

*Gen-Discuss; Res re. recommendations of Rly. Con. Comm.; Dem. for Grants (Rlys), 1992-93; and Suppl. Dem. for grants (Rlys.), 1991-92*

- (vi) **Need to formulate an integrated National Education Policy to check the deteriorating standard of higher education.**

[*Translation*]

SHRI RAM BADAN (Lalganj): Mr. Deputy Speaker, Sir, even after 42 years of independence, our present education system is still based on the colonial approach of the British Raj. For bringing about improvements in our education system Radhakrishnan Commission was appointed in 1949, Secondary Education Commission was appointed in 1958, Mudaliar Commission in 1960 and Sampoomanda Education Committee was appointed in 1962. Thereafter, All India Council of Secondary Education and Kothari Commission were constituted. All the Commissions submitted their reports but these were not implemented even after their consideration. There is a continuous deterioration in the standard of education in nearly 150 universities and 5500 colleges in the country.

Due to infiltration of politics in villages etc. 50% of the Students of higher classes have started active participation in politics. I would like to draw the attention of the Government towards the future of the students and would also like to emphasise that a comprehensive education policy be framed in the Country to enable our nation to acquire respectable and prestigious place in the world, as was announced by Late Prime Minister Shri Rajiv Gandhi while announcing the new Education Policy during his term of office. But the Government did not take proper steps to implement that policy.

- (vii) **Need for more Central funds to the State Government of Bihar for proper development of Buxar and Bhojpur districts**

SHRI TEJ NARAYAN SINGH(Buxar): Sir, Buxar and Arrah are very important places of Bihar State. Buxar is a district now and Arrah is famous as Bhojpur district. There are so many villages in both these districts, where the people have to cover a distance of 10 kms. on foot to reach a pucca road. If the District Planning Committee

formulates some scheme for constructing pucca roads, the scheme is left half way due to paucity of funds with the Government of Bihar. The youths of both the districts are preparing themselves for taking to extremism.

Therefore, I urge upon the Central Government to sanction an amount of Rs. 10 crore for providing roads and a building for primary school and irrigation facilities in Buxar and Bhojpur districts so that both these districts may get an opportunity for their development.

- (viii) **Need to give clearance to the proposal to State Government of Kerala regarding Patta rights to the farmers of that State.**

[*English*]

SHRI P.C. THOMAS(Muvattupuzha): Mr. Deputy Speaker, Sir, I wish to raise the following matter under Rule 377:

The issue of Patta to Kerala farmers is pending approval from Centre. I, therefore, request the Central Government to give final sanction to it immediately. This will save thousands of small farmers.

14.59 hrs.

RAILWAY BUDGET 1992-93-GENERAL DISCUSSION-RESOLUTION RE-RECOMMENDATION RAILWAY CONVENTION COMMITTEE DEMAND FOR GRANTS-RAILWAY 1992-93; AND SUPPLEMENTARY DEMANDS FOR GRANTS (RAILWAYS) 1991-92-CONTD.

[*English*]

MR. DEPUTY SPEAKER: Before we take up item Nos. 12 to 15 in today's order paper I have to inform the House that some Members have desired that they may be allowed to move their cut motions to the Demands for Grants (Railways). Their request has been acceded to. Therefore, 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 11

minutes indicating the Serial Nos. of the cut motions they would like to move. Those cut motions only will be treated as moved. A list showing the Serial Nos. of cut motions will be put on the Notice Board.

Hon. Members who are not present today or whose cut motions already received today and circulated tomorrow morning, may move their cut motions tomorrow, i.e. 13 March, 1992 when the discussion on these items is resumed.

15.00 hrs.

SHRI RAM NAIK (Bombay North): For the information of the House, I have know given my Cut Motion No. 229. It is about the failure of the Government with regard to season tickets-monthly and quarterly. I would request my National Front friends and others to take an early decision, so that there would not be any chaos next time at the time of voting and that would appear first. So I would request them to consider it right from now, so that there would not be any chaos at that time.

SHRI RAM KAPSE (Thane): There is a hike of unprecedented nature in the season tickets.

SHRI SOMNATH CHATTERJEE (Bolpur): He is a good friend; but he need not advise us. We can look after ourselves.

SHRI RAM KAPSE: We are moving those amendments because the hike is unprecedented and very high.

SHRI SOMNATH CHATTERJEE: You are moving only those amendments which they have permitted you to move!

[Translation]

SHRI KASHIRAM RANA (Surat): Mr. Deputy Speaker, Sir, I would like to thank you for giving me the opportunity to initiate discussion on the 'Railway Budget' about which I would like to say a few things.

It seems that the 'Railway Budget' for the year 1992-93 presented in this august

House by the hon. Minister of Railways will put undue burden on the common man and the weaker sections living in both rural and urban areas. In addition, excessive increase in freight charges has taken place, which is unprecedented, and no Railway Minister has done it during the last so many years. All my calculations that before the initiation of discussion on the 'Railway Budget', the hon. Minister of Railways will make an announcement about cut in the proposed freight hike, have proved wrong. In all shrewdness in his Budget speech the hon. Minister of Railways stated that the maximum incidence of hike would fall on the sections travelling in higher classes in trains. Mr. Deputy Speaker, Sir, I had heard his whole speech. He has put a burden of Rs. 1366 crores through the Budget. In the outset of his speech, he has stated that there is 20 percent hike in the first class and airconditioned class to meet out this burden. In the speech, it was also contained that fares of second class and seasons tickets will also be increased in the range of 50 p and Rs. 5.25. I would like to submit that the additional mobilisation of Rs. 1366 crore through the 'Railway Budget' will have an inflationary effect. The prices are banded to increase and in addition to that the common man and the people of rural and remote areas travelling by trains will face extreme hardships and especially their economic problems will get further compounded. How shrewdly the hon. Minister of Railways has hiked the fares of first class and Airconditioned classes by 20% it seems that the hon. Minister of Finance had drawn inspiration from the hon. Minister of Railways while finalising his 'Budget' proposals. Now gradually the people are realising the ramifications and adverse effects of the General Budget.

Mr. Deputy Speaker, Sir, in the beginning, it was felt that the fares of higher class of rail travel have only been hiked, but now it is becoming clear that the hike in the case of second class rail fares is also not less. Even in the case of second class fare, the increase is to the tune of 20 percent. I would like to cite an example. Fare from New Delhi to Bombay Central by second class Mail travel was Rs. 147, but now it has been hiked

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to Rs. 172. Sir, the hike from Rs. 147 to Rs. 172 amounts to 18 percent hike in fare. Similarly, the hike in fares of suburban trains is even more than this. Everyday lowpaid employees and workers travel by suburban trains. They travel by these trains not for fun, but to reach their places of work to earn their livelihood. Mr. Deputy Speaker, Sir, fares of suburban trains to have been hiked. People travelling between 35 to 40 kms will have to pay Rs. 105 instead of Rs. 70 at present i.e. Rs. 35 more which comes to approximately 50 percent increase. During the Budget speech, the hon. Minister of Railways stated that he had kept in mind the interests of common man, low paid people and people of rural areas while formulating the Budget proposals. But it seems that contrary to his stand, he has over looked the interests of the common man while formulating the Budget proposals and has devoted himself to the cause of the affluent class at the cost of poor people. Sir, fares of suburban trains have been increased, as I have stated earlier, from Rs. 70 to Rs. 105 for the journey of 35 to 40 kms and from Rs. 113 to Rs. 163 for journey of 100 kms i.e. by 45 percent fares have been hiked. Sir, I would like to submit that the passengers travelling in second class and suburban trains are unable to bear such a heavy burden of increased fares. Therefore, these proposed hikes should not only be reduced but it should also be withdrawn altogether. Similarly, 7.5 percent hike in freight charges is also not less. The hon. Minister of Railways and the Chairman of Railway Board gave their opinion that this would not have any bearing on the prices. I would also like to submit that freight charges are proposed to be hiked by 7.5 percent and in case of coal by 4 percent.

Earlier when the freight charges for coal were hiked, power tariff rates of State Electricity Boards also accordingly went up. I would like to cite the example of Gujarat. Immediately after the announcement of enhancement of coal freight charges by 4 percent, power and electricity tariff rates in the State were hiked. Therefore, I would like

to submit that their contention that the Budget hikes will not prove inflationary, is totally wrong. This Budget does not only misguide the august House but the people of India also. The hon. Minister of Railways stated in the House that 8 months ago Rs. 900 crore additional burden was thrust onn the country. Freights are proposed to be hiked by 7.5 percent and last year 10 percent hike in freight was announced in the Railway Budget. Rs. 1366 crore additional burden is impossible for the country to bear upon. I would like to submit that it is not proper that burden on the people is being proposed to be increased by 20 percent on one side while relief has been extended to first class and Airconditioned class passengers on the other side. Maximum burden has been put on the people travelling by second class and suburban trains (*Interruptions*) I would like to urge upon the hon. Minister of Railways to withdraw the proposed hike and give concessions to the poor people of India. Whenever there is any deficit and loss in the revenue, the Government always hike the fares. It is not a good practice. I would like to ask the hon. Minister whether he is prepared to resort to some other alternatives instead of hiking fares; a mention of which has been made in the Budget i.e. privatisation. The Budget mentions some alternatives to augment the resources such as leasing out the railway land and procurement of coaches from private firms. If imports are involved in manufacturing high quality axle wheels, then the workshop and its running may be handed over to the private sector. If Railways are to function smoothly, resources are must. It must be pondered over from where to mobilise the resources. Is it possible to mobilise the required resources just only by leasing out the railways lands? Will it be possible to redeem these lands after 50-100 years? In addition, it is also planned to privatise the catering services of railways. Every year, Rs. 2200 crore social liabilities are to be honoured to by the Government but these steps will further raise these social liabilities.

Privatisation will result in deterioration in standard of catering services. The deterioration in catering services has already

started and it will further deteriorate in the days to come. So some other alternatives need to be resorted to instead of resorting to hiking passenger and freight fares to make up deficits. There are other methods to strengthen the revenue position of the Railways. I would like to cite only one example. All the extravagance should be done away with and I would like to urge the hon. Minister of Railways to take the lead in this matter. Many a person and luggage travel with the hon. Minister (*Interruptions*), this way no good ideal can be set up. Mahatma Gandhi used to travel in second class despite being affluent and having a large following. Since all of us proclaim to be followers of Mahatma Gandhi, the Railway Minister or our officers should stop the practice of using saloons. Lakhs of rupees are wasted due to use of saloons and if this practice is stopped, it will immensely benefit the railways.

SHRI BASUDEB ACHARIA (Bankura): It is a very good suggestion.

SHRI KASHI RAM RANA: I would like to say something beyond this. Our efficiency is on the decline. The use of our railways lines is going down gradually. If railway lines are not utilised fully, railways have to suffer a loss. That is why I would like to say that they should be utilised fully. I shall give only one example to show as to what extent our goods trains are being utilised. The goods train goes at the speed of 26 kilometres. In 24 hours, only 57 trains are passed. Thus the speed of our trains is very slow. The train which runs on a steam locomotive has a speed of 10.1 kms, the train which runs on a diesel locomotive has a speed of 22.6 kms and the train which runs on electronic locomotive has a speed of 23.1 kms. These are the figures for the year 1990-91. The trains which run on a metre gauge line have an average speed of 17.8 kms. That is why our railway lines are not utilised adequately. If our railway tracks are used to its full capacity, a lot of savings may be achieved. There is a lot of potentiality in it. If all our rail tracks are used properly, we shall be able to make a lot of profit out of it. I would like to tell the House as to how it is

possible. The speed at which trains move, only 57 trains could be cleared on particular track. If we increase speed of our trains, and if we run them at the speed of 80 kms per hour, we can carry four times the amount of goods which we carry at present. I know that the Railway Minister will say that this will cause accidents and our tracks are such that we cannot run our trains with high speed. He will definitely make such a response. However, I would like to say that our goods trains have a large number of wagons and compartments and these trains stop again and again and as a result their speed goes down. Therefore, if the speed of trains is increased, then 192 trains at the speed of 80 may run to and fro in 24 hours and after utilizing the tracks fully, we can generate income on a large scale.

Mr. Deputy Speaker, Sir, same is the position in regard to passenger trains. Their average speed is 36 kilometres. On broad gauge lines the average speed is 35.1 kilometres and on metre gauge lines the average speed is 18.2 kilometres. These are the figures for the year 1990-91. The passenger trains are also running at a very slow speed. This is done so that accidents are avoided. I shall come to this later on. First, I would like to tell you that we should make the maximum use of our potentiality and we have the potentiality to use them, but it is not being utilised, but our hon. Railway Minister has never said in his budget speech that he would use railway tracks to the fullest capacity and generate more income. He has not done so. If this is done even now, the Railways may march forward. In this way, instead of resorting to any increase in railway freight and fares, we can increase the income of railways.

Mr. Deputy Speaker, Sir, there is one more feature towards which we should pay our attention and that is that today in the entire country the number of passengers is continuously increasing. A large number of demands are received for the transportation of goods, but we say that we do not possess adequate number of wagons. This is reiterated time and again that due to non-availability of sufficient number of boxes and

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wagons, we are unable to transport sufficient quantity of goods. I would like to submit to the hon. Railway Minister that by according priority to the rolling stock and making more provision for it, he has done a good thing. Due to shortage of wagons and coaches, we are faced with difficulties in carrying luggage or passengers. That is the reason I have said that we are faced with a shortage of coaches for passengers. Out of 28,000 coaches, 5500 are such which should be discarded and there is still shortage of 1500 coaches.

Hon.ble Deputy Speaker, Sir, if we increase our track utilization as also our efficiency and avoid unnecessary expenditure, then there will not be any need to increase the freight or fares for passengers. It is claimed that our Railways are the first in Asia and in the world scenario it is the second largest organisation. This is absolutely true, but we still have to do a lot of things. We strive to compete with other nations, but we do not look at the shortcomings in our own country or at the facilities available in our country. Have you ever tried to look into these things. I would like to ask the hon. Railway Minister if he has seen the condition of those upon whom the burden of increased freight and fares has been placed? Has the Minister ever felt that the Railways which claim the first place in Asia has placed the heavy burden upon the passengers. By observing the passengers on the suburban trains an estimate can be made of how the passengers travel at the peril of their lives. What have you done for them? You keep on increasing the burden on them every year. You have done nothing except increasing burden on them. Today, when we are debating the rail budget, we should think that if the fares are increased continuously, it is not a good thing.

Mr. Deputy Speaker, Sir, I would like to tell you few more facts about the rail budget. Very little provision has been made for the doubling of the railway lines and laying of new lines. Earlier the Railway Reforms Committee was set up which had given a sugges-

tion to make up for the deficiency in the railways and it had also suggested that short distance lines and uneconomic should be closed down. I can well recollect that when the rail budget was presented before this House, one or two years back, it was stated that our development works would include the laying down of new lines in the hilly and tribal areas. Just day before yesterday, a question was asked in the Parliament regarding uneconomic lines, short distance lines and meter gauge and narrow gauge lines.

There are many lines which have been declared uneconomic and many lines are inoperative. Therefore, the need of the hour today is to provide railway services to even people residing in far flung and Adivasi areas. Train services on these lines should be resumed for the convenience of travelling public and for the development of those areas. We should also resolve to lay down new lines.

Mr. Deputy Speaker, Sir, I would like to point out that a provision has been made with regard to doubling of new lines in this Budget. We have dearth of resources and if we do not utilise them properly, next year or in the days to come we will have to face serious consequences on account of it. We make lot of provision for the rolling stock. But this year the provision with regard to gauge conversion has been reduced by Rs. 269 crores and is only Rs. 131 crores. In addition to this the provision of Rs. 241 crores made last year for laying down new railway lines has now been cut to Rs. 186 crores.

Mr. Deputy Speaker, Sir, the passenger and goods train are side-tracked on Surat-Jalgaon Section because South bound Superfast trains pass via this area. Owing to this the passenger trains run late and not much can be earned from freight charges from goods train. Therefore, I would like to point out that very little provision for doubling and laying down new lines will have serious consequences in future. Hence, I request you to raise the limit of provision for different heads in the Railway Budget.

[ MR. SHARAD DIGHE *In the Chair* ]

Mr. Chairman, Sir, in the context of the railway budget I would like to point out here that even today the passengers travelling in the trains and the industrialist or traders sending their goods from one place to another get very poor services. It is as if they are at the mercy of the railway authorities. Their pleas fall on deaf ears. Even in the budget speech there was no mention about the deteriorating railway services or about any step being taken or proposed to be taken for its improvement. I have a better experience of it. I am aware of the fact that instead of rendering service, the railway authorities harass the people. The strike launched by the people in Surat went on for months but the railway authorities have no time to discuss this matter and in the process railways had to bear a heavy loss of revenue. Therefore, I would like to request that this poor railway service should be improved. Attention should be paid towards this aspect and if we do not pay attention towards it, it will have an adverse effect on our revenue. I would like to urge that necessary instructions should be issued to the railway authorities to provide better services.

At the same time, I would like to say that provision made in the budget for passenger amenities is comparatively very less. For instance in 1990-91 Rs. 28 crore were allocated but only Rs. 20.32 crore were spent. Subsequently in 1991-92 Rs. 30 crore were earmarked and in 1992-93 the budget provision for amenities was Rs. 50 crore. I think that such a meagre amount cannot fetch any amenities for the passengers. If we earnestly want to provide amenities say for instance drinking water than Rs. 50 crore is also too little. I am aware of the fact that as compared to the Budget provision of Rs. 30 crores made last year the amount has been increased to Rs. 50 crores this year, but even, that is, very little. Secondly, I gave you the instance of 1990-91 where in only Rs. 20 crore were spent out of Rs. 28 crore. I urge that more ameni-

ties should be given to the passengers by providing more budgetary provision.

The hon. Railway Minister has announced the introduction of many new trains and I welcome it as additional railway services are very much required for the overall development of the country. However, I regret to point out that whenever a new Railway Minister assumes power he starts trains only in his own area but when other Members approach him or the D.R.M. and G.M. they are ignored on the pretext of tracks not being free, paucity of funds and non-availability of coaches. I have observed this during the last ten to fifteen years of my political career that in the constituency from where the Railway Minister hails there are no impediments like shortage of railway tracks, funds or coaches. The Railway Minister introduces as many new trains as he wishes.

I welcome the stand of introducing new trains but it should not be confined to the development of a specific area but towards the overall development of railway service in the country. Hence, I welcome the introduction of all the trains that have been announced in the Budget throughout the country.

It has often been observed that whenever a new train is introduced the service of an old train is cancelled. For instance, Madhya Pradesh is the most populated state of India. A unanimous decision to start a new train via Baster district was taken by the B.J.P. and the Congress. The proposal was sent to the Railway Ministry for seeking the approval of the hon. Railway Minister. However, it was not considered in the Budget. In addition to this the service of an intercity train running between Bhavnagar and Ahmedabad was stopped. Whenever we meet the authorities in this connection we are given false assurance to the effect that the service will be resumed in the coming month but three to four years have passed and the service of the said train has not resumed till date.

The hon. Railway Minister has made an

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announcement about the introduction of a new train viz., Vadodara-Valsad Inter-city Express. But the move to start it from Vadodara will not be useful. If it starts from Vadodra in the morning, it will be boycotted because the passengers travelling on this route hail from Valsad and Surat and not from Vadodara. Perhaps, the reason for starting it from Vadodara is that there is no yard in Surat and it lacks maintenance facilities. However, I would like to point out here that during the last fifty years Surat has only one platform and nothing else although the population of this area has increased from three lakhs to twenty lakhs. Only one platform could be constructed in Surat so far. Besides, these are no sheds or other amenities available. We are not in favour of such development which is only for name sake. Hence, I welcome the move of introducing new trains but at the same time, I request you to resume the services of those trains which are no longer in operation.

Apart from this our representation to start a couple of new trains should be considered. Here, I would also like to point out that almost everything was settled for starting Sardar Express between Ahmedabad and Bombay. The coaches had also come but the service has not started till date for reasons best known to the Government. I urge that the Sardar Express should be started without any further delay.

Mr. Chairman, Sir, I hail from Gujarat and for the last many years the people of Gujarat want the headquarters of Western Railways to be shifted from Bombay to Ahmedabad. In the event of delay at least a Division should be set up in Ahmedabad. If Division could be made in Bhopal and Ambala on the basis of a committee's report it will not be improper, if a Division is made in Ahmedabad on the same pattern. I would like to request the hon. Railway Minister to at least grant Ahmedabad status of a Railway Division without any delay.

Even today, many accidents occur. As per the hon. Railway Minister there is decline in the incidence of accidents. In 1985-

86, the accident figure was 717 where in 1991-92 is was only 532. However, have you even seen the number of the deceased? In 1985-86, 77 persons succumbed to their injuries in 717 accident cases. Why does such a thing happen? Sixty five percent of accident occur due to negligence on the part of the railway staff and 20 percent due to defective equipments. In 1990-91 the number of persons killed in 532 accidents was 220. Besides, there are 37039 level crossings but only 15704 are manned and the rest are unmanned. All the level crossings should therefore be manned.

I hail from Surat. This area has always been neglected. Like me many members are perhaps sorry to see this. The G.M./D.R.M. visit at times and sometimes they do not come at all. They do not meet the people. I would like to point out that necessary instructions should be issued to them to listen to the Member of Parliament and redress the genuine grievances. The G.M. and D.R.M. consider themselves no less than the Ministers or Members of Parliament. This practice has been continuing for a long time. The D.R. M. pays a visit, enjoys and goes off but the plight of Surat remains unchanged.

In the last fifty years, development has taken place everywhere but the condition of Surat is same despite having a huge population. We demanded for a station on the Eastern side. Deliberations in this regard are going on for the last three to four years but no action has been taken so far. The Tapti Ganga express was proposed to be introduced from that place. Initially it was said that this train would start from Allahabad and will run four days in a week instead of two but till date no action or decision has been taken in this regard.

As a result of industrialisation and urbanisation the left over land at Naushari will also be taken over. Then how to extend railway facility to this place? As such a railway station should be provided on the western side.

Till date nothing has been done on the much publicised computerisation of railway

reservation facility announced in the last 'Budget'. It was assured that 77 per cent of railway reservation will be computerised, but till date nothing has been done. This work should be expedited. Surat-Jalgaon track should be doubled. Probably, proper attention has not been paid towards providing amenities to passengers in the Budget. An attempt has been made to put heavy burden on the passengers in the Budget. I would like to submit that undue burden has been put on the weaker sections, rural people, second class passengers and suburban passengers in the Budget. There was no objection, had the burden been put on rich people. As such burden put on the poor section should be immediately withdrawn.

With this I thank you and conclude.

**SHRI CHANDULAL CHANDRAKAR** (Durg): Mr. Chairman, Sir, Indian Railways are very vital for the economic, social, industrial and agricultural development of the country. It could be seen that wherever railways has reached, it has ensured economic, industrial, social and agricultural development of the area but where there are no railway lines, no development worth the name has taken place there.

Railways has not reached a major part of the country. Especially the railway network has not spread fully in the Central region i.e. Madhya Pradesh and owing to this Madhya Pradesh is not developing despite opulence of resources and availability of all facilities. There is no denying the fact that more than one crore people travel daily from one place to another by railways. Railways, thus has become a major means of communication in the country. I am happy to note that the hon. Minister of Railways has with drawn freight charges on 15 items and the hon. Minister deserves applauds for this.

The hon. Minister of Railways has given a major thrust to converting metre gauge lines into broad gauge lines in the Budget. In 40 years, it is for the first time that an attempt has been made in this Budget to convert a major portion of 23,000 kms long

metre gauge line into broad gauge ones. In the last Budget an allocation of Rs. 133 crore had been made to convert these gauge into broad gauge lines, but this year the allocation has been increased to Rs. 554 crore which is quite praiseworthy. In our country, there are 65,367 kms of broad gauge; 23,419 kms of metre gauge and 4068 kms of narrow gauge lines. The hon. Minister of Railways has demanded huge funds for the proposed conversion of 6,000 kms of metre gauge lines into broad gauge during the eighth plan period and an allocation of Rs. 554 crore has been made for this purpose in the current Budget.

Conversion of one kilometre of metre gauge line into broad gauge involves an expenditure of Rs. 50 lakh and one day's work by 10,000 workers. Therefore, in the days to come a lot of employment would be generated in the country for common people other than literates.

Allocation for doubling the tracks and construction of new railway lines has been reduced in the Budget. This has been, undoubtedly, done due to paucity of funds, but it must be realised that for speedy development of the country widening of rail network and doubling of single tracks are a must. Therefore, the Government should make greater allocations for railways and the Ministry of Railways should also put in greater funds specially for the purpose, by raising special loans.

Allocation for rolling stock has been increased from Rs. 724 crore in 1991-92 to Rs. 1180 crore in the current Budget. This will result in decline in the train accidents, major cause of which is lack of quality rolling stock with the railways. The hon. Minister of Railways has fixed a target with a view to augmenting freight traffic capacity. Earlier, each wagon, on an average, used to transport 1410 tonnes of freight, but now the target has been fixed at 1450 tonnes for a wagon. Next year, the passenger traffic is likely to go up by 5 per cent at the present rate of growth of passenger traffic. Though railways has remained quite important for passenger and freight movement, the road



[Sh. Chandulal Chandrakar]

transport viz buses and trucks are also being used in greater number day by day. Passengers in large number are making use of buses and trucks are also being used for freight movement in greater quality. We are still getting indications about it.

