railway officials bring about a change in their approach, expectations of the people who have voted us to power, would not be realised. For example, the strike by employees of Good Yard in Surat was indicative of it. I requested the General Manager to persuade the people sitting on strike to withdraw it and in case he could not do so, I would myself meet the Minister to discuss the matter with him. But the G.M. assured me that he would accomplish the task. However, the strike continued for 50 days and caused a heavy loss of more than Rs. 2 crore. In the meanwhile Shri George Fernandes acted as a mediator to come to

an agreement for the withdrawal of the strike. Otherwise it would have continued for a longer period. Had the G.M. acted in all his seriousness, he could have got it withdrawn the next day. All these things affect the Railway efficiency. With the present approach of Railway officials, the expectations of the people are not going to be fulfilled.

Sir, the current Budget which has been presented in the House has a number of good things in it. I would like to convey my thanks to the hon. Minister of Railways for this. During the regime of Congress Government, a practice was prevalent that if the Minister of Railways happened to be from Gwalior, he would easily implement a project worth Rs. 300 crores in the areas adjoining Gwalior and if he was from Malda, he could get the project set up in that area. Thus, they were the least bothered about other areas. But I would like to convey my thanks to Shri George Fernandes for his approach of giving equal importance to all the areas. The hon. Member Shri Ram Naik welcomed the proposed Konkan Railway. It is a very good proposal. Similarly, the hon. Minister has provided a train between Surat and Varanasi to meet the long standing demand of the people because the North Indians residing in Gujarat had to face a lot of inconvenience for want of a train for their homeward journey. It would also provide a considerable relief to the lakhs of people in Gujarat who want to go to Bihar, Uttar Pradesh or Varanasi etc. The Congress Government had never paid any attention to this long standing demand. Once again, I would like to convey my thank to Shri George Fernandes as he has provided great facility to the lakhs of people by introducing a new train between Surat and Varanasi. With that approach, we would be certainly able to realise the hopes and aspirations of the people of this country.

Mr. Chairman, Sir, through you I would like to submit to the hon. Minister that he has introduced a train between Varanasi and Surat but it should run via Allahabad. At present, it is bi-weekly but I would like to submit that it should be a regular train. At present, it runs via Mirzapur, Mughal Sarai etc.

[Sh. Kashiram Chabik as Rana]

Varanasi. I would like to request that it should run *via* Naini and Allahabad. Allahabad is a place of pilgrimage. A large number of pilgrims from Gujarat go there. The proposed extension would add to the Railway income besides a facility for the people.

Mr. Chairman, Sir, as I belong to Gujarat, I would like to make a submission that Railways have done great injustice with that state. It has been our longstanding demand that the Headquarters of Western Railway should be shifted from Bombay to Ahmedabad, because 65 per cent track of the Western Railway passes through the State of Gujarat. Hence, this demand of ours is reasonable and justified. But they are not shifting the Headquarters to Ahmedabad. I would like to make one more point because we have faced a lot of injustice. Even in 1955, when the population of Surat was about 3 lakhs, we were facing the same situation as we are facing now-a-days when its population has gone up to 20 lakhs. The Railway stations are in the same condition. Rajdhani Express is available for journey between Bombay and Delhi but it has only one stop in very State. An increase in the number of its stops from one to two in each State, would add to the present income of the Railways. Generally, there is a limited number of passengers in this train between Baroda and Bombay and about 50 seats remain vacant which results in a daily loss of about one lakh rupees to the Railway. If it is provided stop at Surat only on one side of its run, you will see a considerable increase in the income of the Railways. I would like to convey my thank to you for giving me an opportunity to speak.

[English]

SHRI SHIKIHO SEMA (Nagaland): Sir, we have come to know from the speeches made by the Members that our hon. Minister for Railways has presented a socialist budget. Most of the praise has gone to him. I also join

the Members in this regard. But meanwhile, from what he has said in his Budget speech, I could get the reflection that he has considered the common man's interests, but the budget is a surplus budget. His consideration for the poor people is there but the money is raised put of the common man. I do not know how it is going to be compromised.

Since the time constraint is there, I will dwell upon only one or tow problems faced by our North-Eastern people. You know very well, Sir, that till today the State capitals of Tripura, Mizoram, Arunachal Pradesh, Manipur, Nagaland and also shillong, the capital of Meghalaya, are not connected by rail links. There is one railway line running through Guwahati-Lumding-Dimapur-Tinsukia-Dibrugarh. The Railway Reforms Committee and also the Assam and Nagaland Governments have recommended for a parallel Broad Gauge line. Decision in this regard was taken in 1980 but till now no action has been taken. I was hoping that at least this year it will be included in the works programme. I had every reason to expect it from the hon. Minister because the present Railway Minister, Shri George Fernandes, is well acquainted with the problems of the North-Eastern people. But he has skipped off this issue. It is not only the question of communication but it is a strategical and infrastructural question also. Ever since the Bristishers have laid one small line, no new line has been given.

So, please take care of this.

My next point is that there is congestin of traffic in dimapur town. An over-bridge at Dimapur level crossing No. 57 is given in the works programme. But strangely enough, out of the estimated cost of Rs. 1,40,00,830, only Rs. 1,000 have been provided in this year's works programme. May I ask you whether the sonstruction of an over-bridge can be completed with Rs. 1,000? I think this is too much on his part. It is an insult to our people. He has not applied his mind properly. I would request him to give me a reply as to how he is going to do it with this much amount.

19.00 hrs.

Sir, I have got another point to make in this august House, Sir, it has been mentioned that your aim is to raise the revenues, improve the passenger amenities etc. Yes, you can do that and we are prepared to cooperate with you. But at the same time I would like to point out that due to inefficiency in the management of the Railways, there has been loss in the railways. You will remember that the requirement of wagons at Dimapur has been there since March 1989. For the supply of Timber Logs M/s Nagaland Industrial Raw Material and Supply Corporation Ltd. has already complained for the non-availability of wagons. Wagons are required for transportation of goods by Railways and also for Defence Department. But these wagons had not been placed at the disposal of the North-Eastern Railways and because of the shortage of wagons, the Government is also losing revenues. Because of the non-availability of wagons for transportation of Timber Logs and other goods, the Railway Workshops in the Region are keeping their labour idle. In this connection, I would like to read out a portion of the letter written by the Railway Liaison Officer in March 1989.

" As Timber position on the Railways is critical and work in Railway workshops is suffering badly and labour is sitting idle, EDTT(M) is requested to kindly issue necessary instructions to CFTS/N.F.Railway."

But, Sir, since March 1989, no action has been taken so far. I do not know what the Railway Authorities are doing. As a representative of the people of my constituency and the people of North-Eastern region I have to express my disapproval of the policy adopted so far as North-Eastern region is concerned and therefore I have proposed my cut motion. If you are going to give stepmotherly treatment to the North-Eastern region, particularly in regard to the provision of railway facilities to Dimapur and if you cannot take any steps to improve this region, how can you expect us to cooperate with you? Today, our attention is drawn to the problems created in Jammu and Kashmir and Punjab. But at the same time we should keep in mind that problems like that do not crop up in this region also. Please do not forget that North-Eastern Region is also potentially a dangerous region and because of its isolation and lack of communication facilities, we have to take extra care to avoid any kind of problem erupting there. There are already some problems coming up in that region. I hope the hon. Minister will reply to the points raised by me and assure us that he will take up immediate steps and sanction the schemes which I have mentioned in my amendments.

19.03 hrs.

*The Lok Sabha then adjourned till Eleven
of the Clock on Thursday, March 22, 1990/
Chaitra 1, 1912 (Saka)*