So, far as the question of expansion of rail network is concerned. India has the largest railway network after Russia. As I told just now, railway network is about 62,201 kms long. The railways has got 37,953 coaches; 8,590 rail engines; 5,58,027 rail wagons. Despite all this, railway facilities, are not adequate. Railways should especially enhance the number of rail wagons either by procuring them from abroad or by augmenting their production indigenously. On an average, 13,139 trains are run in the country and out of these, there are 7,428 passenger trains. There are approximately 7,000 railways stations. In India about Rs. 22,200 crore have so far been spent on the railways but its total assets are of Rs. 16,15 cores only. It is for the first time in history of railways that the Ministry of railways has contributed 10.9 per cent of its earnings to 'General Budget' of the Union Government. Earlier, it used to contribute at the maximum 6.7, 7.3 and 8.3 per cent only I would like to thank the hon. Minister of Railways for this achievement. Undoubtedly, as I stated just now, expansion of rail network has not been just and fair in the country. Till the regional imbalances are removed, development of the country is not possible. In Madhya Pradesh there is not a single railway line in a large areas. As the august House is aware, tribals live in quite large numbers in Madhya Pradesh and the Baster district which is a tribal district, is larger than the State of Haryana in area. You will be surprised to know that railway lines are rarely seen in this district. Yes, there is one railway line through which iron ore is transported to foreign countries like Japan. Except this, there is no railway line at all. In this connection all the hon. Members of Parliament from the State made request to the hon. Minister of Railways. There atleast one railway line should be sanctioned for the State this year. It is

because the Bhilai Steel Plant is likely to be closed down by the year 1993-94 as there would be shortage of iron ore. If a railway line is not laid from Daliroja to Veladeela in the district of Baster where iron ore is available, then the Bhilai Steel Plant would be closed down in the next 3-4 years for want of iron ore. The situation is so precarious. Even then the Ministry of Railways has not done anything. I am completely distressed for this state of affair especially because the region is predominately tribal inhabited. All the hon. Members of Parliament express their concern to do something for the Tribals and Harjans, but till date nothing has been done. *(interruptions)*

What I want to submit is there is no railway line in such a large region. On going through the railway map of India, one can see that there are 32 circles in the railways out of these, maximum revenue is earned from Bilaspur circle in Madhya Pradesh, which is close to Baster. *(Interruptions)* Bilaspur will never be converted into a Zonal railway headquarters because Madhya Pradesh is a poor and backward state, and inhabited by Harjans and Tribals. It will not also be made a divisional headquarters, despite repeated requests and maximum revenue earnings from the region. Nothing is being done. Demand for opening of recruitment office there was also made. Though the foundation stone was laid, but nothing has been done in this regard. *(Interruptions)*

I would like to say that neither there is a divisional headquarters nor a Zonal headquarters at Bilaspur. We would like Bilaspur to be made the headquarters of the Zone and it has been stated by the Government time and again that a recruitment Centre has been opened there, but so far it has not been opened. *(Interruptions)* Why are you interrupting? Let me finish what I want to say. I have no objection, if there are six recruitment centres in Calcutta, but there should be one in Bilaspur, and I am not bothered as to how you are going to do it. *(Interruptions)* So what I mean to say is that Bilaspur should be made the Headquarters of the Zone. Not only this, it has also been

observed in our area that there is a lot of bungling in the recruitment to the Railways. The question papers for the recently held examination for recruitment to the Railways at Bhopal were available for sale at prices ranging from Rs. 2,000/- to Rs. 8000/-. Thus, there was a lot of bungling in the recruitment. Mr. Minister, Sir, you may be busy chatting with someone, but it is my request that you should pay special attention towards this. Mr. Minister, Sir, kindly pay attention to this case of bungling. Similarly, there is large-scale bungling in the recruitment to the Railways, so much so that the Ministry of Railways inducted many people from Bhilai, but it has not provided employment to the wards of those farmers, whose lands were acquired there. It is a matter of deep regret that the Railways had no qualms about purchasing lands from the farmers at cheap rates, but it did not deem it fit to provide jobs to their children, who are educated and eligible. Therefore, I feel that grave injustice is being meted out in Madhya Pradesh. The hon. Minister doesn't visit Harijan and Adivasi areas. If he goes there, he will come to know about the difficulties being faced by the people there. Not a single person, who has been dispossessed of his land, has been provided with any gainful employment. The people are simple, they don't sit on the railway tracks and press for their demands, but if they do so, the Government would be left with no option but to succumb to their demand. Bhilai is such an important junction that training from North to South and vice-versa have to pass through it, but because the people of these areas don't resort to agitation, no attention is paid towards their problems. It is my humble request that the hon. Minister of Railways should pay attention towards this neglected area.

Mr. Chairman, Sir, there are three important factors so far as the Railways are concerned. It is true that the Government has made an allocation of Rupees 16,000 crores for the Railways. It means if the Government is able to curb unnecessary expenditure by even 2-4 percent, it won't be necessary for it to hike the passenger fares and freight rates every year. It won't do, if

the Government resorts to hike passenger fares and freight charges, to cover the deficit every year. The Government should give a serious thought in this regard. In order to curb unnecessary expenditure, the Railways should pay more attention towards maintenance which would contribute a lot towards preventing accidents which in turn would check the outflow of money in the form of compensation. Similarly, it is necessary to pay attention towards the recruitment and training of Railways employees. Until and unless Railways pays its attention towards these matters, it would continue to incur unnecessary expenditure. Similarly, the running time of many trains can be reduced and public money could be saved. The Chattisgarh Express takes 28 hours, it can be reduced to 23 hours. Similarly, there are many other trains. It won't be possible for the hon. Minister to study the running schedule of each and every train, but certainly, the officials of the Railway Ministry should make a detailed study of all the trains, and make improvements. The Government cannot escape its responsibility by saying that in the Shatabdi Express takes only very little time. I feel that the Ministry of Railways should pay special attention towards this matter, so that the passengers are able to reach their destination at the shortest possible time.

Mr. Chairman, Sir, our Railway employees are doing an excellent job, and they have their own Unions as well, but the Government should take stringent measures to check pilferage and theft. In this manner, wastage of resources can be checked to a great extent.

Mr. Chairman, Sir, it is matter of great pleasure that the Government has introduced 15 new trains, a Rajdhani Express between Secunderabad and Bangalore. Along with this, I would like to submit that the hike announced in second class rail fares is a bit on the higher side. I request the hon. Minister of railways to review this decision and reduce the fare hike. There cannot be two opinion about the fact that additional resources are required for electrification of railway lines, the existing electrified track

[Sh. Chandulal Chandrakar]

length being 10,084 kilometers, and also for laying new railway lines and conversion of metre-gauge into broad gauge lines. I would like to submit that special attention should be paid to such areas and allocation should be made in this Budget or in the Supplementary Grants for Bhilai. If a railway line is not laid, the Steel Plant will face closure. Therefore, a railway line for Bhilai should be immediately sanctioned or else it will have serious repercussions in that area.

The Government has also taken a decision to privatise the catering arrangement. Just now my friend Shri Rana expressed apprehensions that inferior quality food will be served, if the catering system is privatised, but I sincerely hope that the Government will certainly pay its attention in this regard, now that it has taken a decision to this effect.

16.00 hrs.

[MR. DEPUTY SPEAKER *in the Chair*]

Another excellent step taken by the Government is that it has given permission to a private sector company to indigenously manufacture wheel and axle in the country, which till now was being imported. This would save foreign exchange to the tune of Rs. 100 crores. Therefore, the Government has taken a wise decision to allow a private firm to do the job. Similar decisions should be taken for the manufacture of coaches and wagons. I hope that you will do it to increase the production of these items in the country.

Shri Ranaji in his speech made many laudatory references to Mahatma Gandhi. I am pleased to find that the B.J.P. too has finally accepted the greatness of Mahatma Gandhi. I am thankful to him for it.

The Government should also pay its immediate attention towards production of more coaches and wagons either in the public sector or in the private sector, to meet the current shortage. I would like to submit to the hon. Minister of Railways, that the

Adivasi areas are the most underdeveloped areas and absence of railway lines are proving to be impediment in their development. There are two or three Adivasi districts in Madhya Pradesh also, where there are no railway lines, they include Raigarh and Bastar districts. This is proving to be an obstacle in the path of the Country's all-round development and is responsible for regional imbalances. The hon. Minister of Railways is an experienced person and he has presented an excellent Railway Budget. I would like to make a special request to him that a decision to construct railway lines in these areas should be immediately taken and a token Grant announced. With these words, I conclude. Jai Hind.

SHRI GEORGE FERNANDES (Muzaffarpur): Mr. Deputy Speaker, Sir, I regret to say that I cannot support this Railway Budget. The most important reason is that the decision of hon. Minister for an additional buy of Rupees 1366 crores is excessive. My difficulty is that despite the availability of other remedial measures to meet the financial requirements of the Railways, the hon. Minister has made a Budget Speech, through which he has very successfully made a fool of the listeners, while coming out of the House, some hon. Members of the opposition were heard saying that .

[*English*]

He has shown a tremendous sleight of hand.

[*Translation*]

The hon. Members were taken for a ride to the extent that they were convinced that something positive is going to take place, but they realized the bitter truth only after they came out. In Bombay, the fares have been hiked from 37% to 65%. It was said that the Government was sympathetic towards the common folk, but no such sympathy is evident from this Budget. When the facts came to light, it become known that the Government has put as much burden on the poorest, as on the richest. But as I said, this

is the most important reason. However, my opposition to this Budget is rooted to a more fundamental issue.

First of all, I have come to realize that parties may come and go, but nobody has been able to confront, to challenge, to check the system. This system is inextricably linked to the I.M.F. and World Bank. Governments change from time to time, but the system remains intact. It is so powerful that its influence is not limited to the corridors of power, but the outside world as well. The powers that be, who are in control of the system have decided to weaken the infrastructure of the Railways to the maximum possible extent. It is beyond the realms of the hon. Minister to escape from the clutches of this system. I am saying this from my experiences.

I will not go into the details of this but I shall discuss in detail some of the issues. I want to place two proofs before this august House. The first proof is from the First Five Year Plan to the Eighth Five Year Plan. In these plans the priority given earlier to the Railways is now only for name sake. Now the Railways does not come under your planning set up. Earlier the development of Railways, building and expanding its infrastructure was sanctioned. It played an important role in the development of the country. No Railways is not important for them. If you analyse the funds that has been earmarked for Railways right from the First Five Year Plan till date, you will come to know that nothing is left for Railways. The second issue is related to it. This year you have received budgetary support of Rs. 1200 crore from Planning Commission. Your Plan is of Rs. 5500 crore but you have only been given Rs. 1200 crore. The allocations for Railways have gone down considerably. Before going to the next point I would like to put some information before you. You have given 34 per cent through budgetary support out of the total requirement for the development of Railways. 72 per cent was given for the Fourth Five Year Plan, it was 75 per cent for the Fifth Five Year Plan but today it is just 21 per cent. A sum of Rs. 1200 crore i.e. just 21 per cent. The hon. Minister

has tried to please the people of his Planning Commission through his speech. You will be despaired. They will not give you any chance to remain happy. You should thank your stars even if you get this amount of Rs. 1200 crore by the end of this year. Do not expect finances from them. Its other aspect is that the cost of running Railways is not borne by the Ministry of Railways at present. The way the Ministry of Railways or the Minister of Railways is used to handle the issues pertaining to the Railways inside and outside the House does not carry any weight. To what extent the price of oil will go up is not foreseen by the Ministry of Railways. The employees of Railway Ministry have direct link with dearness allowance but neither the employee nor the Railway Ministry decides the dearness allowance. The Railways Ministry does not decide the hike in the price of iron. Also, the Railway Ministry does not decide the cost of necessary items ranging from railway tracks to compartments. The burden borne by the Railway Ministry about which we have been harping on since long and which we call social cost has not been mentioned by the hon. Minister in the course of his speech. Last year Railway Ministry spent Rs. 2225 crore to meet the social costs and you may see the items on which it was spent. A sum of Rs. 1808 crore.

[English]

Loss of coaching services, sub-urban and urban passenger, parcel, luggage etc.

[Translation]

It means that passengers and non-passengers in the country are paying this amount by way of tickets, luggage, parcel etc. The people who have till date not seen trains are paying this amount of Rs. 1808 crore to meet the social cost. It means that the citizens of India are paying this amount as passenger fare and freight on parcels, luggage etc. A sum of Rs. 210 crore is being paid as freight on food-grains. As per my knowledge the export of iron is done by Government. Perhaps even some private companies might be also doing so. Apart from S.T.C. and M.M.T.C. there are other

[Sh. George Fernandes]

companies too. Now the process of liberalisation has begun. You will encourage export of iron whose transport is handled by Railways and give money to those who export it and now you have made law in the House for conversion into white not once but twice. You will collect money from the poor people of the country, you will collect Rs. 62 crore 99 lakh from them, there was reverse flow last year for which a subsidy will be given by Railways on salt, sugarcane and other items. Last year a sum of Rs. 227 crore was given to meet the social costs. You also give it the Government. How much is to be given this year. You have said that you will be giving Rs. 1200 crore as dividend. In the course of his speech on the current year's Budget the Finance Minister pointed out that he would not only give Rs. 1200 crore as dividend but also give the pending amount Rs. 460 crore. In all the Government will give Rs. 125 crore for the development of Railways and in turn the Railways would give to Government of India a total amount of four thousand crore as a social costs and dividend. It is a reverse flow. The Government is not helping the Railways but the Railways is helping the Governments to function. The people are not able to understand it. Whereas this is a fact. As such as are ventilating our grievances. There should be a decision on it. I am not saying this in the interest of Railways nor in the interest of the railway workers because I believe the Railways is the leading infrastructure of the country. Once in 1974 we had stopped it for the first time and consequently suffered a loss of Rs. 3500 crore.

[English]

That is the power of the Railways. That is the influence, significance of the Railways in so far as infrastructure development of this country is concerned.

[Translation]

Mr. Deputy Speaker, Sir, in the light of this, I urge the Planning Commission or in other words the Government to solve the

problem of the Railways immediately. I have said that I am opposing the Budget but if the Government wants our support, it should solve this problem. Today in the morning there arose a question regarding the German Prime Minister's visit to India and the discussion held with him. He should be asked as to how many crores of rupees were given by the Government to meet the loss of Railways last year which is a Government department. I would like to tell you it was Rs. 30 thousand crore. Your total income is Rs. 15 thousand crore. The German Government has allocated Rs. 30 thousand crore for the Railways.

[English]

This is to meet the social costs and to see that people get proper service.

[Translation]

This is not the case of Germany alone. All that we are doing here is done at the dictates of the countries and the I.M.F. who have even compelled us to withdraw subsidy on fertilizers. The level of poverty in the countries dominating the I.M.F. is equal to the level of poverty of the Members of our Railway Board and Ministers. This is the level of poverty of common man. If in those countries, namely Britain, America, Japan, France and many other developed countries, the railways are provided subsidy worth crores of rupees and the railways is utilized for the service of the nation and for building up the country, then why do you not want to agree to what we say while you agree with those at whose instance you frame the Budget. We would like the hon. Minister to agree with us to bring about improvement in case he wants our support on this Budget.

Mr. Deputy Speaker, Sir, there is yet another reason for which this Budget is being opposed tooth and nail and that a mention of the I.M.F. has been made. You are aware that the Railways is the biggest Ministry of this country and a decision to ruin it in a slow and steady manner seems to have been taken. For that, I would not spare the Minister even since he has made a

beginning to dismantle it, though it will take some time. I do not want to say that from next year, onwards the work of removing tracks may be taken up but the move that has been initiated for privatisation, and the move for conservancy and sanitation started from the previous year's Budget, and in this year's Budget you have gone a step ahead towards catering. I am aware that the work of construction has shifted from Railways to contractors.

Mr. Deputy Speaker, Sir, I had gone to Kota recently. When I got down from the train and asked the railway workers as to how things were going on there, I was told that 2000 workers have been retrenched. When I was in Mughalsaral, there too I was told that workers are being retrenched. P.T.I. report was published in the Economic Times of 9th March and other leading newspapers of the country. This news-item is fraught with so many past incidents.

[English]

Railways Recruitment to be cut by 20,000 each year—Press Trust of India.

[Translation]

There are many other things also but I would not discuss all of them. But if 2000 workers are retrenched each year, one lakh workers would retrenched in five years. In this way, it is a strange thing.

[English]

"The move, "they said.

They meaning official sources. This is not a source close to the Ministry or anybody. This is official source. This is a formal report.

[Translation]

There was a report that services of forty percent Railways employees would be terminated. It was published on 28th September, 1991. I called the journalists and told them that it was a RITES' report. The

hon. Minister of Railways issued a small statement that there was no such report. You may ask the public relations department of the Ministry. They must be having the newspaper clippings in this regard.

[English]

This is not RITES report. This is a World Bank Report in a Rites Wrapper.

Official Sources have now said that:-

"Last year a study conducted by Rail India Technical and Economic services, RITES, had recommended that the railways should stream line its manpower by reducing it by 40 per cent by the end of 2,000."

[Translation]

This report appeared in September, 1991. I took strong exception to this report. The Ministry of Railways denied that there was any such report. If this not RITES report, I demand that it should be laid on the Table of the House. I am giving the history of this report.

This is the incident of December, 1980.

[English]

David Hopper, then Vice-President, World Bank, who is later to become Executive Vice-President of the World Bank.

[Translation]

He came to Delhi and contacted me through an M.P. I visited this M.P.'s residence for dinner. We held talks for three hours. At the outset, he desired to know as to why the Coca Cola was banned in the country. I gave the reasons. He again wanted to know why the IBM was banned. I gave him the reasons. The talks were held in a very cordial atmosphere because he was not an officer of the IMF or the World Bank. Now, it has proved to be a joke. Then David Hopper said:

[Sh. George Fernandes]

[English]

David Hopper said that:-

"Mr. Fernandes, IBM is coming back into India."

I said: "No, as long as I am around here."

Then, he said: "Your Railways have asked for a loan of Rs. 800 crores. We have told that we will sanction their loan if they accept the gift of an IBM computer....."

[Translation]

He said one thing to me and then the talks began. The other thing he said was more interesting, and the connected documents are available with me. I wrote to unions at that time. Then he told me:

[Translation]

"The World Bank has prepared a Report on the operation of the Indian Railways. Your Railways can be operated with a staff strength of 950,000 as against the one million and six hundred thousand that you now have..."

This was said by David Hopper right here in Delhi at the home of Member of Parliament. The only other person being the then Editor of "The Hindustan Times" Shri George Verghese.

[Translation]

Then I asked as to when he prepared the report.

[English]

"We have a Report. We have produced a Report. You Railways can be run with 40 percent less staff than the present 950,000...."

[Translation]

And the same report is being produced today. I wonder why these people did not bring it forward and kept it pending for so many years. Today, the I.M.F. has tightened its grip on our economy so much so that the reports are placed as per its wishes and the hon. Minister does not have any knowledge of them. Though he might be knowing, he will not say anything in this regard, as it is the duty of the Ministers to save the Government. Even, they maintain clam on the wrong deeds of the Government. When our Government invited the Pepsi Cola, there was verbal duel among the Council of Ministers, both inside and outside. I did not support it. I opposed it tooth and nail. I banned its entry in the Railway. Then a stage came when the matter was about to be taken to Court. I have just made a mention as to what predicaments the Ministers go through. I can understand their predicament. That is why they nod their heads. But it is the report of the World Bank. I am surprised when they say-

[English]

"The move, they said, 'they' meaning the Railway officials sources in the Railway Board.. "is initiated to bring down the working expenses of the Railways as nearly 52 percent of the annual expenditure is incurred on payment of salary to staff and administrative heads.

[Translation]

It is wrong. Hon. Minister, it is a Budget document. As such, I would like to request you to ask your sources in the Ministry that before giving final touch to the reply at night they should first read the.

[English]

Explanatory Memorandum on the Railway Budget 1992-93: Table VII is a chart showing where the rupee came from and where the Rupee went. Further mention has been made of staff wages and other Allowances.

[Translation]

It has been shown in the chart that 33 paise will be spent on wages of staff and on other allowances. So it is not 52 paise. These people can go to any extent to harass and defame the employees. They think as if we will not read anything or say anything suppose that an officer may say tomorrow that 8 paise out of one rupee would be spent on payment of pension to retired personnel. That means the Government also wants to cause hardship to retired personnel. They will also be covered under Railway Expenditure. Even if these 8 paise are also included, the total will come to 41 paise only. So there is nothing to surprise that 41 to 42 paise out of the total one rupee of the budget allocation, will be spent on salary and allowances of staff members. Railway is not a machine for further processing of raw material.

[English]

This is a service organisation.

[Translation]

The same is said about the municipalities. The high ups generally say that 80 percent of the Budget of a Municipality is spent on salary and allowances of its employees. The who else would be paid? Should the funds be spent on officers or deposited with the Government or given to money lenders or contractors? It is the earnings of workers who toil hard. If 80 percent of resources is not spent on them, Then to whom should these be paid. It is said that:

[English]

80 percent goes on staff charges.

[Translation]

The Government finds the employees an easy target to defame them.

[Translation]

Therefore, the way you are conducting, regarding that it is said,

[English]

The recommendations of the RITES Report had been accepted in principle by the Railway Ministry.

[Translation]

Hon. Minister, I, therefore, request that this report..(Interruptions)...Mr. Deputy Speaker, I have just begun. I urge upon you to lay that report on the Table of the House. I would like to state this also and it is my opinion that there will be retrenchment of Railway employee on large scale and the number of Railway employees will be reduced to 10 lakh only in next 5 or 7 years. The speech of the Minister of Railways proves it and I do not want to read it out again because you all have already heard it and I have read it twice. I have the Delhi newspaper of the 29th February. Moreover, you may consult any newspaper of the 29th February of the country. A beautiful advertisement issued by the Indian Railways has been published in almost all the newspapers. The title of the advertisement is:

[English]

"Indian Railways: Develop a mutually beneficial association with the Indian Railways."

[Translation]

I read this newspaper in Bombay also. When I was in Goa, I saw that advertisement there also. All the newspapers in Delhi have also published this advertisement. You look at its wordings:

[English]

A task force has been set up by the Government of India, Ministry of Railways (Railway Board) to identify and examine the private ownership of wagons as an area of mutually beneficial association between the Railways and the rail users.

[Translation]

The matter does not end here, rather the real fact is given in its later part. Since



you have already stated in your speech that the Government is going to launch a scheme named—'Own your own wagon, own your own container.' That very day I wrote an article because one of the big newspapers of this city requested me to write an article immediately on the Railway Budget. I assured him to do so. I had said at that time also:

[English]

Own you own wagon, own your own container proposal is a precursor to handing over the entire rake.

THE MINISTER OF RAILWAYS (SHRI C.K. JAFFER SHARIEF): I have conceded to your art of presentation.

[Translation]

SHRI GEORGE FERNANDES: At that time also I had pointed out that this scheme will not be restricted to container and wagon only, rather it will be extended to entire train and entire rake. The Railway Budget was presented by you on the 24th or 25th February, what states the advertisement? Why are those efforts being made. My article was published after the presentation of the Budget.

[English]

It further says: that this effort has been undertaken in the context of major initiatives taken by the Government of India to refashion the economic and trade policies under conditions of severe resource constraints. It means the World Bank and the IMF conditionalities.

They further say that one could procure general service wagons to form a minimum unit of operation, that is, a train load for use by the Indian Railways as a part of their fleet. They will buy, they will own. But it will be used by the Indian Railways as a part of their fleet and the existing men will go. Ultimately, all that the Railways will be left with is the track. Even the stations could be privatised. Why not?

SHRIBASU DEB ACHARIA (Bankura): They are being privatised.

SHRI GEORGE FERNANDES: Everything could be taken over by the private sector and the only thing they will be left with is the track.

Sir, mark the words: "We ensure of a guaranteed supply of wagons. Here it says that the private ownership of wagons through leasing companies could also be visualised by rail users who could then enter into bilateral agreements with the railways either on a lumpsum or on freight rebate basis.

In this case, the party concerned could then have to go into a back to back arrangement with the leasing companies. And then, the real punchline is this:

"The Railways would undertake to maintain the wagons and cover the cost incurred, by reflecting it in the tariff."

[Translation]

The Railway is becoming the contractor. Mr. Speaker, Sir,

[English]

The Railway will become the contractor.

[Translation]

Therefore, Mr. Speaker, Sir, we are very much perturbed over it. I do not want to take much of your time. I want to give proofs on the basis of "The payments for Grants for expenditure of the Central Government on Railways. Part II. "This is continuous process.

[English]

The Payments for Grants for expenditure of the Central Government on Railways, Part-II: We were asked now to pass your Budget proposals. But please understand when I say that I am not prepared to support your Budget. Please understand.

This is your proposal. The Demands for Grants Staff Statement (5.306), Demand No. 05-Repairs and Maintenance of Motor Power. Earlier, the staff was 1,22,209. This was for the last year. This year, you have brought down the staff strength only in this one category to 1,16,352.

[Translation]

In his speech, he has pointed out that he is reducing the number of officers. Here the number of officers has reached 10883 from 10805 and that of staffs has reached 1 lakh 16 thousand 322 from 1 lakh 22 thousand 209. I will not take much time. This is apparent from the number of Group "D" officers in Operating Expenses Traffic Department. The number of officers has reached 21935 from 21321 and that of staffs has reached 1 lakh 13 thousand 682 from 1 lakh 19 thousand 388. Now I can cite many such examples from the book. But I would not like to take too much of your time. Whenever you want, I quote many more such examples from this book. In this way, the number of staff is decreasing and that of officers is increasing. In order to make my arguments understand to the people, I would like to point out that\_\_

[English]

The Demands for Grants in terms of Salaries, Part I; Demand No.1 Railway Board: Pay Group A & B Establishment, 1990-91: Rs. 1,89,21,000. The Budget estimates for 1992-93: Rs. 1,95,04,000.

[Translation]

It means that the number of lower grade employees has been reduced to 3 crore 71 thousand from 3 crore 6 lakh.

[English]

This proves that you, in fact, are killing the fellow at the bottom. In the General Superintendence and Services of the Railways, the Budget estimate for the last year was Rs. 251,12,11,000. It was brought down in the revised estimates to Rs. 245 crores from Rs. 251 crores. And in the current Budget, you are proposing Rs. 252,64,00,000.

[Translation]

Moreover, they are trying to reduce the number of casual employees. Rs. 54 crore were to be paid to casual workers in Permanent Wage and Works in 1990-91 but only Rs. 46 crore will be paid this year, i.e. Rs. 8 crore less than the previous year. I have cited many such examples, but I shall not take too much of your time. Here you are decreasing their salaries, you have reduced the number of employees but while reducing the number of staff you have done nothing to reduce the number of top staff. I request the hon. Minister to pay special attention to this because the nodding of your head indicates that you have not been informed regarding these matters.

Mr. Deputy Speaker, Sir, it is very interesting thing which needs to be pointed out. In every grant and demand, there is a demand for 35 per cent increase in the dearness allowance this year. Here, we may make out that the Chairman of the Railway Board thinks that there will be no rise in prices due to the Railway Budget this year. This is far from truth. It has been stated on behalf of the Ministry of Finance in and outside the House that prices will not increase. It also bears no truth because the 35 percent additional grant has been demanded in the budget for payment of dearness allowance to railway employees.

[English]

You are accepting that prices are going completely beyond your control because of which there is a demand for 35 percent increase in the dearness allowance.

[Translation]

This time the hon. Minister has made an important announcement that a new scheme is going to be implemented. The new scheme is about a unique conversion. I do not know whether Shri Oscar Fernandes is present in the House or not. In the presence of the hon. Minister, he delivered a speech in the presence of the Chief Minister, he delivered a speech in Bangalore on 5th in which he praised the Minister of Railways and said that the hon. Minister is going to materialise the dreams of Lord Dalhousie.

[English]

Because Lord Dalhousie, it seems, wanted a uni-gauge of the railways. I never read it anywhere while reading the history of the Indian Railways. But obviously Mr. Oscar Fernandes is a much better read person than I am. He must have, in the course of reading the history of the Indian Railways, discovered somewhere that Lord Dalhousie wanted a uni-gauge and he says that the Railways Minister is fulfilling the dream of Lord Dalhousie.

[Translation]

And I take exception to it because....

[English]

Lord Dalhousie was not building the Indian Railways for the benefit of India.

[Translation]

He is not thinking at all as to what sort of our rail tracks should be. They are thinking only to exploit the country. How will the hon. Minister materialise the dreams of Lord Dalhousie.

[Translation]

THE MINISTER OF RAILWAYS (SHRI C.K. JAFFER SHARIEF): I would like to pay him some compliments. He has outclassed even film heroes and heroines. He is a wonderful artist.

SHRI GEORGE FERNANDES: It is injustice to me.

I am going to make a Significant request before the House. I have thought minutely over the scheme presented by the hon. Minister. We have come to the conclusion that it is not in the interest of the Indian Railways. I would like to point out two or three points. The provision of capital under other heads has been reduced too much this year Rs. 285 crore have been allocated for the construction of new Railway lines against Rs. 186 crore allocated two years ago for the

same. It means that keeping in view the value of rupee prevailing at that time the amount has been reduced by more than 25 to 30 per cent because some articles for the Railways have to be imported by spending some foreign exchange also. By devaluating the rupee to such an extent it has become impossible to save money. In your arguments about gauge conversion you have stated that it helps in economic development. Rail is Rail whether it is narrow gauge or broad gauge, the Hon. Prime Minister has also supported it in his speech. I know it, and you have also praised the Hon. Prime Minister in your speech. We have seen that you have praised the Prime Minister and the Prime Minister have praised you. But I won't speak on it now. I won't speak here. I will speak on it later. The hon. Minister is our friend also.

Then Mr. Deputy Speaker, Sir, regarding his argument that on it depends the progress of the country. I would like to ask the hon. Minister and he should think over it seriously and answer within 5 to 7 days, whether those who had been responsible for running the railways in India in the past had never thought in this direction. Is it true that a committee...

[English]

by name Committee on Expansion of the Railways Network?

[Translation]

Was appointed regarding this. A former Chairman of the Railway Board Shri Minesa was its Head. Did this Committee give its complete report? All the members of the Committee were expert and there was no such a person who had any link with politics or any other field. They were the persons for whom the interest of the country and the Railways has always been the supreme. It is not that this idea never came into their mind. Today, all of a sudden this idea has come into the mind of some officers as you are stating. You said in your speech that it is the biggest measure which will help the country to make progress and it will be implemented

with full responsibility. Therefore, in the light of argument given by Hon. Minister that Railways help in development of the area, I would like to ask him whether he will give priority to the expansion of railways in those areas which are not developed at all or to those areas where already meter gauge line exists and there is proposal to convert it into broad gauge. It was my first point. The second one is that you too gave this argument in your speech and the Prime Minister also elaborated it.

[English]

how many man-years of employment

[Translation]

would be created for the people. Now you may allege that I catch the words to point out the mistakes. But you see what the Hon. Prime Minister said on that day?

[English]

THE MINISTER OF RAILWAYS (SHRI C.K. JAFFER SHARIEF): Man-days.

SHRI GEORGE FERNANDES: Man-Days? It makes it worse.

[Translation]

Because you talk in terms of crores of man-days? But when you talk in terms of persons, 5 crores persons will get employment.

[English]

man-days per kilometer. Now, you work out in terms of number of people, work out in terms of number of human beings. What is this 'man-days'?

[Translation]

This is a way to misled.

[English]

SHRI C.K. JAFFER SHARIEF: You

(Interruptions)

SHRI GEORGE FERNANDES: My speech spoke about and I still speak about new lines, not conversion. (Interruptions)

SHRI C.K. JAFFER SHARIEF: You compare his own speech-what he spoke as Railway Minister and what he is speaking now.

[Translation]

SHRIGEORGE FERNANDES: I would like to say that you talk of gauge conversion but the English expanded railway network 1000 KM. every year and we have been expanding the railway network by only 200 kilometers every year for last 40 or 45 years. Therefore, in my opinion new railway line should be laid there instead of spending money on gauge conversion so I oppose your decision of allocating funds for this gauge conversion. I oppose it. It is my well considered opinion. Will it help in creating employment opportunities? The amount being spent on laying new lines comes to about 80 per cent of the amount being spent on gauge conversion. Ten thousand long old railway lines require replacement and 2 to 2 1/2 thousand kilometers lines are being replaced every year. The trains are not running at the prescribed speed. I was distressed to go through the allocation which you may not have seen it till now, but your Department might have discussed it.

[English]

Now I come to Central Railway's Thanakalyan section. Track renewal, sleeper renewal, is very necessary. On certain sections, the anticipated cost is rupees two crore and sixty lakh were as the provision for 1991-93 is rupees two lakh.

[Translation]

If you go through pages No. 138, 139, 140, 141 you will find that only Rs. two lakh

have been provided for the whole line whereas its requirement is Rs. 3.5 crore, four crore or five crore. The provision of Rs. two lakh will not be sufficient. If the work costs Rs. 5 crores and only Rs. 2 lakh are provided for track renewal, what sort of track renewal can be done with this meagre amount? In my opinion it will prove only a wastage. The allocation of Rs. 2 lakh will be sufficient only to meet the over head expenses to be spent on engineers, supervisory staff and a jeep. Thus the amount of Rs. 2 lakh would be spent on officials only.

[English]

There are at least hundred such jobs where the need is anywhere Rs. 1 1/2 crore to 5 1/2 crore. but the allocation is only Rs. 2 to 5 lakh.

[Translation]

SHRI RAM KAPSE: It mean only Rs. 2 lakh will be provided for any job.

SHRI GEORGE FERNANDES: Mr. Deputy Speaker Sir, you are ringing the bell. I am going to conclude my speech within ten minutes. I would like to urge the Minister of Railways to allocate some more money for track renewal. Though Rs. 1249 crore have been provided for track renewal, yet ten thousand kilometer track is still there for renewal and every year two or two and half thousand kilometers track is added to it. So unless it is done the problem will not be solved. Just now Shri Ranaji was stating that the number of accidents has increased these days and many persons are being killed in accidents. The reason is that tracks are old and broken. We should pay attention to it. So far the generation of employment is concerned, the Government should lay lines as many as possible. If it lays 1000 kilometer lines a year, seven lakh persons in India will get employment. The schemes are launched in the names of the great leaders Government can launch it in the name of Shri Jaffer Sharief as Jaffer Sharief Rojgar Yojana and can starting implementing it. (Interruptions) Laying 1,000 kilometer tracks is not an ordinary work. Rs. 1000 to 1200 crore are

likely to be spent on it, but employment to seven or eight lakh persons will be provided.

SHRI C.K. JAFFER SHARIEF: Would you like to speak on Konkan-Railway line?

SHRI GEORGE FERNANDES: I am coming to that very point. The issue of electrification of Bundel-Katwa line has been lying pending for a long time. Electrification can be done only after doubling the line. Doubling makes the process of electrification easy. The scheme undertaken by you by effecting cut in the provisions made for doubling of lines, laying of new lines or track renewal will create more problems for us. Development work will be stopped and every programme of work will be disturbed. Therefore, I request the hon. Minister of Railways to pay special attention to this.

The last issue which I wish to raise is linked with two or three things. It is linked with the economy of the Railways and the Railway employees. One of the issues has been raised today in the morning only. The issue is about the recognition of the R.P.F. There are only two recognised railway organisation. Rest of the organisations in railways are not recognized. Some of the cases of granting recognition have been taken to Supreme Court even. Keeping all these things in view we took a decision in this regard. I would like to request the hon. Minister to call all the concerned Members of the House and discuss this issue or call the trade union people and discuss it. If the management continues to have its upper hand, the problems of the labourers cannot be solved. If the Railway Board insists on only two unions which it had done in writing then there would be two unions which will compete with one and another to secure more and more facilities for the employees then every thing will be set right.

I request the Government not to agree with the persons associated with the system, on this issue of granting recognition. Government is not associated with the system. So it should not agree to their plea. They should not go by our decision and take decision on your own but the constitution

has given us right to form unions on democratic lines. Why you people are determined to abolish the unions? Who has empowered to abolish the unions? Attempt is being made to abolish such organisations.

(Interruptions)

Sir, the people retrenched under 14-2 (Interruptions). The Government has kept in dark for long time and now it took a decision and said that nothing could be done in this regard. But the Government must do something in this regard. It must do for the cause of the employees. If we wish to run the Railway trade unions and the Railway management properly, I request the Government to come forward to settle this issue.

The third issue is about corruption. You too have spoken on it, all will speak on it in their own way. I would like to cite an example of corruption experienced by my own family member just 15 days ago. My wife was going to Calcutta from Delhi by the Rajdhani A.C. Chair Car. She was going to Gopalpur for 5 or 7 days. She was taking a box with her according to carrying capacity. It contained money, documents, etc. all the important things. She kept the box in the upper berth, the box was missing after some time. The behaviour of the Railway employee was also very improper. I will not go into their behaviour in the House. Such cases of thefts in air conditioned sleepers, chair cars cannot take place without the collusion of the employees. This issue did not end here. She telephoned me from Calcutta. I talked here with the persons with whom I could do so. But nothing was recovered. After seven days of the incident, they returned some goods through post. Since mail reaches our home. (Interruptions) It means those who committed theft were not ordinary thieves. They were generous, because they took away their useful things and displayed their generosity by returning the remaining things. (Interruptions). They were not along other persons were also involved in it.

Therefore, I state that all these things happen with the help of some corrupt employees. It is not a secret. (Interruptions) Therefore, in my capacity of Minister of Railways, for the first time in history, I had convened the meeting of officers of Railway and other Department of the Government of India and taken step to eradicate corruption. (Interruptions)

Mr. Deputy Speaker, I request the hon. Minister to take certain concrete steps in this connection.

I would like to say one thing more which I have raised in this House earlier also. In Moradabad casual labourers were removed from service and 1100 persons were recruited in place of them after taking bribes from them. After this, there started a tussel. Shri Shyam Bihari Lal was the Union Leader. I became the Minister of Railway in December, 1989. He staged Dharna in front of my house along with 500 persons. I appointed an Enquiry Committee of the Ministry of Railway which did not comprise of Union Leaders and politicians. The officers reported that money had been taken for the recruitment and all proofs were available so they suggested to remove those recruited person from service and reinstale the casual labourers on seniority basis. The whole process had been started but in the meantime the Government changed and the work came to stand still. Shri Shyam Bihari Lal was removed from his service, he was beaten severely and now his life is in danger. This is the power of corruption. I request you to find some way out and eradicate corruption from the Railways. I would like to state that if corruption from the Railways is eradicated, you will be having surplus money even after meeting the expenditure on conversion etc., and the Government will not be compelled to increase freight and fares. Therefore, we should eradicate corruption at every level from the Railways. I hope my colleagues will definitely take concrete steps this direction.

With it, I conclude.

SHRI C.K. JAFFER SHARIEF: I am with you in this work.

[English]

SHRI JITENDRA NATH DAS (Jalpaiguri): I beg to move:-

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

/Need to implement the assurance given by the Government to reinstate the dismissed railway employees. (1)

"That the demand under the Head Miscellaneous Expenditure (General) be reduced by Rs. 100."

/Need for early sanction and construction of railway line from Eklakshi to Balurhat, West Bengal./ (2)

"That the demand under the Head Miscellaneous Expenditure (General) be reduced by Rs. 100."

/Need for extension of broad gauge line from Alipurdwār Road-station to Alipurdwār junction./ (3)

"That the demand under the Head General Superintendence and Services on Railways be reduced by Rs. 100."

/Need to run trains on time./ (4)

"That the demand under the Head General Superintendence and Services on Railways be reduced by Rs. 100."

/Need to provide adequate security to passengers./ (5)

"That the demand under the Head General Superintendence and Services on Railways be reduced by Rs. 100."

/Need to maintain the lavatories in

the railway compartments in useable condition./ (6)

"That the demand under the Head General Superintendence and Services on Railways be reduced by Rs. 100."

/Need To Check wid spread malpractices in He Railways./ (7)

"That the demand under the Head General Superintendence and Services on Railways be reduced by Rs. 100."

/Need to take up the functioning of Railways./ (8)

"That the demand under the Head General Superintendence and Services on Railways be reduced by Rs. 100."

/Need to effectively check the travelling of unauthorised persons in the reserved railway compartment./ (9)

"That the demand under the Head Repairs and maintenance of Permanent Way and Works be reduced by Rs. 100."

/Need to repair the approach road to Jalpaiguri Road Station and also to repair waiting room there./ (10)

"That the demand under the Head Repairs and Maintenance of Permanent Way and Works be reduced by Rs. 100."

/Need to repair the approach road to Jalpaiguri town station./ (11)

"That the demand under the Head Repairs and maintenance of Permanent Way and Works be reduced by Rs. 100."

/Need to build a flyover on levelcrossing at Siliguri town in Darjeeling, West Bengal./ (12)

"That the demand under the Head Repairs and maintenance of Permanent Way and Works be reduced by Rs. 100."

/Need to build an over-bridge at the Jalpaiguri town railway station./ (13)

"That the demand under the Head Miscellaneous Working Expenses be reduced by Rs. 100."

/Need to improve catering and sanitation services in the railway restaurants./ (14)

"That the demand under the Head Miscellaneous Working Expenses be reduced by Rs. 100."

/Need to provide at least minimum facilities and amenities to the railway passengers travelling by 2nd class./ (15)

"That the demand under the Head General Superintendence and Services on Railways be reduced by Rs. 100."

/Need to operate the proposed tri weekly train from Haldibari to Sehaldah daily./ (550)

"That the demand under the Head General Superintendence and Services on Railways be reduced by Rs. 100."

/Need to make the proposed tri weekly train from Cooch Behar to Sehaldah daily./ (551)

"That the demand under the Head General Superintendence and Services on Railways be reduced by Rs. 100."

/Need to effectively check ticketless travelling./ (552)

"That the demand under the Head General Superintendence and Ser-

1992-93; and Supply.  
Dem. for grants (Rlys.), 1991-92  
vices on Railways be reduced by Rs. 100."

/Need to effectively check the incidence of theft of railway property./ (553)

"That the demand under the Head General Superintendence and Services on Railways be reduced by Rs. 100."

/Need to ensure a clean and efficient rail service to the public./ (554)

SHRI SUDARASAN RAYCHUDHURI  
(Serampore): I beg to move:-

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

/Need to avoid privatisation of the different sectors of the Railways./ (16)

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

/Need to provide more passenger amenities to the Second Class railway passengers./ (17)

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

/Need to ensure punctuality of the passenger trains on Howrah-Bandel section of the Eastern Railway./ (18)

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

/Need to stop retrenchment of the railway employees in the name of modernisation./ (19)

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



- 511 *Rly. Budget, 1991-93-PHALGUNA 22, 1913 (SAKA) for Grants (Rlys), 512 Gen-Discuss; Res re. recommendations 1992-93; and Supply. Dem. for grants (Rlys.), 1991-92*
- of Rly. Con. Comm.; Dem.*
- /Need to construct a flyover at Dankuni Railway Station of Eastern Railway for facilitating traffic./ (20)**
- "That the demand under the Head Assets-Acquisition, Construction and Replacement be reduced by Rs. 100."**
- /Need to introduce a Shatabdi Express between Howrah and New Delhi./ (21)**
- "That the demand under the Head Assets-Acquisition, Construction and Replacement be reduced by Rs. 100."**
- /Need to provide a computerised reservation facility at Dankuni Railway station of Eastern Railway." (22)**
- "That the demand under the Head Assets-Acquisition, Construction and Replacement be reduced by Rs. 100."**
- /Need to construct B.G. line in the Howrah Armta-Champa-Danga section of the S.E. Railway./ (23)**
- "That the demand under the Head Assets-Acquisition, Construction and Replacement be reduced by Rs. 100."**
- /Need to provide more passenger trains on Howrah-Bargachia line of the S.E. Railway./ (24)**
- "That the demand under the Head Assets-Acquisition, Construction and Replacement be reduced by Rs. 100."**
- /Need to have a computerised reservation facility at Serampore station of Eastern Railway./ (25)**
- "That the demand under the Head Assets-Acquisition, Construction and Replacement be reduced by Rs. 100."**
- /Need to increase the number of passenger trains at Howrah-Bandel section of Eastern Railway./ (26)**
- "That the demand under the Head Assets-Acquisition, Construction and Replacement be reduced by Rs. 100."**
- Assets-Acquisition, Construction and Replacement be reduced by Rs. 100."**
- /Need to construct new lines and provide new passenger trains for West Bengal./ (27)**
- "That the demand under the Head Assets-Acquisition, Construction and Replacement be reduced by Rs. 100."**
- /Need to have double-track facilities at Sheorafull-Tarakeswar section of Eastern Railway./ (28)**
- "That the demand under the Head Assets-Acquisition, Construction and Replacement be reduced by Rs. 100."**
- /Need to run Rajdhani Express daily between Howrah and New Delhi./ (29)**
- SHRI PURNA CHANDRA MALIK (Durgapur): I beg to move:-**
- "That the demand under the Head Railway Board be reduced by Rs. 100"**
- /Need to reinstate immediately the dismissed railway Employees./ (30)**
- "That the demand under the Head Railway Board be reduced by Rs. 100"**
- /Need to grant license to Railway hawkers./ (31)**
- "That the demand under the Head Miscellaneous Expenditure be reduced by Rs. 100."**
- /Need for extending E.M.U. services from Burdwan to Asansol./ (32)**
- "That the demand under the Head Miscellaneous Expenditure be reduced by Rs. 100."**
- /Need to introduce more passenger trains between Burdwan and Asansol./ (35)**

"That the demand under the Head Miscellaneous Expenditure be reduced by Rs. 100."

*/Need to provide more train services on the Bankura-Damodar railway lines./ (38)*

"That the demand under the Head Assets Acquisition, Construction and Replacement."

*/Need to provide improve train services on Burdwan Katwa section of Eastern Railway./ (41)*

"That the demand under the Head Assets Acquisition, construction and Replacement."

*/Need to develop Durgapur railway station as a model station./ (42)*

SHRI KAMLA MISHRA MADHUKAR (Motihari): I beg to move:-

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

*/Failure to reduce the Government expenditure by reducing the number of high officials in the Railways./ (60)*

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

*/Failure to put forward any proposal of austerity in the expenditure of Railway Board./ (61)*

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

*/Failure to make any concrete provision for providing basic public amenities by the Railways./ (62)*

"That the demand under the Head Repairs and Maintenance of Permanent way and Works be reduced to Re. 1."

*/Failure to safeguard the interest of*

Bihar, particularly in the North Bihar in matters of providing railway network./ (63)

"That the demand under the Head Repairs and Maintenance of Permanent way and Works be reduced to Re. 1."

*/Failure to construct broad gauge rail line from Muzaffarpur to Narkatiaganj./ (64)*

"That the demand under the Head Repairs and Maintenance of Permanent way and Works be reduced to Re. 1."

*/Failure to make any provision for the construction of Chhitol Bridge connecting Uttar Pradesh and Bihar./ (65)*

"That the demand under the Head Repairs and Maintenance of Permanent way and Works be reduced to Rs. 100."

*/Need to open a branch rail line on North-East Railway from Hajipur to Sangli or Betia via Hajipur Vaishali, Sahabganj, Kesaria, Sangrampur, Auraj and Paharpur./ (66)*

"That the demand under the Head Repairs and Maintenance of Motive Power be reduced to Rs. 100."

*/Need to replace the rail engines of passengers and goods trains running between Muzaffarpur and Narkatiaganj by diesel engines./ (67)*

"That the demand under the Head Repairs and Maintenance of Plant and Equipment be reduced by Rs. 100."

*/Need to provide public amenities like electricity, fan, lavatory facility and proper cleanliness in the trains running between Muzaffarpur and Narkatiaganj on North-Eastern Railway./ (68)*

- 515 *Rly. Budget, 1991-93-PHALGUNA 22, 1913 (SAKA)* for Grants Rlys), 516  
*Gen-Discuss; Res re. recommendations* 1992-93; and Supply.  
*of Rly. Con. Comm.; Dem.* Dem. for grants (Rlys.), 1991-92
- "That the demand under the Head Staff Welfare and Amenities be reduced by Rs. 100."
- /Need to review the working of railway school at Motihari, N. E. Railway./ (69)*
- "That the demand under the Head Staff Welfare and Amenities be reduced by Rs. 100."
- /Need to repair staff quarters and ensure electricity and water facilities at Motihari railway station of North-Eastern Railway./ (70)*
- "That the demand under the Head Staff Welfare and Amenities be reduced by Rs. 100."
- /Need to open a railway hospital at Motiharistation of N.E. railways./ (71)*
- SHRI HANNAN MOLLAH(Uluberia): I beg to move:-
- "That the demand under the Head Railway Board be reduced by Rs. 100."
- /Need to introduce identity cards to unlicensed railway hawkers to enable them to hawk in local and mail trains, in Eastern, S.E. and other Railway./ (72)*
- "That the demand under the Head Railway Board be reduced by Rs. 100."
- /Need to stop harassment of railway hawkers by RPF on South Eastern and Eastern Railways./ (73)*
- "That the demand under the Head Railway Board be reduced by Rs. 100."
- /Need to absorb commission vendors in South Eastern Railway and Eastern Railway as regular employees of Railways./ (74)*
- "That the demand under the head Railway Board be reduced by Rs. 100."
- /Need to entrust railway catering service to the cooperative or commission vendors on Eastern and South Eastern Railways./ (75)*
- "That the demand under the Head Railway Board be reduced by Rs. 100."
- /Need to provide licence to unlicensed vendors and hawkers at Howrah Station and other stations of South Eastern and Eastern Railways./ (76)*
- "That the demand under the Head Railway Board be reduced by Rs. 100."
- /Need to increase EMU local trains between Howrah and Kharagpur./ (77)*
- "That the demand under the Head Railway Board be reduced by Rs. 100."
- /Need to increase number of coaches in EMU local train on Kharagpur Division on South Eastern Railway./ (78)*
- "That the demand under the Head Railway Board be reduced by Rs. 100."
- /Need to increase the number of EMU local trains between Howrah and Bargachia on Eastern Railway./ (79)*
- "That the demand under the Head Railway Board be reduced by Rs. 100."
- /Need to run EMU local trains on time in Kharagpur Division on South Eastern Railway./ (80)*
- "That the demand under the Head Railway Board be reduced by Rs. 100."

*/Need to introduce more local trains from Bagnan Station on South Eastern Railway./ (81)*

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

*/Need to stop one Orissa-bound Mail/ Express train at Bauria Station on South Eastern Railway./ (82)*

*"That the demand under the Head Assets-Acquisition and Replacement be reduced by Rs. 100."*

*/Need to construct a fly-over at the Eastern side of Bagnan station on S.E. Railway./ (83)*

*"That the demand under the Head Assets-Acquisition and Replacement be reduced by Rs. 100."*

*/Need to construct a fly-over at the western side of Maurigram station on S.E. Railway./ (84)*

*"That the demand under the Head Assets-Acquisition and Replacement be reduced by Rs. 100."*

*/Need to construct platform sheds at Ghoraghata station on South Eastern Railway./ (85)*

*"That the demand under the Head Assets-Acquisition and Replacement be reduced by Rs. 100."*

*/Need to construct a link-road between Uluberia and Bauris on South Eastern Railway./ (86)*

*"That the demand under the Head Assets-Acquisition and Replacement be reduced by Rs. 100."*

*/Need to construct fourth line between Howrah and Kharagpur on S.E. Railway./ (87)*

*"That the demand under the Head*

*Assets-Acquisition and Replacement be reduced by Rs. 100."*

*/Need to construct a wide-bridge on Gauri Ganga Canal on S.E. Railway./ (88)*

*"That the demand under the Head Assets-Acquisition and Replacement be reduced by Rs. 100."*

*/Need to complete the broad gauge line between Howrah and Arnta./ (89)*

*"That the demand under the Head Assets-Acquisition and Replacement be reduced by Rs. 100."*

*/Need to complete Howrah-Champadanga-Shiakhala BG line./ (90)*

*"That the demand under the Head Assets-Acquisition and Replacement be reduced by Rs. 100."*

*/Need to construct a flag station at Chackasi on S.E. Railway./ (91)*

*"That the demand under the Head Assets-Acquisition and Replacement be reduced by Rs. 100."*

*/Need to construct a second over-bridge at Chengail station at the eastern end of the platform on S.E. Railway./ (92)*

*"That the demand under the Head Assets-Acquisition and Replacement be reduced by Rs. 100."*

*/Need to extend the over-bridge at Bauria station on S.E. Railway./ (93)*

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

*/Need to reduce season ticket fares for the benefit of the urban and sub-urban commuters./ (679)*

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

/Need to continue and strengthen railway catering under the Indian Railway Authority./ (680)

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

/Need to reduce railway 2nd class fare for all distances by Mail/Express trains./ (681)

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

/Need to improve in passengers, amenities./ (682)

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

/Need to reinstate all the retrenched railway employees./ (683)

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

/Need to complete railway projects in West Bengal on time./ (684)

SHRI SUDHIR GIRI (Contai): I beg to move:-

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

/Need for early completion of construction of Digha Tamuluk rail line./ (103)

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

/Need to provide more funds for the

construction of Digha Tamuluk rail line./ (104)

"That the demand under the Head General Superintendence and Services on Railways be reduced by Rs. 100."

/Need to check malpractices prevailing in the Railways resulting in losses./ (105)

"That the demand under the Head General Superintendence and Services on Railways be reduced by Rs. 100."

/Need to pay attention to the complaints of passengers relating to non-availability of amenities./ (106)

"That the demand under the Head General Superintendence and Services on Railways be reduced by Rs. 100."

/Need to check the increase in rail accidents./ (107)

"That the demand under the Head General Superintendence and Services on Railways be reduced by Rs. 100."

/Need to maintain punctuality of trains./ (108)

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

/Need to stick to the scheduled time for running of the prestigious trains like Rajdhani Express./ (109)

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

/Failure to abandon the policy of privatization of the catering service in the Railways./ (380)

"That the demand under the Head

Railway Board be reduced to Re. 1."

*/Failure to provide sufficient funds  
for uneven regional Railway line con-  
struction and services./ (381)*

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

*/Increase in freight and fare leading  
to inflation./ (382)*

SHRIMATI KRISHNANDRA KAUR  
(DEEPA) (Bharatpur): I beg to move:-

"That the demand under the Head  
General Superintendence and Ser-  
vices on Railways be reduced by Rs.  
100."

*/Need to immediately provide reser-  
vation facilities at Bharatpur Railway  
Station./ (110)*

"That the demand under the Head  
General Superintendence and Ser-  
vices on Railways be reduced by Rs.  
100."

*/Need to provide dormitory accom-  
modation for passengers at  
Bharatpur Railway Station./ (111)*

"That the demand under the Head  
General Superintendence and Ser-  
vices on Railways be reduced by Rs.  
100."

*/Need to attach air-conditioned  
coaches in Jaipur-Agra super fast  
train./ (112)*

"That the demand under the Head  
General Superintendence and Ser-  
vices on Railways be reduced by Rs.  
100."

*/Need to instal generators for provid-  
ing electricity at Bharatpur Railway  
Station./ (113)*

"That the demand under the Head  
General Superintendence and Ser-

vices on Railways be reduced by Rs.  
100."

*/Need to provide emergency light at  
Stations./ (114)*

"That the demand under the Head  
General Superintendence and Ser-  
vices on Railways be reduced by Rs.  
100."

*/Need to construct rest house for  
porters at Gangapur Railway Sta-  
tion./ (115)*

"That the demand under the Head  
General Superintendence and Ser-  
vices on Railways be reduced by Rs.  
100."

*/Need to remove unauthorised shops  
built on the Railway Platform./ (116)*

"That the demand under the Head  
General Superintendence and Ser-  
vices on Railways be reduced by Rs.  
100."

*/Need to construct one more over  
bridge at the Gangapur Railway Sta-  
tion./ (117)*

"That the demand under the Head  
General Superintendence and Ser-  
vices on Railways be reduced by Rs.  
100."

*/Need to construct an additional plat-  
form at Bharatpur Railway Station in  
view of increasead numbers of trains./  
(118)*

"That the demand under the Head  
Repairs and Maintenance of Perma-  
nent Way and Works be reduced by  
Rs. 100."

*/Need for immediate repairs of  
Bharatpur Railway yard./ (119)*

"That the demand under the Head  
Repairs and Maintenance of Perma-  
nent Way and Works be reduced by  
Rs. 100."

- 523 *Rly. Budget, 1991-93 PHALGUNA 22, 1913 (SAKA)* *for Grants Rlys, 524*  
*Gen-Discuss; Res re. recommendations* *1992-93; and Supply,*  
*of Rly. Con. Comm.; Dem.* *Dem. for grants (Rlys.), 1991-92*
- Need for early completion of railway line from Mathura to Alwar./ (120)*
- "That the demand under the Head Repairs and Maintenance of Permanent Way and Works be reduced by Rs. 100."
- Need for electrification of Jaipur Agra railway line./ (121)*
- "That the demand under the Head Operating Expenses Traffic be reduced by Rs. 100."
- Need to speedy renovation of platforms at Bharatpur station./ (122)*
- "That the demand under the Head Operating Expenses Traffic be reduced by Rs. 100."
- Need to improve the quality of food being served in trains./ (123)*
- "That the demand under the Head Operating Expenses Traffic be reduced by Rs. 100."
- Need to improve the catering service and to maintain proper cleanliness at Railway restaurants./ (124)*
- "That the demand under the Head Staff Welfare and Amenities be reduced by Rs. 100."
- Need to provide first-aid facilities at Bharatpur Railway Station./ (125)*
- "That the demand under the Head Staff Welfare and Amenities be reduced by Rs. 100."
- Need to improve the overall standard of Bharatpur Railway School./ (126)*
- "That the demand under the Head Staff Welfare and Amenities be reduced by Rs. 100."
- Need to open a Railway Inter Col-*
- lege for the wards of Railway employees of Bharatpur./ (127)*
- "That the demand under the Head Assets Acquisitions, Construction and Replacement be reduced by Rs. 100."
- Need to manufacture more wagons in the Simco Wagon Factory./ (128)*
- "That the demand under the Head Assets Acquisitions, Construction and Replacement be reduced by Rs. 100."
- Need to introduce new trains from Agra-Mathura-Jaipur in view of the increasing number of passengers./ (129)*
- "That the demand under the Head Assets Acquisitions, Construction and Replacement be reduced by Rs. 100."
- Need to construct an overbridge at Sewar near Bharatpur Railway station of Northern Railway./ (130)*
- "That the demand under the Head Assets Acquisitions, Construction and Replacement be reduced by Rs. 100."
- Need to construct an overbridge at Bharatpur-Alwar Railway line./ (131)*
- "That the demand under the Head Assets Acquisitions, Construction and Replacement be reduced by Rs. 100."
- Need to convert the Jaipur-Agra railway line into broad-gauge line./ (132)*
- "That the demand under the Head General Superintendence and Services on Railways be reduced by Rs. 100."
- Need to construct a waiting hall for porters at Gangapur railway station./ (318)*
- "That the demand under the Head General Superintendence and Services on Railways be reduced by Rs. 100."

525	<i>Rly. Budget, 1991-93- Gen-Discuss; Res re. recommendations of Rly. Con. Comm.; Dem.</i>	MARCH 12, 1992	<i>for Grants Rlys), 526 1992-93; and Supply. Dem. for grants (Rlys.), 1991-92</i>
	/Need to remove unauthorised shops constructed at the railway platforms./ (319)		"That the demand under the Head Railway Board be reduced by Rs. 100."
	"That the demand under the Head General Superintendence and Services on Railways be reduced by Rs. 100."		/Need to provide ralling around Gangapur city railway station/ (449)
	/Need to construct one more over-bridge at Gangapur City railway station./ (320)		"That the demand under the Head General Superintendence and Services on Railways be reduced by Rs. 100."
	"That the demand under the Head General Superintendence and Services on Railways be reduced by Rs. 100."		/Need to attach an A.C. Sleeper Coach in Marudhar Express running between Lucknow and Jodhpur./ (450)
	/Need to construct an additional platform at Bharatpur railway station./ (321)		"That the demand under the Head General Superintendence and Services on Railways be reduced by Rs. 100."
	"That the demand under the Head Repairs and Maintenance of Permanent Way and Works be reduced by Rs. 100."		/Need to increase sitting capacity at platform and waiting hall at Bharatpur railway station./ (451)
	/Need to convert Ahmedabad-Delhi metre gauge line into broad gauge line./ (322)		"That the demand under the Head Operating Expenses-Traffic be reduced by Rs. 100."
	"That the demand under the Head Railway Board be reduced by Rs. 100."		/Need to check frequent incidents of robberies, thefts and dacoities in the trains running between Mathura and Kasganj./ (452)
	/Need to provide ralling around Bharatpur railway station./ (446)		"That the demand under the Head Operating Expenses-Traffic be reduced by Rs. 100."
	"That the demand under the Head Railway Board be reduced by Rs. 100."		/Need to check frequent railway accidents between Mathura and Kasganj./ (453)
	/Need to provide halt of Paschim Express at Shri Mahabirji Railway Station./ (447)		"That the demand under the Head Assets Acquisition Construction and Replacement be reduced by Rs. 100."
	"That the demand under the Head Railway Board be reduced by Rs. 100."		/Need to introduce an Express train from Agra to Jaipur for promoting tourism./ (454)
	/Need to enhance reservation quota from Sawal Madhopur to Bombay in all trains./ (448)		"That the demand under the Head Assets Acquisition Construction and Replacement be reduced by Rs. 100."



- 527 *Rly. Budget, 1991-93 PHALGUNA 22, 1913 (SAKA) for Grants Rlys), 528  
Gen-Discuss; Res re. recommendations 1992-93; and Supply.  
of Rly. Con. Comm.; Dem. Dem. for grants (Rlys.), 1991-92*
- /Need to provide double railway line between Jaipur and Sawai Madhopur./ (455)**
- "That the demand under the Head Assets Acquisition Construction and Replacement be reduced by Rs. 100."**
- /Need to introduce a direct train between Jaipur and Bombay./ (456)**
- "That the demand under the Head Assets Acquisition Construction and Replacement be reduced by Rs. 100."**
- /Need to introduce a new train between Agra and Kota./ (457)**
- "That the demand under the Head Railway Board be reduced by Rs. 100."**
- /Need to check unauthorised entry in the reserved bogies./ (466)**
- "That the demand under the Head Railway Board be reduced by Rs. 100."**
- /Need to build a new residential colony for railway employee in Bharatpur./ (467)**
- "That the demand under the Head Railway Board be reduced by Rs. 100."**
- /Need to ensure safety of passengers at Bharatpur railway station./ (468)**
- "That the demand under the Head Railway Board be reduced by Rs. 100."**
- /Need to provide television at Bharatpur railway station./ (469)**
- "That the demand under the Head Railway Board be reduced by Rs. 100."**
- /Need to stop chainpulling in trains running between Mathura and Agra./ (470)**
- "That the demand under the Head Railway Board be reduced by Rs. 100."**
- /Need to increase reservation quota from Bharatpur railway station in Marudhar Express./ (471)**
- "That the demand under the Head Railway Board be reduced by Rs. 100."**
- /Need to provide better sanitary services at Bharatpur railway station./ (472)**
- "That the demand under the Head Railway Board be reduced by Rs. 100."**
- /Need to provide stoppage of Rajdhani Express at Bharatpur to promote tourism./ (473)**
- "That the demand under the Head Repairs and Maintenance of Carriages and Wagons be reduced by Rs. 100."**
- /Need to supply comfortable mattresses in the trains running on Jodhpur-Agra line./ (474)**
- "That the demand under the Head Railway Board be reduced by Rs. 100."**
- /Need to provide cold drinking water at Bharatpur railway station./ (548)**
- "That the demand under the Head Railway Board be reduced by Rs. 100/"**
- /Need to develop Sawai Madhopur railway station as a model railway station./ (549)**

**SHRI HARIN PATHAK (Ahmedabad): I beg to move:-**

"That the demand under the Head General Superintendence and Services on Railways be reduced by Rs. 100."

/Need to shift headquarters of Western Railway from Bombay to Ahmedabad or Gandhinagar./ (160)

"That the demand under the Head General Superintendence and Services on Railways be reduced by Rs. 100."

/Need to start a new railway division at Ahmedabad/Gandhinagar./ (161)

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

/Need to computerise reservation facility at Maninagar railway station./ (162)

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

/Need to construct high level platform at Charodiya station (Western Railway)./ (163)

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

/Need to start suburban train from Ahmedabad to Mehsana and Ahmedabad to Rajkot./ (164)

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

/Need to provide facility to the Season ticket holders to travel in Karnavati Express upto Baroda./ (165)

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

/Need to extend the broad gauge line upto Kodinar./ (166)

"That the demand under the Head Assets-Acquisition, construction and replacement be reduced by Rs. 100."

/Need to electricity Ahmedabad-Bombay broad gauge line./ (167)

"That the demand under the Head Assets-Acquisition, construction and replacement be reduced by Rs. 100."

/Need to construct an over-bridge at Sabarmati railway crossing near Ahmedabad./ (168)

"That the demand under the Head Assets-Acquisition, construction and replacement be reduced by Rs. 100."

/Need to provide broad gauge line from Rajkot to Verawal/ (169)

"That the demand under the Head Assets-Acquisition, construction and replacement be reduced by Rs. 100."

/Need to provide sufficient funds for broad gauge line from Nadiad to Kapadvaj./ (170)

"That the demand under the Head Assets-Acquisition, construction and replacement be reduced by Rs. 100."

/Need to provide sufficient funds for extension of broad gauge line upto Madasa./ (171)

"That the demand under the Head Assets-Acquisition, construction and replacement be reduced by Rs. 100."

/Need to provide more EMU suburban trains on Ahmedabad-Baroda-Surat Broad gauge section./ (172)

**SHRI SUBRATA MUKHERJEE**  
(Rajgan): I beg to move:-

"That the demand under the Head

- 531 *Rly. Budget, 1991-93 PHALGUNA 22, 1913 (SAKA) for Grants Rlys), 532  
Gen-Discuss; Res re. recommendations 1992-93; and Supply.  
of Rly. Con. Comm.; Dem. Dem. for grants (Rlys.), 1991-92*
- General Superintendence and services on Railways be reduced by Rs. 100."
- /Need to reinstate the dismissed railway employees./ (196)
- "That the demand under the Head General Superintendence and services on Railways be reduced by Rs. 100."
- /Need to ensure punctuality in train services./ (197)
- "That the demand under the Head General Superintendence and services on Railways be reduced by Rs. 100."
- /Need to stop malpractices in railway booking offices./ (198)
- "That the demand under the Head General Superintendence and services on Railways be reduced by Rs. 100."
- /Need to ensure punctuality of Darjeeling Mail./ (199)
- "That the demand under the Head General Superintendence and services on Railways be reduced by Rs. 100."
- /Need to provide stoppage of North-East Express at Dalkolha and Alubari Road./ (200)
- "That the demand under the Head General Superintendence and services on Railways be reduced by Rs. 100."
- /Need to provide stoppage of Kanchanjungha Express at Dalkolha, Alubari and Harishchandrapur./ (201)
- "That the demand under the Head General Superintendence and services on Railways be reduced by Rs. 100."
- /Need to provide stoppage of Awadh Assam express at Dalkolha and Alubari Road./ (202)
- "That the demand under the Head Operating Expenses Fuel be reduced by Rs. 100."
- /Need to make the proposed Haldibari-Sealdah Express daily instead or tri-weekly./ (203)
- "That the demand under the Head Assets-Acquisition, construction and replacement be reduced by Rs. 100."
- /Need to construct fly-over at Dalkolha and Kishanaganj over the railway tracks./ (204)
- "That the demand under the Head Assets-Acquisition, construction and replacement be reduced by Rs. 100."
- /Need to convert metre-gauge railway line into broad gauge from Barsoi to Radhikapur./ (205)
- "That the demand under the Head Assets-Acquisition, construction and replacement be reduced by Rs. 100."
- /Need to extend the Metro railway system from Tollygunj to Garia./ (206)
- "That the demand under the Head Assets-Acquisition, construction and replacement be reduced by Rs. 100."
- /Need to make adequate funds available for completion of Baraset-Bongaon railway double line./ (207)
- "That the demand under the Head Assets-Acquisition, construction and replacement be reduced by Rs. 100."
- /Need for conversion of Burdwan-Katwa railway line into a broad gauge line./ (208)
- "That the demand under the Head Assets-Acquisition, construction and replacement be reduced by Rs. 100."

/Need to undertake Dankuni-Siakhala project immediately. (209)

"That the demand under the Head Assets-Acquisition, construction and replacement be reduced by Rs. 100."

/Need to complete the work on Howrah-Amta railway line./ (210)

"That the demand under the Head Assets-Acquisition, construction and replacement be reduced by Rs. 100."

/Need to have a rail link upto Balurghat./ (211)

"That the demand under the Head Assets-Acquisition, construction and replacement be reduced by Rs. 100."

/Need to connect west Dinajpur district with other parts of the State of West Bengal by rail./ (212)

"That the demand under the Head Assets-Acquisition, construction and replacement be reduced by Rs. 100."

/Need to construct Bulurghat-Eklaksi railway line immediately./ (213)

"That the demand under the Head Assets-Acquisition, construction and replacement be reduced by Rs. 100."

/Need to construct the railway line from Budge Budge to Namkhana./ (214)

"That the demand under the Head Assets-Acquisition, construction and replacement be reduced by Rs. 100."  
/Need to construct Tamruk-Digha broad gauge railway line within the specified period./ (215)

**SHRI RAJENDRA AGNIHOTRI**  
Jhansi): I beg to move:-

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

/Need to provide 5 per cent quota of jobs for sportsmen and handicapped./ (216)

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

/Need to lay new railway line between Lalitpur and Singrauli./ (217)

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

/Need for electrification and doubling of railway track from Jhansi to Kanpur and Manikpur on the Central Railway./ (218)

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

/Need to withdraw disproportionate, unbearable and illogical hike in the fares of season tickets./ (227)

"That the demand under the Head Staff Welfare and Amenities be reduced by Rs. 100."

/Need to provide accommodation facilities for all railway employees./ (228)

**SHRI M. RAMANNA RAI (Kasaragod):**  
I beg to move:-

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

/Need to provide one more line and platform to the west end of platform No. 1 at Kasaragod station./ (219)

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

/Need for improvement of sanitation of Kasaragod railway station./ (220)

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

- 535 *Rly. Budget, 1991-93 PHALGUNA 22, 1913 (SAKA) for Grants Rlys), 536  
Gen-Discuss; Res re. recommendations 1992-93; and Supply.  
of Rly. Con. Comm.; Dem. Dem. for grants (Rlys.), 1991-92*
- /Need to construct an over-bridge at Neeleshwar railway gate./ (221)*
- "That the demand under the Head Railway Board be reduced by Rs.100."*
- /Need to construct a railway gate at Berke to the south of uppala station in Southern Railway./ (222)*
- "That the demand under the Head Railway Board be reduced by Rs.100."*
- /Need to widen the tunnel at Bekal for laying double line./ (223)*
- "That the demand under the Head Railway Board be reduced by Rs.100."*
- /Need to construct latrines and bath rooms at Kasaragod railway station./ (224)*
- "That the demand under the Head Railway Board be reduced by Rs.100."*
- /Need to for doubling the line from Sharanoor to Mangalore immediately./ (225)*
- "That the demand under the Head Railway Board be reduced by Rs.100."*
- /Need to construct bridge between Mangalore and Sharanoor as part of Konkan railway./ (226)*
- "That the demand under the Head Railway Board be reduced by re.1."*
- /Failure to reinstate all the retrenched employees./ (686)*
- "That the demand under the Head Railway Board be reduced by re.1."*
- /Failure to withdraw railway fare hike in respect of 2nd class passengers./ (687)*
- "That the demand under the Head Railway Board be reduced by Rs.100."*
- /Need to introduce trains from Trivandrum, Mangalore and Bangalore like Rajdhani Express./ (688)*
- "That the demand under the Head Railway Board be reduced by Rs.100."*
- /Need to run inter city express trains in Kerala./ (689)*
- "That the demand under the Head Railway Board be reduced by Rs.100."*
- /Need to give concession to passengers-going to Kerala during Onam period from all parts of India and to run special trains./ (690)*
- "That the demand under the Head Railway Board be reduced by Rs.100."*
- /Need to give concession to passengers travelling to Bangalore from all over India during Dussehara and to run special trains from all over India./ (691)*
- "That the demand under the Head Railway Board be reduced by Rs.100."*
- /Need to increase reserved berths quota at Kasaragod, Kanhangad, and Payyanur railway stations in Malabar Express, West East Express and Madras Mail./ (692)*
- "That the demand under the Head Railway Board be reduced by Rs.100."*
- /Need to replace old and wornout railway coaches in all the trains running to Managalore side of Southern Railway./ (693)*
- "That the demand under the Head Railway Board be reduced by Rs.100."*
- /Need to construct more level crossing without demanding their construction from Panchayats and State Governments in Malabar and Kasaragod areas./ (694)*

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

*/Need to start construction of new bridges between Shornur and Managlore immediately as part of Kohkan railway./ (695)*

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

*/Need to introduce new trians from Ahmedabad to Trivandrum and Mangalore./ (696)*

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

*/Need for providing more second class berths in the trains running between Ahmedabad and Cochin./ (697)*

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

*/Need to run more inter city trains to reduce traffic congestions in small towns of Kerala./ (698)*

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

*/Need for providing electrification in Kerala to provide speedy movements of trains./ (699)*

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

*/Need for reducing 2nd class fares./ (700)*

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

*/Need for providing drinking water to, all railway stations./ (701)*

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

*/Need to provide vegetarian food packet in 2nd class compartments in long distance trains at the rate of Rs. 5/- per packet./ (702)*

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

*/Need to increase the ceiling luggage from 35 Kgs. to 50 Kgs. per passenger in long distance trains./ (703)*

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

*/Need to start construction of Mysore-Tellichery railway line./ (704)*

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

*/Need to rescind the enhancement of season ticket fares to students./ (705)*

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

*/Need to construct more level crossings in Kasaragad district./ (706)*

"That the demand under the Head repairs and maintenance of permanent way and works be reduced by Rs.100."

*/Need to construct over-bridges in Mangalore Cannanore section of Southern Railway./ (707)*

"That the demand under the Head repairs and maintenance of permanent way and works be reduced by Rs.100."

*/Need to convert Mangalore-Hasan Metre-gauge line to broad gauge immediately./ (708)*

*Rly. Budget, 1991-93 PHALGUNA 22, 1913 (SAKA) for Grants Rlys), 540  
Gen-Discuss; Res re. recommendations 1992-93; and Supply.  
of Rly. Con. Comm.; Dem. Dem. for grants (Rlys.), 1991-92*

"That the demand under the Head repairs and maintenance of Motive Power be reduced by Rs.100."

/Need to establish repairs sheds for diesel locomotives in Malabar region./ (709)

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

/Need to provide adequate security to passengers in long, distance trains./ (710)

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

/Need to stop Parasuram express at Manjeshwar Kumbha, Kotikulam and Charvattur./ (711)

"That the demand under the Head Staff Welfare and Amenities be reduced by Rs.100."

/Need to provide drinking water in long distance trains during summer./ (712)

"That the demand under the Head Staff Welfare and Amenities be reduced by Rs.100."

/Need to provide adequate number of bed rolls in second class sleeper compartments in long distance trains./ (713)

"That the demand under the Head Staff Welfare and Amenities be reduced by Rs.100."

/Need to provide insurance coverage to the property of train passengers against theft and damages of their personal belongings./ (714)

"That the demand under the Head Staff Welfare and Amenities be reduced by Rs.100."

/Need to construct retiring rooms and other passenger amenities at Kasaragod railway station./ (715)

"That the demand under the Head Staff Welfare and Amenities be reduced by Rs.100."

/Need to arrange vegetarian canteen to serve meals at Kasaragod railway station./ (716)

"That the demand under the Head Miscellaneous Working Expenses be reduced by Rs.100."

/Need to stop the supply of substandard food in long distance trains./ (717)

"That the demand under the Head Miscellaneous working Expenses be reduced by Rs.100."

/Need to supplying south Indian food in South bound trains./ (718)

SHRIRAM NAIK (Bombay North): I beg to move:-

"That the demand under the Head Operating Expenses Traffic be reduced by Re.1."

/Disproportionate, unjustified and unbearable increase in monthly and quarterly season ticket fares. (229)

"That the demand under the Head General superintendence and Services on Railways be reduced to Re. 1."

/Refusal of Mumbai commuters' demand to form a separate zone for suburban railway./ (615)

"That the demand under the Head General Superintendence and Services on Railways be reduced to Re. 1."

/Commercial exploitation of surplus railway land in Mumbai./ (616)

"That the demand under the Head General superintendence and Services on Railways be reduced to Re. 1."

/Failure to constitute zonal and Divisional Railway Consultative Committees./ (617)

"That the demand under the Head repairs and maintenance of permanent way and work be reduced to Re. 1."

/Failure for non-inclusion of project for quadruplicating rail track from Borivli to Virar on western Railway in suburban section./ (618)

"That the demand under the Head repairs and maintenance of permanent way and work be reduced to Re. 1."

/Failure to construct foot over bridge in Mumbai suburban section to ensure smooth and uninterrupted flow of commuters./ (619)

"That the demand under the Head repairs and maintenance of Motive Power be reduced to Re. 1."

/Failure for no making optimum utilisation of diesel in running the locomotives./ (620)

"That the demand under the Head Operating Expenses-Rolling Stock and Equipment be reduced to Re. 1."

/Non-provision of 12 car-rakes instead of 9 in Mumbai suburban section./ (621)

"That the demand under the Head Operating Expenses-Traffic be reduced to Re. 1."

/Failure to extend Western Railway suburban service from Virar to Dahanu road in Mumbai./ (622)

"That the demand under the Head Operating Expenses-Traffic be reduced to Re. 1."

/Failure to provide adequate station amenities to Mumbai suburban railway./ (623)

"That the demand under the Head Staff Welfare and Amenities be reduced by Rs. 100."

/Need to Maintain clean and hygienic various railway colonies in Mumbai./ (624)

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

/Non-purchasing of EMU coaches for Mumbai suburban section./ (625)

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

/Continuous neglect of Mumbai suburban railway system and failure to sanction adequate funds for the projects./ (626)

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

/Need to complete construction of Bandra railway terminus of Western Railway in Mumbai./ (627)

SHRI KASHI RAM RANA: (Surat): I beg to move:-

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

/Need to shift headquarter of Western Railway from Bombay to Ahmedabad./ (234)

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



- 543 *Rly. Budget, 1991-93 PHALGUNA 22, 1313 (SAKA)* for Grants (Rlys), 544  
*Gen-Discuss; Res re. recommendations* 1992-93; and Supply.  
*of Rly. Con. Comm.; Dem.* Dem. for grants (Rlys.), 1991-92
- Need to create separate Surat Division by including Vapi, Vzara and Vadodara areas for bringing efficiency./ (235)*
- "That the demand under the Head Railway Board be reduced by Rs. 100."
- Need to constitute Zonal form Railway Advisory Committee under the chairmanship of concerned M.P./ (236)*
- "That the demand under the Head Operating Expenses-Traffic be reduced by Rs. 100."
- Need to appoint ten service booking agent to meet the needs of the passengers at Surat./ (237)*
- "That the demand under the Head Operating Expenses-Traffic be reduced by Rs. 100."
- Need to construct spacious building urgently for computerised Reservation at Surat./ (238)*
- "That the demand under the Head Operating Expenses-Traffic be reduced by Rs. 100."
- Need to join two A.C. sleeper coaches with pantry car in A.C. Express./ (239)*
- "That the demand under the Head Operating Expenses-Traffic be reduced by Rs. 100."
- Need to shift existing small booking office to well equipped spacious building at Surat./ (240)*
- "That the demand under the Head Operating Expenses-Traffic be reduced by Rs. 100."
- Need to raise the level of platforms at Utran, Gothan, Kosad and Bhestan stations./ (241)*
- "That the demand under the Head Operating Expenses-Traffic be reduced by Rs. 100."
- Need to replace steam engine by diesel engine on Surat-Bhusaval line./ (243)*
- "That the demand under the Head Operating Expenses-Traffic be reduced by Rs. 100."
- Need to provide tea stall, book stall, fruit and milk stall on platform No. 4 at Surat, Maroll and Navasari station./ (243)*
- "That the demand under the Head Operating Expenses-Traffic be reduced by Rs. 100."
- Need to construct two more platforms and A.C. maintenance yard at Surat./ (244)*
- "That the demand under the Head Operating Expenses-Traffic be reduced by Rs. 100."
- Need to start new fast train between Surat and Ahmedabad./ (245)*
- "That the demand under the Head Operating Expenses-Traffic be reduced by Rs. 100."
- Need to increase the reservation quota (berth and sitting) in A.C. Express, Rajdhani Express, Paschim Express, Frontier Mail, Kutch Express for Surat station./ (246)*
- "That the demand under the Head Operating Expenses-Traffic be reduced by Rs. 100."
- Need to run Tapti-Ganga Express four days a week via Allahabad./ (247)*
- "That the demand under the Head Operating Expenses-Traffic be reduced by Rs. 100."

*Gen-Discuss; Res re. recommendations of Rly. Con. Comm.; Dem.*

*/Need to provide stopage of Gujarat Queen at Sayan (Western Railway) Station immediately./ (248)*

*"That the demand under the Head Operating Expenses-Traffic be reduced by Rs. 100."*

*/need to provide stopage of Kutch Express at Navsari./ (249)*

*"That the demand under the Head Operating Expenses-Traffic be reduced by Rs. 100."*

*/Need to extend the existing platforms at Marolli station./ (250)*

*"That the demand under the Head Operating Expenses-Traffic be reduced by Rs. 100."*

*/Need to construct and extend the yard at Surat immediately./ (251)*

*"That the demand under the Head Operating Expenses-Traffic be reduced by Rs. 100."*

*/Need to construct a new full-fledged station on eastern side at Surat./ (252)*

*"That the demand under the Head Assets-Acquisition, construction and replacement be reduced by Rs. 100."*

*/Need to convert meter gauge line from Rajkot to Veraval and Rajkot to Bhavnagar into broad gauge./ (255)*

*"That the demand under the Head Assets-Acquisition, construction and replacement be reduced by Rs. 100."*

*/Need to widen the existing garmala on Dindoli-Navagam near Surat station./ (258)*

*"That the demand under the Head Assets-Acquisition, construction and replacement be reduced by Rs. 100."*

*1992-93; and Supply.*

*Dem. for grants (Rlys.), 1991-92*

*/Need to double the broad gauge line from Udhana to Jalgaon immediately./ (257)*

*"That the demand under the Head Assets-Acquisition, construction and replacement be reduced by Rs. 100."*

*/Need to construct an over-bridge near Navsari and Marolli stations to remove hardships of people./ (258)*

*"That the demand under the Head Assets-Acquisition, construction and replacement be reduced by Rs. 100."*

*/Need to construct over-bridge on Surrul Dairy road near Surat station./ (259)*

**DR. LAXMINARAIN PANDEY**  
(Mandsour): I beg to move:-

*"That the demand under the Head railway Board be reduced by Rs. 100."*

*/Need to create the post of a Member (stores) while reorganising railway board./ (260)*

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

*/Need to reorganise existing Zones and Divisions in view of expansion of Railways./ (261)*

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

*/Need to establish headquarters of Western Railway at Ratlam so as to make railway administration more effective./ (262)*

*"That the demand under the Head Operating Expenses-Traffic be reduced by Rs. 100."*

*/Need to extend railway facilities to all areas for removing regional imbalances./ (265)*

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

*/Need to extend Kota-Neemuch broad gauge rail line on Western Railway upto Ratlam with a view to providing transportation of goods and passengers./ (266)*

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

*/Need to lay Dalli-Rajhara-Jagdalpur rail line for the development of tribal area./ (267)*

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

*/Need to extend Chetalk Express running on Ajmer-Khandwa Section upto Ratlam./ (431)*

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

*/Need to provide halt for Superfast trains (Jammu-Tawi-Bombay, Jammu-Tawi-Ahmedabad and Jammu-Tawi-Hapa) at Shamgarh./ (432)*

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

*/Need to restore train No. 111-112 running between Ratlam-Bhopal./ (433)*

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

*/Need to post gatemen round the clock at various railway crossings between Chittaur and Ratlam such as Daru-Dudarsi near Neemach railway track and at Sindpan near Mandsour./ (434)*

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

*/Need to provide halt for A.C. Superfast train at Ratlam for providing facilities to the passengers./ (435)*

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

*/Need to extend Kachiguda-Jaipur train upto Delhi./ (436)*

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

*/Need to construct over-bridges on Ratlam, Jaora and Mandsour railway stations keeping in view the heavy rush of passengers and traffic./ (437)*

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

*/Need to allocate AC II Sleeper's quota from Ratlam in Rajdhani Express (Delhi-Bombay)./ (438)*

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

*/Need to restore the departure time of Awadh Express running from Ratlam on Western Railway./ (439)*

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

*/Need to construct platform sheds at Mandsour, Jaura and Neemach Railway stations for providing facilities to the passengers./ (440)*

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

*/Need to run a superfast train between Khandwa and Ajmer./ (441)*

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

*/Need to connect Guna-Etawah rail line with Malanpur./ (442)*

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

*/Need to provide new passenger coaches in Kachguda-Jaipur Express running on Ajmer-Khandwa Section./ (433)*

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

*/Need to provide more facilities to passengers at Neemach, Mandsoor, Jaura, Shamgarh and Suwasara Stations of Western Railway./ (444)*

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

*/Need to constitute the Advisory Committees at all stations to consider the grievances of passengers under Western Railway./ (445)*

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

*/Need to provide one coach from Bombay to Jabalpur in Dehradun Express having 50 per cent seats for 1st Class and 50 per cent in IInd Class equally which may be detached at Nagda and attached to Narmada Express at Ujjain./ (886)*

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

*/Need to introduce more trains between Ratlam and Ujjain keeping in view the Singhusht./ (887)*

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

*/Need for posting a gateman for 24 hours at railway crossing near Sindpan railway station, between Ratlam, Neemach ahead of Mandsaur./ (888)*

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

*/Need to extend Mathura-Baroda local trains upto Ahmedabad./ (889)*

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

*/Need to extend Agra-Kota passenger train upto Ratlam via Shamgarh-Nadga./ (890)*

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

*/Need to provide stoppage of Holiday Express running between Bombay-Delhi via Kota at Shamgarh and Suwasra under Western Railway./ (891)*

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

*/Need to change the arrival timings of Raldhani Express Bombay-New Delhi reaching New Delhi either at 8.30 A.M. or 9.30 A.M. for the convenience of passengers. (892)*

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

*/Need to utilize the modern base kitchen set up at Shamgarh to provide food for the passengers./ (893)*

**SHRI RATILAL VARMA (Dhanduka):** I beg to move:-

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

/Need to increase reservation quota at Dhauka, Dhanduka, Botad, Viramgam and Bavala./ (268)

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

/Need to restart Ahmedabad-Boted local train./ (269)

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

/Need to restart Ahmedabad Bhavnagar interstate train./ (270)

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

/Need to appoint full time employees at every railway crossing of Bhavnagar and Baroda divisions./ (271)

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

/Need to construct over-bridge or subway at Bavala-Dhaulaka line./ (272)

**PROF. SUSANTA CHAKRABORTY (Howrah):** I beg to move:-

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

/Failure to abandon privatisation of railway catering services./ (277)

"That the demand under the Head

Assets-Acquisition construction and replacement be reduced by Rs. 100."

/Need to complete the work of the Shallmar Coaching Complex, Howarah./ (279)

"That the demand under the Head Assets-Acquisition construction and replacement be reduced by Rs. 100."

/Need to make adequate provision for the construction of the Howrah-Amta railway line./ (280)

"That the demand under the Head Assets-Acquisition construction and replacement be reduced by Rs. 100."

/Need to provide an overbridge at Liluah, Howarah./ (281)

"That the demand under the Head Assets-Acquisition construction and replacement be reduced by Rs. 100."

/Need to construct an overbridge at Mourigram railway station, Howarah./ (282)

"That the demand under the Head Assets-Acquisition construction and replacement be reduced by Rs. 100."

/Need to construct an overbridge between plat form No. 6 and 19 at Howrah station./ (283)

"That the demand under the Head Assets-Acquisition construction and replacement be reduced by Rs. 100."

/Need to introduce a passenger train service between Kharagpur and Sealdah via Dankuni./ (284)

"That the demand under the Head Assets-Acquisition construction and replacement be reduced by Rs. 100."

/Need to operate more trains in the Howrah Belyachia section of South Eastern Railway./ (285)

"That the demand under the Head Assets-Acquisition construction and replacement be reduced by Rs. 100."

/Need to arrange for proper drainage to prevent water-logging at Belur Station, Howrah./ (286)

"That the demand under the Head Assets-Acquisition construction and replacement be reduced by Rs. 100."

/Need to reduce the hike in IInd Class passenger fares and seasonal tickets./ (287)

**SHRI SOMNATH CHATTERJEE**  
(Bolpur): I beg to move:-

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

/Failure to reinstate the dismissed railway employees./ (278)

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

/Failure to provide stoppage of Darjeeling Mail at Guskara Both ways./ (349)

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

/Failure to provide passenger amenities in the trains in Sahebganj loop on Eastern Railway./ (350)

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

/Failure to construct double line from Andal to Sainthia on Eastern Railway./ (351)

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

/Failure to electrify from Khana to Sainthia on Eastern Railway./ (352)

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

/Failure to electrify Andal-Sainthia section of Eastern Railway./ (353)

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

/Failure to provide a super fast train from Howrah to New Delhi to ease the overcrowding in trains./ (354)

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

/Failure to introduce a new train between Bolpur and Howrah on Eastern Railway./ (355)

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

/Failure to introduce a new train between Howrah and Suri, district head-quarter of Birbhum district./ (356)

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

/Need to complete double line between Khana and Sainthia within 1992-93./ (378)

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

/Need to provide passenger facilities in the trains in Sahebganj loop on Eastern Railway./ (379)

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

/Need to introduce more trains in Andal-Ajimganj section./ (759)

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

/Need for every dieselisation of

- 555 *Rly. Budget, 1991-93 PHALGUNA 22, 1913 (SAKA) for Grants Rlys), 556  
Gen-Discuss; Res re. recommendations 1992-93; and Supply.  
of Rly. Con. Comm.; Dem. Dem. for grants (Rlys.), 1991-92*
- Mayurakshi Fast Passenger train./ (760)
- "That the demand under the Head Railway Board be reduced by Rs. 100."
- /Need to introduce a daily super fast express train from Sealdah/Howrah to New Delhi/Delhi via Sahebganj loop section./ (761)
- "That the demand under the Head Assets Acquisition Construction and Replacement be reduced by Rs. 100."
- /Need to extend railway line from Sainthia to Panchmi-Hatgacha via Mohammad Bazar./ (762)
- "That the demand under the Head Assets Acquisition Construction and Replacement be reduced by Rs. 100."
- /Need to modernise the Railway Institute at Rampur-hat./ (763)
- "That the demand under the Head Assets Acquisition Construction and Replacement be reduced by Rs. 100."
- /Need to introduce more passenger trains in Sahebganj loop section during day time./ (764)
- "That the demand under the Head Assets Acquisition Construction and Replacement be reduced by Rs. 100."
- /Need to construct fly-over at railway crossing of Mallapur, Nalhati, Murari stations of Sahebganj loop section./ (765)
- "That the demand under the Head Assets Acquisition Construction and Replacement be reduced by Rs. 100."
- /Need to declare Muri and Bolpur as Model stations./ (766)
- "That the demand under the Head Assets Acquisition Construction and Replacement be reduced by Rs. 100."
- for Grants Rlys), 556  
1992-93; and Supply.  
Dem. for grants (Rlys.), 1991-92
- /Need for conversion of Katwa-Ahmedpur line with extension upto suri./ (767)
- "That the demand under the Head Assets Acquisition Construction and Replacement be reduced by Rs. 100."
- /Need for doubling and electrification of Andal-Ajimganj section of Eastern Railway./ (768)
- "That the demand under the Head Assets Acquisition Construction and Replacement be reduced by Rs. 100."
- /Need for upgradation of Muri station which is the district headquarter of Birbhum district./ (769)
- "That the demand under the Head Assets Acquisition Construction and Replacement be reduced by Rs. 100."
- /Need to upgrade Ahmedpur station and to provide drinking water there at Sahebganj loop section./ (770)
- "That the demand under the head Railway Board be Reduced to Re. 1."
- /Failure to abandon the policy of privatisation of Railway catering service./ (805)
- "That the demand under the head Railway Board be Reduced to Re. 1."
- /Failure to withdraw the proposed hike in 2nd class fare./ (806)
- "That the demand under the head Railway Board be Reduced to Re. 1."
- /Failure to withdraw the proposed hike in season tickets./ (807)
- "That the demand under the head Railway Board be Reduced to Re. 1."
- /Failure to construct double line between Bandel and Katwa and electrify the section./ (808)

SHRI RUPCHAND PAL (Hooghly): I beg to move:

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

/Need to construct wider shed in the eastern side of the platform at Hooghly railway station in Howrah Division./ (288)

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

/Need to introduce computerised reservation facilities at Bandel railway station./ (289)

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

/Need to convert Bandel-Katwa railway line (Eastern Railway-Howrah Division) into double line./ (290)

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

/Need to electrify the railway line between Bandel and Katwa./ (291)

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

/Need to construct a foot overbridge from the eastern side to the western side of Bandel Junction./ (292)

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

/Need to stop water logging in Bandel subway near Bandel Bazar./ (293)

"That the demand under the head General Superintendence and Services on Railways be reduced by Rs. 100."

/Need to reinstate all the railway employees whose services were termi-

*Dem. for grants (Rlys.), 1991-92*  
nated under Rule 14(ii) of the Railway Servants (Discipline and Appeal) Rules./ (512)

"That the demand under the head General Superintendence and Services on Railways be reduced by Rs. 100."

/Need to crecruit more people in different categories to improve the railway services./ (513)

"That the demand under the head Repairs and Maintenance of permanent way and works be reduced by Rs. 100."

/Need for proper maintenance of Bandel Subway (near Bandel Bazar) and to stop water logging there./ (514)

"That the demand under the head Repairs and Maintenance of Motive Power be reduced by Rs. 100."

/Need to regularise the services of workers who have been working in Bandel Railway Loco Shed for ten to twenty years./ (515)

"That the demand under the head Repairs and Maintenance of Motive Power be reduced by Rs. 100."

/Need to provide alternative permanent jobs to workers of Bandel Loco Shed who may become surplus after introduction of diesel engines in place of steam engines./ (516)

"That the demand under the head Operating Expenses-Traffic be reduced by Rs. 100."

/Need to run more trains between Bandel and Howrah./ (517)

"That the demand under the head Operating Expenses-Traffic be reduced by Rs. 100."

/Need to run more trains between Bandel and Naihati./ (518)

"That the demand under the head Operating Expenses-Traffic be reduced by Rs. 100."



*/Need to run Rajdhani Express daily between New Delhi and Howrah. (519)*

*"That the demand under the head Operating Expenses-Traffic be reduced by Rs. 100."*

*/Need to run more trains between Naihati and Sealdah./ (520)*

*"That the demand under the head Staff Welfare and Amenities be reduced by Rs. 100."*

*/Need to upgrade the railway hospital at Bandel by providing modern medical facilities./ (521)*

*"That the demand under the head Staff Welfare and Amenities be reduced by Rs. 100."*

*/Need to provide better accommodation facilities at Bandel railway station./ (522)*

*"That the demand under the head Miscellaneous working expenses be reduced by Rs. 100."*

*/Need to expand and strengthen the railway catering service./ (523)*

*"That the demand under the head Miscellaneous working expenses be reduced by Rs. 100."*

*/Need to continue departmental catering services./ (524)*

**SHRI ANIL BASU (Arambagh):** I beg to move:

*"That the demand under the head Railway Board be Reduced to Re. 1."*

*/Proposal to increase freight rates for all commodities by 7.. pre cent./ (294)*

*"That the demand under the head Railway Board be Reduced to Re. 1."*

*/Increase in the fares of second class*

*"That the demand under the head Railway Board be Reduced to Re. 1."*

*/Privatisation of catering services./ (296)*

*"That the demand under the head Railway Board be Reduced to Re. 1."*

*/Retrenchment of work force in the name of management of change./ (297)*

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

*/Need to construct railway line from Tarakeswar to Arambagh Town in Howrah Division of Eastern Railway./ (304)*

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

*/Need to construct double line between Sheorafuly and Tarakeswar Station in Howrah Division of Eastern Railway./ (305)*

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

*/Need to construct double line between Bandel and Katwa station in Howrah Division of Eastern Railway./ (306)*

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

*/Need to carry out electrification in Bandel - Katwa section of Eastern Railway./ (307)*

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

*/Need to construct flyover bridge at Kamarkundu in Howrah Division of Eastern Railway./ (308)*

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

*Need to construct a foot bridge connecting platform No. 3 Tarakeswar station with bus stand./ (309)*

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

*Need to introduce more local trains in Howrah - Bandel suburban section./ (310)*

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

*Need to introduce more local trains in Howrah-Bardhaman chord section./ (311)*

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

*Need to complete construction of Howrah-Armta-Champadanga Broad gauge line./ (312)*

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

*Need to complete construction of Digha-Tamluk railway line./ (313)*

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

*Need to improve passenger amenities./ (314)*

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

*Need to improve safety measures./ (315)*

SHRI BHUWAN CHANDRA KHANDURI (Garhwal): I beg to move:

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

*Dem. for grants (Rlys.), 1991-92*  
*Need to set up a computerised railway reservation office at Dehradun./ (298)*

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

*Need to Construct new rail line from Rishkesh to Karan prayag./ (299)*

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

*Need to introduce direct rail service from Kotdear to Delhi./ (300)*

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

*Need to provide various facilities to the passengers at Kotdwar railway station./ (301)*

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

*Need to regularise the trains running twice a week via Haridwar and Dehradun keeping in view the demand of tourists./ (302)*

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

*Need to open railway out-agencies at Pauri, Gopeshwar Srinagar, Dugadda Deval in Garhwal./ (303)*

SHRI BASUDEB ACHARIA (Bankura): I beg to move:

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

*Need to replace foot over-bridge near Purulia station./ (335)*

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

*Need to declare Purulia station as model station on South Eastern Railway./ (336)*

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

/Need to provide a road over-bridge near Adra station on South-Eastern Railway./ (337)

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

/Need to convert Purulia Kotshila narrow gauge line into broad gauge in South-Eastern Railway./ (338)

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

/Need to take up electrification, programme in Adra Midnapur section under South-Eastern Railway./ (339)

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

/Need to construct an additional line between Bumpur station and Asansol station to make it a double line section./ (340)

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

/Need to provide a halt station between Kushtnar and Bagalla station on South-Eastern Railway./ (341)

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

/Failure to provide basic amenities to passengers travelling in 2nd class 3 tier./ (580)

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

/Failure to ensure safety of Passengers. (581)

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

/Failure to reinstate the dismissed railway employees./ (582)

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

/Failure to recognise All India Railway Employees' Confederation./ (583)

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

/Failure to accord recognition to RPF association./ (584)

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

/Failure to provide jobs on compassionate grounds./ (585)

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

/Failure to declare Asansol-Bardhaman section of Eastern Railway as suburban section./ (586)

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

/Failure to drop the proposal of running of station by Contractors./ (589)

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

/Failure to drop the proposal of handing over Nashibpur Road flag station on Sealdah-Lalgola section to contractor./ (590)

SHRIMATI MALINI BHATTACHARYA  
(Jadavpur): I beg to move:

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

/Failure to clear platforms of unauthorised shacks at suburban stations in Sealdah South Section./ (342)

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

/Failure to reinstate all dismissed locomen./ (343)

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

/Failure to abolish freight equalisation on coal./ (344)

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

/Failure to give up privatisation move to Railways./ (345)

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

/Failure to abandon the privatisation of Railway catering service./ (346)

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

/Failure to withdraw fare-hike in 2nd class passenger train./ (347)

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

/Failure to withdraw fare-hike for seas on tickets./ (348)

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

/Need to check effectively ticketless traveling in Sealdah South Section./ (357)

"That the demand under the Head Operating Expenses-Rolling stock and equipment be reduced by Rs. 100."

/Need to replace work-out coaches and seats, in Sealdah South Section./ (362)

"That the demand under the Head Assets Acquisition, Construction and

Replacement be reduced by Re. 1."  
/Failure to increase the number of suburban trains in Sealdah-South Section./ (363)

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

/Need to extend metro rail from Tollygung to Garia./ (366)

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

/Need to complete Circular Rail from Princep Ghat to Majherhat./ (367)

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

/Need for provision of 2 pairs shuttle trains between Sonarpur-Sealdah at peak hours./ (368)

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

/Need to construct a fly-over at Sonarpur Station in Sealdah South Section./ (369)

SHRI SHIVAJI PATNAIK  
(Bhukaneshwar): I be to move:

"That the demand under the head Operating Expenses-Rolling Stock and Equipment be reduced by Rs. 100."

/Need to introduce the second Dhauj Express train starting from Bhukaneshwar in the working for Howrah and return in the night to Bhukaneshwar./ (358)

"That the demand under the head Operating Expenses-Rolling Stock and Equipment be reduced by Rs. 100."

/Need for introduction of a local train to continuously shuttle between the twin

cities of Bhubneshwar and Cuttack from 5 A.M. to 11 P.M./ (359)

"That the demand under the head Operating Expenses-Rolling Stock and Equipment be reduced by Rs. 100."

/Need for introduction of a Super fast train between Puri and Madras./ (360)

"That the demand under the head Operating Expenses-Rolling Stock and Equipment be reduced by Rs. 100."

/Need to attach another A.C. Sleeper Coach in Konark Express for the passengers from Bhubneshwar to Bombay and Back./ (361)

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

/Need to construct a new railway line from Bolangir to Khunda Road./ (370)

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

/Need to construct a fly-over at Khunda Road from D.R.M. office to Khdiari./ (371)

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

/Need to convert the Rupsa metre gauge line into broad gauge./ (372)

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

/Need to convert the Nuapada Panlakhewudi-Guruspur metre gauge line into broad gauge Railway line./ (373)

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

/Need to develop Sambalpur city Station as a Model Station with proper coaching terminal./ (374)

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

/Need to construct the Daitary-Banspani railway line./ (375)

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

/Need for setting up a wheel and Axle factory and a coach factory in Rourkela./ (376)

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

/Need to open an office of Chief Administrative Officer (Survey and Construction) at Bhubneshwar./ (377)

SHRI HARADHAN ROY (Asonol): I beg to move:

"That the demand under the Head Assets Acquisition, Construction and Replacement be reduced by Re. 1."

/Failure to recognise CLW Labour Union./ (364)

"That the demand under the Head Assets Acquisition, Construction and Replacement be reduced by Re. 1."

/Failure to abandon the policy of privatisation of railway catering service./ (503)

"That the demand under the head General Superintendence and Services on Railways be reduced by Re. 1."

/Failure to reinstate the dismissed railway employees./ (504)

"That the demand under the head Operating Expenses-Traffic be reduced by Rs. 100."

*/Need to introduce more trains between Dhanbad and Bardhaman on Eastern Railway./ (525)*

*"That the demand under the head Operating Expenses-Traffic be reduced by Rs. 100."*

*/Need to introduce a super faste express train between Howrah and New Delhi via Grand Chord line Immediately./ (526)*

*"That the demand under the head Operating Expenses-Traffic be reduced by Rs. 100."*

*/Need to run Howrah-New Delhi Rajdhani Express daily./ (527)*

*"That the demand under the head Operating Expenses-Traffic be reduced by Rs. 100."*

*/Need to run 2381 Up and 2382 Dn. daily./ (528)*

*"That the demand under the head Operating Expenses-Traffic be reduced by Rs. 100."*

*/Need to introduce EMU coaches between Bardhaman and Asansol on Eastern Railway./ (529)*

*"That the demand under the head Operating Expenses-Traffic be reduced by Rs. 100."*

*/Need to run 2815/2816 between New Delhi and Puri daily./ (530)*

*"That the demand under the head Operating Expenses-Traffic be reduced by Rs. 100."*

*/Need to introduce a passenger train between Asansol and Puri, South Eastern Railway./ (531)*

*"That the demand under the head Operating Expenses-Traffic be reduced by Rs. 100."*

*Dem. for grants (Rlys.), 1991-92*  
*/Need to connect Santiniketan (Bolpur) with the national capital by rail./ (532)*

*"That the demand under the head Operating Expenses-Traffic be reduced by Rs. 100."*

*/Need to connect all state capitals with National Capital by Rajdhani Express./ (533)*

*"That the demand under the head Operating Expenses-Traffic be reduced by Rs. 100."*

*/Need to run more trains on BDR section./ (534)*

*"That the demand under the head Operating Expenses-Traffic be reduced by Rs. 100."*

*/Need to run more trains between Asansol and Khargapur via Adra on South Eastern Railway./ (535)*

*"That the demand under the head Operating Expenses-Fuel be reduced by Rs. 100."*

*/Need to run 2381 up and 2382 Dn on Howrah-Kalka Mail route to save fuel.? (536)*

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

*/Need to complete the electrification programme from Jhanjha to Moghal Sarai (Main Line) on Eastern Railway./ (537)*

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

*/Need to construct double line at Bumpur station on South Eastern Railway./ (538)*

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

- 571 *Rly. Budget, 1991-93 PHALGUNA 22, 1913 (SAKA)* *for Grants Rlys.* 572  
*Gen-Discuss; Res re. recommendations* *1992-93; and Supply.*  
*of Rly. Con. Comm.; Dem.* *Dem. for grants (Rlys.), 1991-92*
- Need to renovate BNR Bridge over G.T. Road near Garden, Asansol./ (539)*
- "That the demand under the Head Assets Acquisition, Construction and Replacement be reduced by Rs. 100."*
- Need to construct a railway station at Asansol Court under South Eastern Railway./ (540)*
- "That the demand under the Head Assets Acquisition, Construction and Replacement be reduced by Rs. 100."*
- Need to extend suburban area upto Asansol on Eastern Railway./ (541)*
- "That the demand under the Head Assets Acquisition, Construction and Replacement be reduced by Rs. 100."*
- Need to construct Raniganj-Majia line via Bankura to provide an alternate link./ (542)*
- "That the demand under the Head Assets Acquisition, Construction and Replacement be reduced by Rs. 100."*
- Need to extend computer reservation facilities at Raniganj, Durgapur, Bardhaman, Bankura, Adra and Bolpur./ (543)*
- "That the demand under the Head Assets Acquisition, Construction and Replacement be reduced by Rs. 100."*
- Need to connect West Dinajpur district with other parts of West Bengal by rail./ (544)*
- "That the demand under the Head Assets Acquisition, Construction and Replacement be reduced by Rs. 100."*
- Need for constructing double line from Andal to Sainthia, Eastern Railway./ (545)*
- "That the demand under the Head Assets Acquisition, Construction and Re-*
- placement be reduced by Rs. 100."*
- Need for conversion of Burdwan-Katwa railway line into broad gauge line./ (546)*
- "That the demand under the Head Assets Acquisition, Construction and Replacement be reduced by Rs. 100."*
- Need for doubling the Bandel-Katwa line on Eastern Railway./ (547)*
- "That the demand under the head Railway Board be Reduced to Re. 1."*
- Failure to declare Asansol as a Model Station./ (587)*
- "That the demand under the head Railway Board be Reduced to Re. 1."*
- Failure to establish a Coach Manufacturing Factory at Durgapur./ (588)*
- SHRI ARJUN CHARAN SETHI (Bhadrak): I beg to move:**
- "That the demand under the Head Railway Board be reduced by Rs. 100."*
- Need to increase the reservation quota at Bhadrakh Railway Station on South Eastern Railway./ (383)*
- "That the demand under the Head Railway Board be reduced by Rs. 100."*
- Need to provide a computerised reservation facilities at Balasore Station on South Eastern Railway./ (384)*
- "That the demand under the Head Railway Board be reduced by Rs. 100."*
- Need to provide stoppage for Vivekananda Express at Bhadrakh Railway Station./ (385)*
- "That the demand under the Head Railway Board be reduced by Rs. 100."*
- Need to raise the height of the platform No. 1 and 2 at Bhadrakh Railway Station./ (386)*

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

*/Need to renovate the station buildings of Bhadrakh Railway Station on South Eastern Railway./ (387)*

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

*/Need to provide barbed fencing at Manjuri Road Markon Ranital, Kendrapada, Kapali Road, Baudpur Railway Stations on South Eastern Railway./ (388)*

"That the demand under the head repairs and maintenance of permanent way and works be reduced by Rs. 100."

*/Need to construct a flyover at Randia Railway gate on Bhadrakh-Badapada, PWD road on South Eastern Railway./ (389)*

"That the demand under the head repairs and maintenance of permanent way and works be reduced by Rs. 100."

*/Need to construct an overbridge at Ranital Railway Station on South Eastern Railway./ (390)*

"That the demand under the head repairs and maintenance of permanent way and works be reduced by Rs. 100."

*/Need to construct a Railway gate at Manjuri Road Station north side of Manjuri Road Ranipada road crossing./ (391)*

"That the demand under the head repairs and maintenance of permanent way and works be reduced by Rs. 100."

*/Need to construct the link road at Kendrapada Railway Station on its north and the south side./ (392)*

"That the demand under the Head Assets Acquisition, Construction and

Replacement be reduced by Rs. 100."/

*/Need for taking immediate steps for construction of the Banspani-Daitari portion of the rail line on S.E. Railway./ (398)*

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

*/Need for immediate conversion of Rupsa-Talabandha rail line into broad gauge line./ (399)*

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

*/Need for immediate completion of the doubling of Cuttack-Paradeep and Sambalpur rail line./ (400)*

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

*/Failure to appoint the candidates selected by the Railway Services Commission, Bhubaneswar in the year 1989-90 and 1990-91./ (823)*

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

*/Failure to construct the station building at Bhadrakh Railway Station of South Eastern Railway./ (824)*

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

*/Failure to shift the South Eastern Railway Headquarter to Bhubaneswar to meet the demands of the people of Orissa./ (825)*

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

*/Failure to provide funds for construction of Banspani-Daitari, Malkangiri-Jeypore new rail lines for the development of tribal areas of Orissa. (826)*



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

/Need to create the post of Chief Administrative Officer (Survey and constructions) of the rank of Additional General Manager at Bhubaneshwar./ (832)

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

/Need to sanction immediate construction of Talcher-Gopalpur Port line in Orissa./ (833)

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

/Need for immediate construction of Rayagada-Gopalpur Port rail link in Orissa./ (834)

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

/Need to set up a wheel Axle factory and a Coach building factory at Rourkela./ (835)

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

/Need to provide an additional 2 tier A.C. Coach in Bombay bound Konark Express./ (836)

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

/Need to introduce an Express Train from Bhadrakh railway station to Bhubaneshwar by extension of the Bagha Jatini express./ (837)

SHRI SAIFUDDIN CHOUDHUROY (Katwa): I beg to move:

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

/Need to electrify the Bandel-Katwa Section of Eastern Railway./ (401)

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

/Need to introduce double line in the Bandel-katwa section of Eastern Railways./ (402)

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

/Need to convert the Burdwan-Katwa line into broad gauge line./ (403)

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

/Need to convert the Ahmedpur-Katwa line into broad gauge line./ (404)

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

/Need to introduce more local trains in the Burdwan-Howrah-Mandech and Suburban sections./ (405)

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

/Need to introduce suburban service upto Asansol from Howrah on the Eastern Railway./ (406)

SHRI AJOY MUKHOPADHYAY (Krishnagar): Sir, I beg to move:

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

/Need to construct double lines from Ranaghat to Lalgola in Sealdah Division, Eastern Railway./ (493)

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

*/Need to construct one over-bridge at Devagram Station in Sealdah Division, Eastern Railway./ (494)*

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

*/Need to replace the outmoded coaches of the trains in Ranaghat-Gede Section in Sealdah Division, Eastern Railway./ (495)*

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

*/Need to electrify the Railway line in Ranaghat Section in Sealdah Division, Eastern Railway./ (496)*

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

*/Need to construct a foot-way by the side of railway line on the bridge over river Pagla Chandi in Sealdah Division, Eastern Railway./ (497)*

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

*/Need for early completion of all the on going railway projects in West Bengal./ (498)*

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

*/Need to raise the platforms of various stations in Ranaghat-Gede Section in Sealdah Division, Eastern Railway./ (499)*

*"That the demand under the head General Superintendence and Services on Railways be reduced by Rs. 100."*

*/Need to withdraw the hike in railway passenger fares of the second class./ (509)*

*"That the demand under the head General Superintendence and Services on Railways be reduced by Rs. 100."*

*/Need to withdraw the proposed increase in fares of season tickets./ (510)*

*"That the demand under the head General Superintendence and Services on Railways be reduced by Rs. 100."*

*/Need to withdraw the proposal for increase freight charges./ (511)*

*"That the demand under the head repairs and maintenance of carriages and wagons works be reduced by Rs. 100."*

*/Need to have proper maintenance and regular repairs of coaches of all the trains./ (564)*

*"That the demand under the head Miscellaneous working expenses be reduced by Rs. 100."*

*/Need to abandon the scheme to privatise railway catering services./ (566)*

*"That the demand under the head Miscellaneous working expenses be reduced by Rs. 100."*

*/Need to improve the quality of food in the railway caterings./ (567)*

SHRI SYED MASUDAL HOSSAIN (Murshidabad): I beg to move:

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

*/Need to provide adequate drinking water facilities in 2nd class coaches./ (591)*

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

*/Need to withdraw the proposed higher charges on monthly tickets./ (592)*

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

- 579 *Rly. Budget, 1991-93 PHALGUNA 22, 1913 (SAKA) for Grants Rlys), 580  
Gen-Discuss; Res re. recommendations 1992-93; and Supply.  
of Rly. Con. Comm.; Dem. Dem. for grants (Rlys.), 1991-92*
- /Need for early completion of metro rail in Calcutta./ (593)*
- "That the demand under the Head Railway Board be reduced by Rs. 100."*
- /Need to increase the number of coaches in all passenger trains./ (594)*
- "That the demand under the Head Railway Board be reduced by Rs. 100."*
- /Need to introduce one super fast train from Howrah to Bombay./ (595)*
- "That the demand under the Head Railway Board be reduced by Rs. 100."*
- /Need to provide new 1st class coaches in Sealdah-Lalgola section./ (596)*
- "That the demand under the Head Railway Board be reduced by Rs. 100."*
- /Need to reinstate railway workers retrenched in 1981./ (597)*
- "That the demand under the Head Railway Board be reduced by Rs. 100."*
- /Need to check carrying of excessive baggage in A.C. Coaches especially in super fast train like Rajdhani Express./ (598)*
- "That the demand under the Head Railway Board be reduced by Rs. 100."*
- /Need to remove all types of illegal construction and obstruction from railway platform forthwith./ (599)*
- "That the demand under the Head Railway Board be reduced by Rs. 100."*
- /Need to provide railway hospital for railway employee in every district head quarter./ (600)*
- "That the demand under the Head Railway Board be reduced by Rs. 100."*
- /Need to allot excess railway land to the landless agricultural labourers on year*
- to year basis./ (601)*
- "That the demand under the Head Railway Board be reduced by Rs. 100."*
- /Need to issue license to railway hawkers for platforms as well as specific trains with a view to increasing revenue and to avoid harassment of hawkers and passengers./ (602)*
- "That the demand under the Head Railway Board be reduced by Rs. 100."*
- /Need to check unauthorised travelling of R.P.f. and G.R.P.F. in 1st class specially during night in Sealdah section./ (603)*
- "That the demand under the Head Railway Board be reduced by Rs. 100."*
- /Need to construct railway line from Berhampur Court Station to F.C.I. godown (500 yards) with a view to checking pilferage of essential commodities./ (604)*
- "That the demand under the Head Railway Board be reduced by Rs. 100."*
- /Need to protect all railway lands from the hands of trespassers./ (605)*
- "That the demand under the Head Railway Board be reduced by Rs. 100."*
- /Need to convert Jibanti halt into flag station in Howrah-Azimganj section./ (606)*
- "That the demand under the Head Railway Board be reduced by Rs. 100."*
- /Need to lay a new railway line from Krishnagar to Sainthia via Karimpur, Berhampur in Sealdah Division./ (607)*
- "That the demand under the Head Railway Board be reduced by Rs. 100."*
- /Need to provide electric generator at all important stations to meet load shedding problem./ (608)*

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

Need to introduce a new train a day time from Howrah to New Jalpaiguri via Katwa and Azimganj in Howrah Division./ (609)

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

Need to introduce a new train from Howrah to Danapore via Katwa in Howrah Division./ (610)

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

Need to lay double line between Ranaghat and Lalgola in Sealdah Section./ (611)

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

Need to check ticketless travel in Sealdah-Lalgola Sector specially in 369 and 370 Lalgola passenger train./ (612)

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

Need to electrify railway lines from Lalgola to Krishnagar in Sealdah Section./ (613)

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

Failure to provide halt at Balarampore between Berhampore Court Station and Sargachi in Sealdah Section./ (614)

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

Need to introduce shuttle train between Lalgola and Ranighat in Sealdah Section./ (935)

"That the demand under the Head

Need to reduce the number of R.A.C. and waiting list passengers in Howrah-New Delhi Rajdhani Express./ (936)

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

Need to improve quality as well as quantity of food being served in trains./ (937)

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

Need to provide dormitory accommodation for tourist at Murshidabad Station in Sealdah Section as Murshidabad is a historical place./ (938)

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

Need to introduce computerised reservation system at Berhampore Court Station in Lalgola Sealdah Section./ (939)

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

Need to provide one railway gate just by the side of Nializpara Halt Station in Howrah-Azimganj Section./ (940)

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

Need to re-introduce the cancelled Howrah-Bongaigaon Janata Express in Howrah Division./ (941)

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

Need to construct an over-bridge on 34 National High way near Berhampore Court Station in Sealdah Lalgola Section. (942)

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

- 583 *Fly. Budget, 1991-93 PHALGUNA 22, 1913 (SAKA)* for Grants (Flys), 584  
*Gen-Discuss; Res re. recommendations* 1992-93; and Supply.  
*of Fly. Con. Comm.; Dem.* Dem. for grants (Flys.), 1991-92
- /Need to appoint doctor for every super fast train./ (943)*
- "That the demand under the Head Railway Board be reduced by Rs. 100."*
- /Need to refund at least 50 per cent fare to the passengers for late running of trains specially super fast train./ (944)*
- "That the demand under the Head Railway Board be reduced by Rs. 100."*
- /Need to check malpractices in re-booking of seats and booking of goods./ (1227)*
- "That the demand under the Head Railway Board be reduced by Rs. 100."*
- /Need to stop pilferage of goods, especially essential commodities meant for public distribution./ (1228)*
- "That the demand under the Head Railway Board be reduced by Rs. 100."*
- /Need to give priority for transportation of essential goods meant for public distribution./ (1229)*
- "That the demand under the Head Railway Board be reduced by Rs. 100."*
- /Need to replace worn out railway tracks./ (1230)*
- "That the demand under the Head Railway Board be reduced by Rs. 100."*
- /Need to complete circular rail in Calcutta./ (1231)*
- "That the demand under the Head Railway Board be reduced by Rs. 100."*
- /Need to prepare reservation chart of the passengers in the official languages of the States from where train start./ (1232)*
- "That the demand under the Head Railway Board be reduced by Rs. 100."*
- /Need to print slip for reservation in the official languages of the State where the station is situated./ (1233)*
- "That the demand under the Head Railway Board be reduced by Rs. 100."*
- /Need to introduce Palace on Wheels for the tourists visiting the historical places./ (1234)*
- "That the demand under the Head Railway Board be reduced by Rs. 100."*
- /Need to introduce new train from Howrah to New Jalpaiguri via Katwa and Azimganj in Howrah division./ (1235)*
- "That the demand under the Head Railway Board be reduced by Rs. 100."*
- /Need to divert the route of at least one train via Katwa Azimganj which runs between Howrah to Delhi./ (1236)*
- "That the demand under the Head Railway Board be reduced by Rs. 100."*
- /Need to increase the speed of Bhadrath Express or to treat the same as a mail train in Sealdah-Lalgola Section./ (1237)*
- SHRI SRIKANTA JENA (Cuttack): I beg to move:
- "That the demand under the Head Railway Board be reduced by Rs. 100."*
- /Need to start new trains between Bhubaneswar and Delhi./ (628)*
- "That the demand under the Head Railway Board be reduced by Rs. 100."*
- /Need for new railway line between Talchar and Bimlagarh./ (629)*
- "That the demand under the Head Railway Board be reduced by Rs. 100."*
- /Need to lay new railway line between Paradip and Daltara./ (630)*

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

*/Need to lay new railway line between Khurda road and Bulanglr./ (631)*

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

*/Need to provide special allocation for the development of railways in the backward regions in Orissa./ (632)*

**SHRI GIRDHARI LAL BHARGAVA:**

(Jaipur): I beg to move:

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

*/Need to provide adequate funds for Jodhpur-Veeramgaon Gauge conversion project./ (657)*

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

*/Need to provide automatic signal systems on broad-gauge lines in Rajasthan./ (658)*

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

*/Need for electrification of trunk routes keeping in view the shortage of diesel/ (659)*

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

*/Need to provide AC Chair Car in Pink City Express and other trains running on meter-gauge lines in Rajasthan./ (660)*

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

*/Need for providing more coaches for trains on metre-gauge lines./ (661)*

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

*/Need for construction of four lanes on Bals Godam railway over bridge at Jaipur./ (662)*

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

*/Need to have at least two minutes halt of super fast trains at Gandhi Nagar (Jaipur) station./ (663)*

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

*/Need for the halt for Murudhar Express train at Bassi railway station./ (664)*

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

*/Need for additional quota of seats and berths in trains for Bombay at Jaipur railway station./ (665)*

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

*/Need to treat ticket collecting staff as running staff and to provide them all other facilities./ (666)*

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

*/Need for early electrification of Delhi-Sonepat-Panipat section in Northern Railway./ (667)*

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

*/Need for more trains on Delhi-Sonepat-Panipat section./ (668)*

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

*/Need for more bogies in trains running on Delhi-Sonepat-Panipat section./ (669)*

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

**Need for early completion of bridge between Bádli and Naya Azadpur stations a Northern Railway./ (670)**

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

**Need to introduce D.M.U. in Delhi-Sonepat-Panipat section in Northern Railway./ (671)**

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

**Need to check the carrying of luggage without payment of charges in trains running between Delhi-Sonepat-Panipat section./ (672)**

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

**Need to introduce DMU on Delhi-Shamli-Saharanpur and Delhi-Meerut section./ (673)**

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

**Need to construct an over-bridge near West signal of Sahibabad railway station on Delhi Ghaziabad section./ (674)**

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

**Need to attach more bogies in trains on Delhi-Shamli-Saharanpur section./ (675)**

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

**Need to make provision for stoppage of alltrains at Vivek Vihar by diverting their route from Gazibad to Delhi./ (676)**

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

**Need to introduce Ring Railway service in Jaipur./ (677)**

**"That the demand under the Head Rail-**

**way Board be reduced by Rs. 100."**

**Need to provide basic amenities in all trains running between Delhi-Sonepat-Panipat on Northern Railway./ (678)**

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

**Need to electrify the broad gauge railway line being constructed between Sawal Madhopur and Jaipur./ (991)**

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

**Need to electrify the broad gauge railway line between Delhi and Jaipur railway station./ (992)**

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

**Need to re-instate those railway employees who were dismissed due to strike./ (993)**

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

**Need to check incidence of railway accidents./ (994)**

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

**Need to provide facilities for more passengers at the Jaipur Railway Station./ (995)**

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

**Need to double the Jaipur Agra railway line./ (996)**

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

**Need to provide 10 per cent quota for sportsmen and disabled persons in Railways./ (997)**

**"That the demand under the Head Rail-**

way Board be reduced by Rs. 100."

*/Need to construct an over-bridge at Eastern Railway crossing, Jhotawara, via Godown and Malviya Nagar railway crossing in Jaipur./ (998)*

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

*/Need to withdraw the improper increase in the Railway season tickets./ (999)*

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

*/Need to provide housing facilities to railway employees./ (1000)*

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

*/Need to construct a broad gauge railway line from Rewari junction to Jaipur railway station./ (1001)*

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

*/Need to link computer system installed at Jaipur Railway station with Bombay./ (1002)*

SHRI RAM KAPSE (Thane): I beg to move;

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

*/Need to make provision of funds for providing terminal facility at Dombivili railway station on Central Railway./ (685)*

PROF. PREM DHUMAL (Hamirpur): I beg to move:

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

*/Need to provide passenger amenities in the railway coaches./ (719)*

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

*/Need to keep toilets clean and provide soaps in them in upper class compartments./ (720)*

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

*/Need to impart training to the railway employees to be courteous towards passenger./ (721)*

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

*/Need to improve sanitary conditions at railway stations and platforms./ (722)*

"That the demand under the head Operating Expenses-Traffic be reduced by Rs. 100."

*/Need to undertake further work on Nangal-Talwada rail line in Himachal Pradesh./ (730)*

"That the demand under the head Operating Expenses-Traffic be reduced by Rs. 100."

*/Need to provide broad gauge line from Kalka (Haryana) to Parvanoo (Himachal Pradesh)./ (731)*

"That the demand under the head Operating Expenses-Traffic be reduced by Rs. 100."

*/Need to provide better facilities in trains./ (732)*

"That the demand under the head Operating Expenses-Traffic be reduced by Rs. 100."

*/Need to convert narrow gauge line from Pathankot to Baijnath (Himachal Pradesh) into metre gauge line./ (733)*

"That the demand under the head Operating Expenses-Traffic be reduced by Rs. 100."



- 591 *Rly. Budget, 1991-93 PHALGUNA 22, 1913 (SAKA)* *for Grants Rlys,* 592  
*Gen-Discuss; Res re. recommendations* 1992-93; *and Supply.*  
*of Rly. Con. Comm.; Dem.* *Dem. for grants (Rlys.), 1991-92*
- /Need to extend goods trains upto Una./**  
**(734)**
- "That the demand under the head Operating Expenses-Traffic be reduced by Rs. 100."**
- /Need to attach bogies for other places in Himachal Express starting from Una (Himachal Pradesh)/ (735)**
- DR. RAMESH CHAND TOMAR (Hapur):**  
**I beg to move:**
- "That the demand under the head Operating Expenses-Rolling Stock and Equipment be reduced by Rs. 100."**
- /Need to replace old rolling stock with new in shuttle trains./ (723)**
- "That the demand under the head Operating Expenses-Traffic be reduced by Rs. 100."**
- /Need to provide essential amenities at Ghaziabad railway station and also in trains./ (724)**
- "That the demand under the head Operating Expenses-Traffic be reduced by Rs. 100."**
- /Need to provide halt at Galanad village between Ghaziabad and Pilkhuwa./ (725)**
- "That the demand under the head Operating Expenses-Traffic be reduced by Rs. 100."**
- /Need to withdraw increase in the railway fare from Delhi to Ghaziabad./ (726)**
- "That the demand under the head Operating Expenses-Traffic be reduced by Rs. 100."**
- /Need to reduce running time of trains between Delhi and Ghaziabad./ (727)**
- "That the demand under the head Op-**
- /Need to restore Katihar and Unchahar express trains./ (728)**
- "That the demand under the head Operating Expenses-Traffic be reduced by Rs. 100."**
- /Need to restore departure time of Muri Express./ (729)**
- DR. ASIM BALA (Nabadwip): I beg to move:**
- "That the demand under the Head Railway Board be reduced by Rs. 100."**
- /Need to construct a railway line from Krishnagar to Karimpur./ (736)**
- "That the demand under the Head Railway Board be reduced by Rs. 100."**
- /Need for electrification of Ranaghat - Gede and Ranaghat - Bongaon lines./ (737)**
- "That the demand under the Head Railway Board be reduced by Rs. 100."**
- /Need to construct new lines from Kanchapara station to Bongaon under Sealdah Division./ (738)**
- "That the demand under the Head Railway Board be reduced by Rs. 100."**
- /Need to expand railway network of Eastern Railway./ (739)**
- "That the demand under the head miscellaneous expenditure (General) be reduced by Rs. 100."**
- /Need to have a proper survey for laying new lines on the Eastern Railways./ (740)**
- "That the demand under the head miscellaneous expenditure (General) be reduced by Rs. 100."**

/Need to control wasteful expenditure on establishment./ (741)

"That the demand under the head appropriation to funds be reduced by Rs. 100."

/Need to provide sufficient funds for maintaining Sehaldah Division./ (742)

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

/Need to provide additional rakes on Ranaghat-Gede line./ (743)

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

/Need to improve signalling system at Aranghota station./ (744)

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

/Need to upgrade Aranghota and Majchia stations./ (745)

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

/Need to start new electrification projects on Eastern Railway./ (746)

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

/Need to convert Santipur-Nabadwip Dham line into broad gauge./ (747)

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

/Need for early completion electrification works on Ranaghat-Gede line./ (748)

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

/Need to raise the level of platform in Ranaghat-Gede line./ (749)

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

/Need to construct the double line from Ranaghat-Lalgola line./ (750)

"That the demand under the head assets, acquisition, construction and replacement be reduced by Rs. 100."

/Need to provide proper amenities at Ranaghat Station./ (751)

"That the demand under the head assets, acquisition, construction and replacement be reduced by Rs. 100."

/Need to provide electrification on electrification on Ranaghat-Bongaon line./ (752)

"That the demand under the head assets, acquisition, construction and replacement be reduced by Rs. 100."

/Need to provide additional rakes on Ranaghat-Bongaon line./ (753)

"That the demand under the head assets, acquisition, construction and replacement be reduced by Rs. 100."

/Need to use computer in proper sector./ (754)

"That the demand under the head assets, acquisition, construction and replacement be reduced by Rs. 100."

/Need to have timely track Renewals./ (755)

"That the demand under the head assets, acquisition, construction and replacement be reduced by Rs. 100."

*/Need to provide proper passenger amenities./ (756)*

*"That the demand under the head assets, acquisition, construction and replacement be reduced by Rs. 100."*

*/Need to stop irregular leakage of Railway fund./ (757)*

*"That the demand under the head assets, acquisition, construction and replacement be reduced by Rs. 100."*

*/Need for restoration of dismantled railway lines./ (758)*

**SHRI LAL BAHADUR RAWAL**  
(Hathras): I beg to move:

*"That the demand under the head railway board be reduced by Rs. 100."*

*/Need to provide adequate security arrangements in trains./ (782)*

*"That the demand under the head railway board be reduced by Rs. 100."*

*/Need to provide additional bogies in trains keeping in view the increasing number of passengers./ (783)*

*"That the demand under the head railway board be reduced by Rs. 100."*

*/Need to provide adequate funds for conversion of narrow gauge lines into broad gauge lines./ (784)*

*"That the demand under the head railway board be reduced by Rs. 100."*

*/Need to extend A.G.N. passenger trains upto Hathras Fort in Aligarh district for the convenience of passengers./ (785)*

*"That the demand under the head railway board be reduced by Rs. 100."*

*/Need to provide second class passen-*

*"That the demand under the head railway board be reduced by Rs. 100."*

*/Need to increase exemption limit in rail fares for journey upto 30 KM./ (787)*

*"That the demand under the head railway board be reduced by Rs. 100."*

*/Need to give more financial help and suitable jobs in Railways to the kins of persons killed in rail accidents./ (788)*

*"That the demand under the head railway board be reduced by Rs. 100."*

*/Need to increase amenities in A/C sleeper coach commensurate with the increase of its fare./ (789)*

*"That the demand under the head railway board be reduced by Rs. 100."*

*/Need to increase passenger amenities at small Railway Stations./ (790)*

*"That the demand under the head railway board be reduced by Rs. 100."*

*/Need to run additional passenger trains (Express/Mail) at day time on narrow gauge line from Mathura to Lucknow./ (791)*

*"That the demand under the head railway board be reduced by Rs. 100."*

*/Need to increase reservation quota in Marudhar Express from Hathras Fort Railway Station also from Dhampur Railway Station in Dehradun-Aliahabad link express trains./ (792)*

*"That the demand under the head railway board be reduced by Rs. 100."*

*/Need for proper utilisation surplus land lying vacant by the side of railway lines./ (793)*

**SHRI UDDHAB BARMAN (Barketa):** I beg to move:

"That the demand under the head railway board be reduced to Re. 1"

/Failure to reinstate the railway employees retrenched in 1981./ (827)

"That the demand under the head railway board be reduced to Re. 1"

/Failure to introduce more new train between Guwahati and Howrah./ (828)

"That the demand under the head railway board be reduced to Re. 1"

/Failure to provide more facilities to passengers and to increase the number of seats in trains./ (829)

"That the demand under the head railway board be reduced to Re. 1"

/Failure to withdraw the hike in IInd class fares./ (831)

"That the demand under the head assets, acquisition, construction and replacement be reduced by Rs. 100."

/Need for construction of broad-gauge lines from Guwahati to Dibrugarh./ (836)

"That the demand under the head assets, acquisition, construction and replacement be reduced by Rs. 100."

/Need to strengthen the Railway tracks from Lumding to Silchar and from Badarpur to Dharmanagar./ (839)

"That the demand under the head assets, acquisition, construction and replacement be reduced by Rs. 100."

/Need to construct a pool for prevention water logging at Dehati on New Bongaigaon-Jogighopa line on North Frontier Railway./ (840)

"That the demand under the head as-

sets, acquisition, construction and replacement be reduced by Rs. 100."

/Need to construct double lines (broad gauge) from New Jalpaipur to Guwahati on North Frontier Railway./ (841)

"That the demand under the head assets, acquisition, construction and replacement be reduced by Rs. 100."

/Need to construct flyover at New Paglaistan (Bongaigaon) and at Pathsala on North Frontier Railway./ (842)

"That the demand under the head assets, acquisition, construction and replacement be reduced by Rs. 100."

/Need to construct a flyover at Sila near Amingaon on North Frontier Railway./ (843)

**SHRI ZAINAL ABEDIN (Jangipur):** I beg to move:

"That the demand under the head repairs and maintenance of carriages and wagons be reduced by Rs. 100"

/Need for proper maintenance of the coaches of the trains running between Sealdah and Lalgaola./ (844)

"That the demand under the head repairs and maintenance of carriages and wagons be reduced by Rs. 100"

/Need for proper maintenance of coaches of the trains running to and from Howrah via Jangipur Road station./ (845)

"That the demand under the head assets, acquisition, construction and replacement be reduced by Rs. 100."

/Need to undertake the work of tracks renewal early both in Howrah Faraika and Sealdah-Lalgaola sections./ (846)

"That the demand under the head as-

sets, acquisition, construction and replacement be reduced by Rs. 100."

*/Need to construct a bridge over the river Bhagirathi near Azimganj junction to connect Sealdah-Lalgola sections with Howrah-Azimganj sections./ (847)*

"That the demand under the head assets, acquisition, construction and replacement be reduced by Rs. 100."

*/Need for improvement in passenger amenities in trains running on Sealdah-Lalgola sections on the Eastern Railway./ (848)*

"That the demand under the head assets, acquisition, construction and replacement be reduced by Rs. 100."

*/Need to pay attention to the passengers amenities in the trains running to and from Howrah via Jangipur Road Station./ (849)*

"That the demand under the head assets, acquisition, construction and replacement be reduced by Rs. 100."

*/Need to introduce a direct train from Howrah to Naihati via Sagardighi on the Eastern Railway./ (850)*

"That the demand under the head assets, acquisition, construction and replacement be reduced by Rs. 100."

*/Need to readjust the timings of the trains running from Howrah via Jangipur road for the benefit of passengers availing trains at Jangipur, Ahiran, Sujnipara and Dhulian Ganga stations./ (851)*

"That the demand under the head assets, acquisition, construction and replacement be reduced by Rs. 100."

*/Need to electrify the track between Katwa and New Farakka via Jangipur Road on the Eastern Railways./ (852)*

"That the demand under the head as-

sets, acquisition, construction and replacement be reduced by Rs. 100."

*/Need to lay double track between Katwa and New Farakka via Jangipur Road./ (853)*

"That the demand under the head assets, acquisition, construction and replacement be reduced by Rs. 100."

*/Need to ensure regularity and punctuality of trains like Kamrup Express and others running on the Howrah-Farakka route via Jangipur Road station./ (854)*

"That the demand under the head assets, acquisition, construction and replacement be reduced by Rs. 100."

*/Need to enhance the number of coaches in the trains running to and from Howrah via Jangipur Road station./ (855)*

"That the demand under the head assets, acquisition, construction and replacement be reduced by Rs. 100."

*/Need to construct a waiting room for the common passengers at Sagardighi railway station on the Eastern Railway./ (856)*

"That the demand under the head assets, acquisition, construction and replacement be reduced by Rs. 100."

*/Need to construct a waiting room for the common passengers both at Lalgola and Jaganj stations./ (857)*

"That the demand under the head assets, acquisition, construction and replacement be reduced by Rs. 100."

*/Need to introduce an express/Superfast train between Howrah and Malda via Jangipur road station./ (858)*

"That the demand under the head assets, acquisition, construction and replacement be reduced by Rs. 100."

**/Need to introduce a local (passenger) train between Katwa and New Farakka via Jangipur road station./ (859)**

**"That the demand under the head assets, acquisition, construction and replacement be reduced by Rs. 100."**

**/Need to construct one side platform at Mahipal Road station in the Howrah-New Farakka section on the Eastern Railway./ (860)**

**"That the demand under the head assets, acquisition, construction and replacement be reduced by Rs. 100."**

**/Need to construct a shed over the platform at Sagardighi station in the Azimganj-Naihati-section on Eastern Railway./ (861)**

**"That the demand under the head assets, acquisition, construction and replacement be reduced by Rs. 100."**

**/Need for doubling the track between Krishnagar and Lalgola in the Sealdah-Lalgola, sections on the Eastern Railway./ (862)**

**"That the demand under the head assets, acquisition, construction and replacement be reduced by Rs. 100."**

**/Need to introduce a shuttle train between Krishnagar and Lagola on Eastern Railway./ (863)**

**"That the demand under the head assets, acquisition, construction and replacement be reduced by Rs. 100."**

**/Need to convert the Pirtal half station into a flag station in the Sealdah-Lalgola section of the Eastern Railway./ (864)**

**"That the demand under the head assets, acquisition, construction and replacement be reduced by Rs. 100."**

**/Need to provide a generator set to mitigate the inconvenience of the wall-**

**ing passengers during load shedding, at Berhampore Court Station./ (865)**

**"That the demand under the head assets, acquisition, construction and replacement be reduced by Rs. 100."**

**/Need to electrify the track between Krishnagar and Lalgola on Eastern Railway./ (866)**

**"That the demand under the head assets, acquisition, construction and replacement be reduced by Rs. 100."**

**/Need to construct a road over-bridge to replace the existing level crossing at the point where the rail track is crossing the national highway No. 34 near Berhampore court station on Eastern Railway./ (867)**

**"That the demand under the head assets, acquisition, construction and replacement be reduced by Rs. 100."**

**/Need to construct an over-bridge at the Bhagwangola Station in the Sealdah-Lalgola section on Eastern Railway./ (868)**

**"That the demand under the head assets, acquisition, construction and replacement be reduced by Rs. 100."**

**/Need to construct an over-bridge at Lalgola station on Eastern Railway./ (869)**

**"That the demand under the head assets, acquisition, construction and replacement be reduced by Rs. 100."**

**/Need to construct shed over the platform of Lalgola Railway Station on Eastern Railway./ (870)**

**"That the demand under the head assets, acquisition, construction and replacement be reduced by Rs. 100."**

**/Need to provide adequate drinking water on Lalgola Station on Eastern Railway**

for passengers as well as staff quarters./ (871)

"That the demand under the head assets, acquisition, construction and replacement be reduced by Rs. 100."

/Need to replace worn out coaches in Trains running between Sealdah and Lalgaol./ (872)

"That the demand under the head assets, acquisition, construction and replacement be reduced by Rs. 100."

/Need to increase the number of bogies in trains running on Sealdah-Lalgaol'a line./ (873)

SHRI RAJVEE SINGH (Anla): I beg to move:-

"That the demand under the Head Repairs and maintenance of permanent way and works be reduced by Rs. 100."

/Need to convert Kathgodam-Agra metre-gauge line into broad-gauge line./ (874)

"That the demand under the Head Repairs and maintenance of permanent way and works be reduced by Rs. 100."

/Need to construct an over-bridge on Bareilly-Badaun road./ (875)

"That the demand under the Head Repairs and maintenance of permanent way and works be reduced by Rs. 100."

/Need to develop New Modely Rly. Colony at Izzat Nagar (Bareilly)./ (876)

"That the demand under the Head Repairs and maintenance of permanent way and works be reduced by Rs. 100."

/Need to construct an over-bridge on Ushat Road in Badaun./ (877)

"That the demand under the Head Repairs and maintenance of permanent

way and works be reduced by Rs. 100."

/Need to make arrangements for manufacturing, repairing and maintenance of diesel engines in Bareilly./ (878)

"That the demand under the Head Repairs and maintenance of Motive Power be reduced by Rs. 100."

/Need to set up a coach factory at Izzat Nagar. Bareilly./ (879)

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

/Need to provide computerised system of reservation facility at Bareilly station./ (882)

"That the demand under the Head Operating Express-Traffic be reduced by Rs.100."

/Need to erect a tin shed on platform No. 1 at Bilpur station./ (883)

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

/Need to start a shuttle train between Bareilly and Delhi./ (884)

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

/Need to start an Express train from Bareilly to Agra via Aligarh./ (885)

SHRI SATYAGOPAL MISHRA (Tamluk): I beg to move:

"That the demand under the head railway board be reduced by Rs. 100."

/Need to provide more EMU local trains in Howrah\_Midhapore section on S.E. Railway./ (917)

"That the demand under the head rail-

way board be reduced by Rs. 100."

*/Need to allocate sufficient funds to complete the construction of Tamluk-Digha Railway line in time./ (918)*

"That the demand under the head railway board be reduced by Rs. 100."

*/Need to construct 4th Railway line from Santraghli to Panskura on S.E. Railway./ (919)*

"That the demand under the head railway board be reduced by Rs. 100."

*/Need to construct 3rd Railway line from Panskura to Kharagpur on S.E. Railway./ (920)*

"That the demand under the head railway board be reduced by Rs. 100."

*/Need to construct 2nd Railway line from Panskura to Haldia on S.E. Railway./ (921)*

"That the demand under the head railway board be reduced by Rs. 100."

*/Need to provide more local trains in the Panskura-Haldia section on S. E. Railway./ (922)*

"That the demand under the head railway board be reduced by Rs. 100."

*/Need to introduce Satabdi Express from Howrah to Reurkela on S.E. Railway./ (923)*

"That the demand under the head railway board be reduced by Rs. 100."

*/Need to provide a passenger Halt Station at Ranichak in the Panskura-Haldia Section of S.E. Railway./ (924)*

"That the demand under the head railway board be reduced by Rs. 100."

*/Need to provide a passenger Halt Station at Mahisadal Bazar in Panskura-*

Haldia section of S.E. Railway./ (925)

"That the demand under the head railway board be reduced by Rs. 100."

*/Need to provide more facilities for the booking of betel Leaves Baskets at Macheda, Panskura, Bagnan and Howrah Railway Station./ (926)*

"That the demand under the head railway board be reduced by Rs. 100."

*/Need to replace the old EMU coaches in the Calcutta Suburban area./ (927)*

"That the demand under the head railway board be reduced by Rs. 100."

*/Need to introduce one fast passenger train from Midnapore to Howrah on S.E. Railway./ (928)*

"That the demand under the head railway board be reduced by Rs. 100."

*/Need to have stoppage of some important trains Steel Express, Ispat Express, Purulia Express, Puri Express etc. at Macheda Station to link Haldia and Digha with other parts of the country./ (929)*

"That the demand under the head railway board be reduced by Rs. 100."

*/Need to provide sufficient passenger amenities such as catering, urinals and light at Macheda Station./ (930)*

"That the demand under the head railway board be reduced by Rs. 100."

*/Need to provide shed and drinking water in Kalakunda Station of S.E. Railway to facilitate cement unloading./ (931)*

"That the demand under the head railway board be reduced by Rs. 100."

*/Need to upgrade Karagpur Railway workshop./ (932)*

"That the demand under the head rail-



- 607 *Rly. Budget, 1991-93* PHALGUNA 22, 1913 (SAKA) *for Grants Rlys.* 608  
*Gen-Discuss; Res re. recommendations* 1992-93; and *Supply.*  
*of Rly. Con. Comm.; Dem.* *Dem. for grants (Rlys.), 1991-92*
- way board be reduced by Rs. 100."
- /Need to upgrade the bus stand at Mecheda Railway Station on S.R. Railway./ (933)
- "That the demand under the head railway board be reduced by Rs. 100."
- /Need to activate the Railway Users Committee in the Kharagpur Railway Division./ (934)
- PROF RASA SINGH RAWAT (Ajmer):  
 I beg to move:-
- "That the demand under the head railway board be reduced by Rs. 100."
- /Need to start a super fast train during day time between Delhi and Ahmedabad via Ajmer./ (961)
- "That the demand under the head railway board be reduced by Rs. 100."
- /Need to restart the trains going to Ajmer-Marwad Junction./ (962)
- "That the demand under the head railway board be reduced by Rs. 100."
- /Need to run the trains on Ajmer-vijaynagar, Ajmer-Blawar, Ajmer-Kishangarh routes punctually./ (963)
- "That the demand under the head railway board be reduced by Rs. 100."
- /Need to introduce computerised reservation at Ajmer station./ (964)
- "That the demand under the head railway board be reduced by Rs. 100."
- /Need to construct new platforms and waiting rooms at Ajmer railway station in view of Dargah and Pushkar Fair./ (965)
- "That the demand under the head railway board be reduced by Rs. 100."
- for Grants Rlys.)  
 1992-93; and Supply.  
 Dem. for grants (Rlys.), 1991-92
- /Need to increase the reservation quota for Ajmer, Blawar and Kishangarh in Delhi-Ahmedabad Mail./ (966)
- "That the demand under the head railway board be reduced by Rs. 100."
- /Need to modernise the loco and carriage workshops at Ajmer and to start development work to accommodate the workers./ (967)
- "That the demand under the head railway board be reduced by Rs. 100."
- /Need to complete the work of Sawal Madhopur-Jaipur-Jodhpur-Barmer broad gauge lines immediately./ (968)
- "That the demand under the head railway board be reduced by Rs. 100."
- /Need to lay new lines in Rajasthan./ (969)
- "That the demand under the head railway board be reduced by Rs. 100."
- /Need to make a survey and to construct new Lines in Ajmer-Kishangarh, Makrana and Ajmer-Pushkar sections./ (970)
- "That the demand under the head railway board be reduced by Rs. 100."
- /Need to establish a new zone of metre gauge line in Ajmr./ (971)
- "That the demand under the head railway board be reduced by Rs. 100."
- /Need to provide funds for laying new rail lines in Rajasthan./ (972)
- "That the demand under the head railway board be reduced by Rs. 100."  
 /Need for early reinstatement of dismissed railway employees./ (1136)
- "That the demand under the head railway board be reduced by Rs. 100."

**/Need to effectively check malpractices in Railway Booking Offices./ (1137)**

**"That the demand under the head railway board be reduced by Rs. 100."**

**/Need for ensuring in the punctuality, protection and safety in the rail services./ (1138)**

**"That the demand under the head railway board be reduced by Rs. 100."**

**/Need for Improvement in sanitation and other facilities at Ajmer, Byawar, Kishangarh, Vijayanagar and Nasirabad railway stations./ (1139)**

**"That the demand under the head railway board be reduced by Rs. 100."**

**/Need to remove prevalent red tapism and improve the working of bureaucracy/ (1140)**

**"That the demand under the head assets, acquisition, construction and replacement be reduced by Rs. 100."**

**/Need for early construction of bridges over railway line near Jonaganj in Ajmer and over Milroad in Byawar./ (1141)**

**"That the demand under the head assets, acquisition, construction and replacement be reduced by Rs. 100."**

**/Need to early doubling of railway line and converting meter gauge line into broad gauge line between Delhi and Ahmedabad via Jaipur, Ajmer, Abu Road and Mehsana./ (1142)**

**"That the demand under the head assets, acquisition, construction and replacement be reduced by Rs. 100."**

**/Need to convert meter-gauge line into broad-Gauge from Fulera junction to Ajmer and from Chittorto Ajmer./ (1143)**

**"That the demand under the head assets, acquisition, construction and re-**

**Dem. for grants (Rlys.), 1991-92  
placement be reduced by Rs. 100."**

**/Need to construct railway crossings on all railway routes in Ajmer district./ (1144)**

**"That the demand under the head assets, acquisition, construction and replacement be reduced by Rs. 100."**

**/Need for early survey of railway line between Ajmer-Pushkar-Meetha in order to connect the famous pilgrim place like Pushkar by railway line./ (1145)**

**"That the demand under the head assets, acquisition, construction and replacement be reduced by Rs. 100."**

**/Need to improve the condition of railway lines between Delhi-Ahmedabad and Ajmer division./ (1146)**

**"That the demand under the head assets, acquisition, construction and replacement be reduced by Rs. 100."**

**/Need to make halt of superfast express (Ashram Express) at Byawar./ (1147)**

**"That the demand under the head assets, acquisition, construction and replacement be reduced by Rs. 100."**

**/Need to provide halt of 71-Up-72 Dn. train at Bandanwara station under Ratlam division./ (1148)**

**"That the demand under the head railway board be reduced by Rs. 100."**

**/Need to convert metre-gauge line of Delhi-Ahmedabad via Jaipur-Amer-Abu Road into broad gauge line./ (1192)**

**"That the demand under the head railway board be reduced by Rs. 100."**

**/Need to extend super fast train (Agra Fort) from Jaipur to Ajmer./ (1193)**

**"That the demand under the head railway board be reduced by Rs. 100."**

- 611 *Rly. Budget, 1991-93 PHALGUNA 22, 1913 (SAKA) for Grants Rlys), 612  
Gen-Discuss; Res re. recommendations 1992-93; and Supply.  
of Rly. Con. Comm.; Dem. Dem. for grants (Rlys.), 1991-92*
- /Need to lay a new railway line of Ajmer-Pushkar Merata./ (1194)*
- "That the demand under the head railway board be reduced by Rs. 100."*
- /Need to lay a railway line named Byavar-Bhim-Kamlighat./ (1195)*
- "That the demand under the head railway board be reduced by Rs. 100."*
- /Need to have stoppage of super fast Assam Express at Byawar and stoppage of Pink City at Kishangarh and Nasirabad./ (1196)*
- "That the demand under the Head Operating Expenses-Fuel be reduced by Rs.100."*
- /Need to check pilferage of coal and diesel in the Railways./ (1201)*
- "That the demand under the Head Staff Welfare and Amenities be reduced by Rs. 100."*
- /Need to make improvement and extension of the facilities of education, medical and welfare services and accommodation for railway employees./ (1202)*
- "That the demand under the Head Staff Welfare and Amenities be reduced by Rs. 100."*
- /Need to make proper improvement in Railway Hospital and Railway Schools at Ajmer./ (1203)*
- "That the demand under the Head Staff Welfare and Amenities be reduced by Rs. 100."*
- /Need to stop retrenching railway employees./ (1204)*
- "That the demand under the Head Staff Welfare and Amenities be reduced by Rs. 100."*
- /Need to provide jobs to the dependents of disabled employees./ (1205)*
- SHRI DAU DAYAL JOSHI (Kota):** I beg to move:-
- "That the demand under the head railway board be reduced by Rs. 100."*
- /Need to check widespread malpractices in the Railways./ (1008)*
- "That the demand under the head railway board be reduced by Rs. 100."*
- /Need to run the proposed new Nizamuddin-Kota-Indore train from New Delhi./ (1009)*
- "That the demand under the head railway board be reduced by Rs. 100."*
- /Need to stop the increasing incidence of theft between Kota and Anup station./ (1010)*
- "That the demand under the head railway board be reduced by Rs. 100."*
- /Need to check the harassment of the traders travelling between Kota and Bombay by the Railway Protection Force personnel./ (1011)*
- "That the demand under the head railway board be reduced by Rs. 100."*
- /Need to extend the Neemuch-Kota train upto Delhi./ (1012)*
- "That the demand under the head railway board be reduced by Rs. 100."*
- /Need to electrify Kota-Bina and Kota-Neemuch railway lines./ (1013)*
- "That the demand under the head railway board be reduced by Rs. 100."*
- /Need to provide computerised reservation facilities at Kota Railway Station./ (1014)*

"That the demand under the head railway board be reduced by Rs. 100."

*/Need to develop Kota Railway station as a Model Railway Station./ (1015)*

"That the demand under the head railway board be reduced by Rs. 100."

*/Need to provide sheds at Indragarh railway station to protect the passengers from the rains and the sun./ (1016)*

"That the demand under the head railway board be reduced by Rs. 100."

*/Need to stop the New A.C. Express bound for Bombay at Kota./ (1017)*

"That the demand under the head railway board be reduced by Rs. 100."

*/Need to attach one more coach in Frontier Mail from Kota./ (1018)*

"That the demand under the head railway board be reduced by Rs. 100."

*/Need to provide a regular IInd Class A.C. sleeper Coach in the Dehradun Express./ (1019)*

"That the demand under the head railway board be reduced by Rs. 100."

*/Need to introduced a new train between Kota and New Delhi./ (1020)*

"That the demand under the head railway board be reduced by Rs. 100."

*/Need to attach coaches for south bound train in Kota-Bina passengers train./ (1021)*

"That the demand under the head railway board be reduced by Rs. 100."

*/Need to provide adequate funds for an effective scheme to expand the railway wagon Workshop at Kota./ (1022)*

"That the demand under the head rail-

*Dem. for grants (Rlys.), 1991-92 way board be reduced by Rs. 100."*

*/Need to stop Awadh Express at Keshoshyaran and Dura./ (1023)*

"That the demand under the head railway board be reduced by Rs. 100."

*/Need to stop Dehradun Express at Kauvrej railway station./ (1024)*

"That the demand under the head railway board be reduced by Rs. 100."

*/Need to provide reservations in all the trains bound for Delhi and Bombay from Baran Railway Station./ (1025)*

"That the demand under the head railway board be reduced by Rs. 100."

*/Need to extend the Kota-Damoh Express train under G.R. P. Railway upto Jabalpur./ (1026)*

"That the demand under the head railway board be reduced by Rs. 100."

*/Need to introduced an Express train between Kota and Bombay./ (1027)*

"That the demand under the head railway board be reduced by Rs. 100."

*/Need to stop all the local trains running between Kota and Madhopur at Ram Nagar Station for the convenience of the Pilgrims of Kamleshwar Mahadav, (1028)*

"That the demand under the head railway board be reduced by Rs. 100."

*/Need to check the incidences of pilferage at Kota Railway Workshop / (1029)*

"That the demand under the head railway board be reduced by Rs. 100."

*/Need to improve the Railway Catering Service./ (1030)*

"That the demand under the head rail-

way board be reduced by Rs. 100."

*/Need to construct an overbridge for the railway employees of Kota city under Western Railway so as to provide them an easy passage to their colony./* (1031)

"That the demand under the head railway board be reduced by Rs. 100."

*/Need to construct an overbridge at Rangpur village, Kota under Western Railway./* (1032)

"That the demand under the head railway board be reduced by Rs. 100."

*/Need to construct a fly over for the industrial area of Kota city./* (1033)

"That the demand under the head railway board be reduced by Rs. 100."

*/Need to develop Kakaniya Talab railway station to ease rush of passengers at Kota Railway Station of Western Railway./* (1034)

"That the demand under the head railway board be reduced by Rs. 100."

*/Need to stop all passengers trains at Kakaniya Talab Railway Station of Western Railway for the convenience of passengers of Kota City./* (1035)

"That the demand under the head railway board be reduced by Rs. 100."

*/Need to run Kota to Bhopal via Bina trains as Express train./* (1036)

SHRI MOHANSINGH (Deoria): I beg to move:-

"That the demand under the head railway board be reduced by Rs. 100."

*/Need for effectively checking the rail accidents./* (1068)

"That the demand under the head railway board be reduced by Rs. 100."

*/Need for effectively checking the incidence of theft, dacoity etc. in the trains./* (1069)

"That the demand under the head railway board be reduced by Rs. 100."

*/Need for honouring the suggestions of the general consumers while fixing the rates of catering in the Railways./* (1070)

"That the demand under the head railway board be reduced by Rs. 100."

*/Need to convert Mau-Shahganj railway line into broad-Gauge line in North Eastern Railway./* (1071)

"That the demand under the head railway board be reduced by Rs. 100."

*/Need for laying double railway line from Lucknow to Barauni and the electrification thereof./* (1072)

"That the demand under the head railway board be reduced by Rs. 100."

*/Need to construct a new platform and to open a booking office at northern border of Deoria Sadar Railway Station and to construct a concrete railway road connecting the city./* (1073)

"That the demand under the head railway board be reduced by Rs. 100."

*/Need to introduce direct trains between Bashaia Bazar and Varanasi and Lucknow./* (1074)

"That the demand under the head railway board be reduced by Rs. 100."

*/Need to construct goods transportation shed and platform at Bahraia Bazar./* (1075)

SHRI BHAGWAN SHANKAR RAWAT (Agra): I beg to move:-

"That the demand under the head railway board be reduced by Rs. 100."

*/Need to introduce a direct super fast train from Agra to Eastern India./ (1112)*

*"That the demand under the head railway board be reduced by Rs. 100."*

*/Need to introduce a super fast train between Agra and Bombay./ (1113)*

*"That the demand under the head railway board be reduced by Rs. 100."*

*/Need to develop New Rajamandi Railway Station in Agra./ (1114)*

*"That the demand under the head railway board be reduced by Rs. 100."*

*/Need to introduce a shuttle passenger train from Agra to Tundla station so that passengers travelling from Aligarh on Agra-Tundla route may be benefited./ (1115)*

*"That the demand under the head railway board be reduced by Rs. 100."*

*/Need to start daily Laskar Express train between Gwallor to Bombay from Agra./ (1116)*

*"That the demand under the head railway board be reduced by Rs. 100."*

*/Need to provide seasonal tickets to the daily passengers going to Delhi from Agra whereas this facility is available to Bombay Passengers./ (1117)*

*"That the demand under the head railway board be reduced by Rs. 100."*

*/Need to develop Khedasadhan railway station of Western Railway in Agra district./ (1118)*

*"That the demand under the head railway board be reduced by Rs. 100."*

*/Need to develop Olenda Railway Station./ (1119)*

*"That the demand under the head rail-*

*way board be reduced by Rs. 100."*

*/Need to develop Idgah Railway Station./ (1120)*

*"That the demand under the head railway board be reduced by Rs. 100."*

*/Need to provide adequate wagons for loading goods at different railway stations of Agra./ (1121)*

*"That the demand under the head railway board be reduced by Rs. 100."*

*/Need to provide special facilities to the tourists at Agra Railway station./ (1122)*

*"That the demand under the head railway board be reduced by Rs. 100."*

*/Need to introduce a super fast train to connect Agra to other tourist places of the country./ (1123)*

*"That the demand under the head railway board be reduced by Rs. 100."*

*/Need to remove the shortage of cleanliness and civil amenities in different railway colonies of Agra./ (1197)*

*"That the demand under the head railway board be reduced by Rs. 100."*

*/Need to construct a stadium at railway maidan near Agra Cantt railway Station./ (1198)*

*"That the demand under the head railway board be reduced by Rs. 100."*

*/Need to provide computerised reservation at Agra Fort Station./ (1199)*

*"That the demand under the head railway board be reduced by Rs. 100."*

*/Need to provide computerised reservation at New Raja ki Mandi Railway Station./ (1200)*

*"That the demand under the head rail-*

way board be reduced by Rs. 100."

*Need to remove the shortage of accommodation and residential facilities in the different railway colonies of Agra./ (1206)*

"That the demand under the head railway board be reduced by Rs. 100."

*Need to provide educational facilities to railway employees at Agra./ (1207)*

SHRI BIR SINGH MAHATO (Purulia): I beg to move:-

"That the demand under the head railway board be reduced by Rs. 100."

*Need to attach 3 bogies from Hatia in Hatia-Ranchi Howrah Express./ (1219)*

"That the demand under the head railway board be reduced by Rs. 100."

*Need to run Neelachal Express via Adra daily on South Eastern Railway./ (1220)*

"That the demand under the head railway board be reduced by Rs. 100."

*Need to stop of Amritsar-Tata Nagar express at Suisa station and Tarangstation in South Eastern Railway./ (1221)*

"That the demand under the head railway board be reduced by Rs. 100."

*Need to extend Borka Khana Muri passenger train upto Tata Nagar./ (1222)*

"That the demand under the head assets, acquisition, construction and replacement be reduced by Rs. 100."

*Need to convert narrow gauge railway line into broad gauge from purulia to Kotshila in west Bengal./ (1225)*

"That the demand under the head as-

sets, acquisition, construction and replacement be reduced by Rs. 100."

*Need to construct flyover at Suisa and Tarang stations of South Eastern Railway./ (1226)*

SHRI SANTOSH KUMAR GANGWAR (Bareilly) I beg to move:-

"That the demand under the head railway board be reduced by Rs. 100."

*Need to open Railway Inter College in Bareilly keeping in view the demand of railway employees./ (1238)*

"That the demand under the head railway board be reduced by Rs. 100."

*Need to introduce a new Express train between Bareilly and Agra./ (1239)*

"That the demand under the head railway board be reduced by Rs. 100."

*Need to introduce train from Bareilly to South India./ (1240)*

"That the demand under the head railway board be reduced by Rs. 100."

*Need to introduce train connecting Bareilly with Bombay./ (1241)*

"That the demand under the head railway board be reduced by Rs. 100."

*Need to start catering service in trains passing through Moradabad division on Northern Railway./ (1242)*

"That the demand under the head railway board be reduced by Rs. 100."

*Need for modernisation of Bareilly Junction railway station./ (1243)*

"That the demand under the head railway board be reduced by Rs. 100."

*Need to open computerised reservation office at Bareilly./ (1244)*

"That the demand under the head railway board be reduced by Rs. 100."

*/Need to set up a railway coach factory at Bareilly (1245)*

"That the demand under the head railway board be reduced by Rs. 100."

*/Need to run Link Express via Chandosi-Bareilly Moradabad/ (1246)*

"That the demand under the head railway board be reduced by Rs. 100."

*/Need to double Moradabad-Delhi railway track./ (1247)*

"That the demand under the head railway board be reduced by Rs. 100."

*/Need to electrify the railway track between Lucknow and Moradabad./ (1248)*

"That the demand under the head railway board be reduced by Rs. 100."

*/Need to construct a commercial complex after demolishing Bareilly Shyam Ganj railway station./ (1249)*

"That the demand under the head railway board be reduced by Rs. 100."

*/Need to construct an over-bridge on National Highway No. 24 between Milak and Nagarla Sadat railway stations./ (1250)*

"That the demand under the head railway board be reduced by Rs. 100."

*/Need to construct an over-bridge on the crossing of National Highway No. 24 near Mirora railway station./ (1251)*

"That the demand under the head railway board be reduced by Rs. 100."

*/Need to construct an over-bridge on the crossing of Bareilly Chopula on Badaun railway track on North Eastern Railway./ (1252)*

**SHRI SRIBALLAV PANIGRAHI** (Deogarh): Mr. Deputy speaker Sir, at the outset, I would seek your indulgence that at least half of the time given to Shri Fernandes may please be given to me. I request you not to ring the bell before that.

Sir, I rise to support wholeheartedly the Railway Budget for the year 1992-93 together with the demands as well as the supplementary budget.

Sir, I do not know whether it is a pleasure or a sad experience to speak after hon. Fernandesji. He himself was at the helm of the affairs of the Railways and that too not in the long past. Only two years back, he had the opportunity of presenting the Railway Budget in this august House. As we all know, this is the budget of the largest public undertaking of our country. Railways is the lifeline of this country and we know its relevance and immense importance for the overall development of our country.

17.00 hrs

That is why because of its importance, not after the independence but right from the British time, as a unique gesture the Railway Budget is presented separately. It is not a part of the General Budget. The working of the railways is looked with such distinction and importance.

Railways, as I said earlier of the greater infrastructure and is the lifeline of the country. However rich an area may be in industrial national resource but if railways have no access to that area even the industrialists do not want to go there. Besides, in a country of our size, the railways symbolises the much needed national unity and integrity of our country.

Now, what is the economic background of our country against which this year's Railway Budget has been presented? Everybody knows that we are passing through a difficult economic crisis. Before the General Budget and the Railway Budget was presented the common man of our country was apprehensive that the budget that will be presented will be very harsh and will



contain drastic and stringent tax measures. Probably, our Opposition friends who were waiting for this opportunity were disappointed after seeing the Budget.

17.03 hrs.

[SHRI P.M. SAYEED *in the Chair*]

I will now restrict myself to the Railway Budget by and large, as presented by Shri Jaffer Sharief. The Railway Budget is being hailed by all the people. There has been a general appreciation of the Railway Budget. I am not surprised to see the sharp reaction that was there from the former Railway Minister, Shri George Fernandes. I am glad that he opposed the Budget. Had he supported it a different signal would have gone to the people of the country about the bonafides of this Budget. Shri Fernandes did something when he was the Minister and says something else when he is now sitting in the Opposition benches. I can come out with figures to substantiate my point.

I would have been happy had he mentioned about the punctuality or about the safety measures, the operating ratio and so on. How do you judge the efficiency of the railway system?

What amenities you are giving to the passengers? When hon. Shri Fernandes was the Railway Minister in the year 1990-91, the punctuality level was 84.4 per cent. In the year 1991- April - June a part of that year, it came down sharply to 84.4 per cent. This is the figure. Can you repudiate the figure? After the Congress Government was installed, the punctuality figure has increased. It is now 86.9% I have the documentary proof regarding this.

SHRI SRIKANTA JENA: We recommend Nobel Prize for this!

SHRI SRIBALLAV PANIGRAHI: You claim Nobel prize for derailing trains.

Sir, you were mentioning something about the art of presentation with particular reference to Shri Fernandes, our former

Railway Minister. I would say art of hijacking the House. I would say he is himself a derailed train all through. When he was the Railway Minister, he devoted more time to some other Department rather than his own. When he was the Railway Minister, the Railways suffered immensely.

SHRI SRIKANTA JENA: The only thing that I want to remind Shri Panigrahi is that, during his tenure as the Railway Minister, his constituency was given the maximum allocation.

SHRI SRIBALLAV PANIGRAHI: You have your own Government in Orissa. You have your own Chief Minister. Because of lack of interest to get some land, you have failed to acquire some land for the railways. Can you deny this? So, do not provoke me.

SHRI SRIKANTA JENA: Sir, the only point that I am making is that, during the tenure of Shri George Fernandes as the Railway Minister, Shri Panigrahi's constituency got the maximum amount.

SHRI SRIBALLAV PANIGRAHI: I am speaking with facts and figures. I have documents to support this. This has gone up very high. I would say that all the time the ghost of the World Bank and IMF is haunting them. I know that even some of the Members who are sitting on the other side, even during their sleeps, the ghost is haunting them. Even after such a beautiful and convincing clarification given by the hon. Prime Minister the other day, the ghost is still haunting them. What else they want? Their own Leader Shri Morarji Desai, who is in Bombay had welcomed our Economic Policy. He was our Prime Minister. At the age of 94, he is welcoming our policy. Is it wrong? So also Another Economist Shri Palkiwala, Another hon. Member of the other House belonging to Mr. Fernandes Party had gone to the extent of saying that he would go on welcoming all the measures of the Government and the economic policy let any disciplinary action be taken against him. Such type of contradictory things are coming up.

SHRI SRIKANTA JENA: Shri Deo is also supporting it.

SHRI SRIBALLAV PANIGRAHI: What is the attitude of your Chief Minister Shri Biju Patnaik towards our Economic Policy? He is supporting it wholeheartedly. They do not know what to do. They are all confused. Now, I am coming to the operating ratio.

What was the operating ratio in 1989-90 during the Rajiv Gandhi's Government? It was 91.5 per cent in 1990-91, it was 92 per cent; this year, it is 90.3 per cent. The main thrust of the Railway Minister was to bring it down by 2 per cent; and it has been achieved. Congratulations to him. In 1992-93, the target is 87.7. This is the way they are trying to bring down the working expenditure.

I congratulate the Railway Minister for one thing. The basic performance of the Railways in the current year, in this outgoing Financial year, is very impressive; as you know, in all sectors freight movement and passengers traffic. In the passengers traffic, there has been a 5 per cent growth. The target of freight movement has not only been achieved but exceeded by about 3 million tonnes.

There was a surplus projected of Rs. 235 crores in the last year's Budget. In the current year's Budget, it was Rs. 235 crores. But, actually, the surplus is more by another Rs. 200 crores; it is Rs. 435 crores; in the real terms, it should be Rs. 475 crores. An additional amount of Rs. 40 crores has been contributed to the pension fund besides paying dividend, etc.

Respectfully, I would refer to one thing. When Mr. George Fernandes was talking about it, he was thinking in terms of isolation of the working of the Railway Ministry. But as I began with the scenario of the economic situation, financial situation, the health of the economy and mentioned about them, we all know, how even then very dear gold of the country had to be parted with. In such a difficult situation, when the economic scenario was almost hopeless, Rs. 200 crores were added as an additional contribution to

the general fund. That has also helped to improve the overall economic situation of the country. Naturally, the Government is working as a whole and one cannot say that they have not done anything in the Railway Ministry.

I agree that there has been a drastic reduction in the budgetary support to some public sector units including the Railways. How can the budgetary support be there all the time? Wherefrom will it come? So also the coal sector to day. The economy is such that we cannot provide as before budgetary support for the working of these units. They have to be self-sufficient. They have to go in for self-generating finances etc.

That way, against heavy odds the Railway Ministry has presented this Budget. Of course, there has been an attempt to increase the revenue by Rs. 1363 crores by way of further taxation. But who is going to pay more? The burden is minimum on the poor commuters. All the essential commodities have been exempted from the purview of the increased freight charges.

Again, in respect of the second class journeys, as stated by the hon. Minister while presenting the Budget, it will cost Rs. 25 more for a passenger journey from Jammu to Kanya Kumari. In a difficult year like this, there has been no greater burden on the poor people and 50 per cent of the extra charges will be coming from the passengers who can afford to pay more, the higher class, 1 class and AC etc.

Of course, there has been an increase in the suburban passenger fares. A reference has been made to it. Should they not be increased? How long will we be subsidising those who can pay? When things become dearer costlier, there is an inflationary tendency and it is being made up by grant of additional dose of deadness allowance etc. We can also compare the regular commuter in the Metro cities with those travelling by bus. For the same journey, even after this increase, a bus passenger has to pay more than the railway passenger. Why shed tears for those who can pay and

[Sh. Srballav Panigrahi]

who are also getting additional; dearness allowance, etc.?

So, this is the position. Just for the sake of criticising the Budget if they criticise, who can help it?

Again, we know that we are suffering from inflationary pressures.

MR. CHAIRMAN: Please wind up now. You have taken 20 minutes now,

SHRI SRIBALLAV PANIGRAHI: That time can be adjusted against our party's time.

We are suffering from inflationary pressures. But the post-budgetary impact of inflation, has been well absorbed in the working of the Railway Ministry because of the personal attention paid by both the Railway Ministers. I know that they have gone round the country, talked to the Railway officers, managers, etc., expenditure has been carefully curtailed, economic has been observed and therefore the impact of the inflation is also minimum. It has been absorbed.

Besides operating ratio about which I have mentioned, the return on the net revenue to capital at large has also gone up. It was Rs. 6.91 in 1990-91 when Shri Fernandes was the Railway Minister. But the same was raised to 8.3 in 91-92 and expected to be 10.9 in 1992-93. Are these not commendable features and welcome features?

As has been stated earlier, this year's thrust is the conversion of narrow-gauge, metre-gauge into broad gauge. Again I congratulate the Railway Ministry for this decision. There is a complex, inferiority complex, working in the minds of the people of those areas where there is no broad-gauge line. Is it not so? Also, the industrialists are reluctant to go to those areas which remain thus they neglected them. If there is no railway line, that area is neglected. Also the

areas which do not have broad-gauge line and instead have only metre-gauge line, suffer from this type of difficulty. Therefore, their decision to convert the narrow-gauge, metre-gauge to broad-gauge is highly welcome. And that also provides a very big employment programme. I am not going into the details now. Earlier this has been dealt with by Shri Chandulal Chandrakar, who pointed out as to how many man days, etc. will be created and also the comparative allotments made on this.

Sir, the Railways has a very big social burden, social obligation. As has been said earlier, in 1980-81, the social cost was only Rs. 421 crores and it has risen to Rs. 2221 crores in 1991-92. But this is inclusive of the payment we are making under the productivity linked bonus, which accounts, I think, for quite a big sum out of it.

The rail transport is six times more energy efficient than the road transport. But I would request the hon. Minister to see that it becomes cost efficient and also made readily available. Unless it is readily available, easily available, for movement of goods, etc. naturally the road transport, which is not energy efficient, will have an edge over this.

In regard to electrification, I agree that we should have a bigger programme. Railways does play an important role in our economy; it is the main stay of our economy and it is the infrastructure of our developmental activities in the country and naturally members would like to have Railway lines in their areas. And, therefore, the task is quite challenging. We do not have money, etc. The Planning Commission should realise this and make more plan allocations, not only Annual Plan but also in terms of Five Year Plans. Also the external support by way of loan, etc. from world institutions and international institutions, should be arranged for drawing new lines, etc. It is quite challenging. Steam engine we can no longer depend upon. Therefore, for electrification programme, there should be more allocation.

As regards passenger amenities, I think, there is a very meagre provision of Rs.5 crores. This is not at all sufficient. If my figure is wrong, I stand to correct myself. This provision of Rs.5 crores for this nowhere near the requirement and this should be suitably enhanced.

I agree that punctuality has improved. But in certain areas, certain trains like Utkal Express are running chronically later. And more attention should be given to this aspect.

As regards security, there is a lurking fear, a suspicion, in the minds of even those who are in charge of security. Sometimes the situation is such that we are inclined to believe that they are hand in glove with the criminals some of the crimes that are taking place. Therefore, we have to see that punctuality is there. At the same time, security of passengers has to be ensured, cleanliness also has to be adhered to.

Railways have got to be more productive. It has got to be more efficient. I know the task is quite challenging but keeping in view the programme of spreading the network to all the areas and also the electrification programme, track renewal programme, etc., they need much more than what has been provided. Irrespective of party affiliations, we have to address ourselves to this problem, this gigantic task.

Chandrakarji has stated about local recruitment, etc. I also agree with him and I repeat that local employment has to be provided for at least in the matter of appointment of Class-III and Class-IV employees. In this account also there is lot of corruption.

I would now go over to my State, which is a neglected child of the Railways. Orissa continues to be a neglected child and continues to be receiving step-motherly treatment. About Orissa, as you know, Sir, Orissa's poverty does throw a challenge to the whole of the country, to the Government of India and also to the Railway Ministry. Today also there are news reports about hunger deaths in Kalahandi. Phulbani is a

district in Orissa where there is not an inch of railway line. In Kalahandi also, only a small section is covered by Railway line. So, naturally there are no industries. As stated earlier, during British days, because three metropolitan cities were required to be linked Calcutta on the one side and Madras on the other side, and Calcutta on the one side and Bombay on the other side and since in between Orissa was coming, so we had the benefit of getting some railway lines. Otherwise, Orissa, which is the home of natural resources, mineral resources of our country, is rotting in poverty because of lack of infrastructural facilities, because of lack of adequate railway lines. Poverty has been entrenched in its soil.

MR. CHAIRMAN: Please conclude now.

SHRI SRIBALLAV PANIGRAHI: Sir, when you look at me, I become afraid. After the national scenario, I have already come to Orissa. so, please give me two-three minutes more.

As I was saying, Orissa is the heart of South-Eastern Railway. But again the irony is that two Railway Zonal headquarters are located in one metropolitan city, that is, Calcutta. Garden Reach happens to be the headquarters of the South-Eastern Railway whose heart is Orissa. Therefore, the whole of Orissa, part of Madhya Pradesh, part of Bihar and part of Andhra Pradesh should constitute a new Railway Zone, with headquarters at a suitable place in Orissa.

Coming to construction works in Orissa, I was referring to land acquisition a little earlier when Mr. Jena was interrupting me. I would request the hon. Railway Minister to kindly visit Orissa - not to have a short visit but to spend two-three days there. Let him spend one day at Bhubaneswar. Let him not come back from Bhubaneswar itself. Let him go to Sambalpur, the headquarters of a new Railway Division, with many problems. From there he can also proceed to Bilaspur in Madhya Pradesh and the Chhatisgarh area, which are all backward areas. Let him study the problem and find out some solution to that.

MR. CHAIRMAN: You mention only points.

SHRI SRIBALLAV PANIGRAHI: I am referring to points only. There is a new Division at Sambalpur. I salute the memory of our late leader Rajivji. Late Shri Rajiv Ganhi laid the foundation stone for the Sambalpur Division and the Talcher railway line. He laid the foundation stone for these projects. But I regret that these are progressing at a snail's pace without much budgetary provisions.

SHRI BASUDEB ACHARIA: Who sanctioned the Division? Was it not Shri George Fernandes? (*Interruptions*).

SHRI SRIBALLAV PANIGRAHI: No he did not sanction. He was nowhere in the picture about Sambalpur Division. I can emphatically say it. It was Shri A.B.A. Ghani Khan Choudhary, as Railway Minister, who sanctioned it. Shri George Fernandes cannot take credit for giving approval to this. He might have given one or two crores of rupees more. That is all. It has been done much earlier. The foundation stone...

SHRIGEORGE FERNANDES: All your foundation stones are there all over the country.

SHRI SRIBALLAV PANIGRAHI: You have the habit of taking away others' credit. You have that expertise. If you want to take credit in the present case, I think, you will be frustrated. The New Sambalpur Division's work is to be taken up at the earliest.

About the Jurisdiction of the new Sambalpur Division I may say that big and serious mistake has been committed. Even the area adjacent to Sambalpur is coming under the old Chakradharpur division which is situated at a distance of about 300 kilometres. This is not a correct situation and this should be corrected; for example Jharsiguda is under old Chakradharpur division.

Then there is the demand for new railway lines. I may mention that Khurda-Bolangir

line and Raigada-Koraput railway line should be completed early. There is not an inch of railway line in Phulwani district. There is a need for conversion of Meter gauge into Broad gauge in Palasa Partakmidl sector. The Rupsa-Bhadriposi line should also be taken up.

MR. CHAIRMAN: Please wind up now.

SHRI SRIBALLAV PANIGRAHI: There is a demand of a new speedy super-fast express train. The General Manager of South Eastern Railway has made a commitment about running a new train from West Orissa to Delhi. I earnestly request the hon. Minister to kindly include this in the list of 15 new trains commencing from 1st July. Also the Neelachal Express should be restored to its former route as a super fast train.

With these words I give my whole-hearted support to the Budget which is very timely and balanced one. Only the detractors could take the liberty of criticising it from their own point of view. Judging the present difficult situation there could not have been a better Budget presented by the hon. Railway Minister. Thank you.

SHRI BASU DEB ACHARIA (Bankura): Mr. Chairman, Sir, I consider that this is the worst Budget which was presented by the Government, not only for the rise in fare and freight charges but for other factors also. It is unprecedented if you compare the fare and freight charges during the last ten years. I can say that the present Budget is an unprecedented one.

In every paragraph of Railway Minister's speech there is a reflection of instructions from I.M.F. and World Bank. I am surprised that how suddenly the Railway Minister has discovered that there are surplus staff from top to bottom who are redundant and he wants to reduce their number from 16 lakhs to 9 lakhs. When the world bank submitted this report ten years ago about the requirement of manpower in Indian Railways we pointed out about it then. This report is being gradually implemented. Now the present Railway Minister started implementing the

instructions of World bank and I.M.F. He has set up a Directorate. The name of the Directorate is 'Efficiency and Research Directorate. The purpose is not to determine the efficiency of the Railways, but the main purpose of this Directorate is to find out where there are surplus staff. Recently they have issued a very secret circular. The reference No. of that circular is E 310-21IPC-7/Meetings II, where it has been clearly stated to find out where there are surplus staff in different Railways and in order to implement the conditionalities they are now gradually reducing, and already and attack has been started in the Railways first. Recently, a former Member of Railway Board I am not mentioning his name, but only mention that a former Member of the Railway Board, Member (Traffic) has written an article. What he has said is that the exit policy can be successfully implemented in the Railway because the railwaymen will not resist. As on 29th November last, when about 1,50,00,000 workers struggled against the exit policy of the Government of India, the railwaymen did not respond, they only expressed their solidarity. So, this exit policy can be successfully implemented in the Railways. The former Member (Traffic) of the Railway Board has written a very elaborate article. There he clearly stated that and this is now being implemented

Sir, we discuss every year how the allocation in the Railways is being reduced gradually. In the Second Five Year Plan 15 per cent was allocated for the Railways and in the Seventh Five Year Plan only 7.06 per cent was allocated. And in the current plan in the Eighth Plan will start now - this will be further reduced because this year the budgetary support has been reduced from Rs. 300 crores to Rs. 1200 crores and that allocation also, in real terms, has been reduced although last year, I mean, in the current year, it is Rs. 5400 crores and for the next year it is Rs. 5,700 crores and if you add the devaluation it is less than what was allocated last year, and after less allocation now the Railway Minister suddenly woke up and said that Indian Railways should have met-gauge? We need conversion in certain strategic areas. Where there are broad gauge

lines, in order to connect those two broad gauge lines, the narrow gauge or the metre gauge is to be converted into broad gauge. But how suddenly the decision was taken to convert 6000 kilometres of metre gauge into broad gauge when we can make the metre gauge system more efficient? We can electrify the metre gauge traction. So, there are certain State capitals which are not connected by railway lines. We have demanded that Agartala, the capital of Tripura should be connected with a railway line. It is a small State in the North Eastern region and there is a lot of resentment. A number of capitals in the north eastern region are not connected with railway lines and they should be connected with railway lines. A project was sanctioned to connect one of our district headquarters where there is no railway line and that is the Balurghat project in West Dimapur district. But this year you have sanctioned only Rs. One lakh and the total cost of the project is Rs. 35 crores. Then, the project of Tamruk Digha is very important from the tourist point of view. This year, you have sanctioned only Rs. One crore for a project cost of Rs.45 crores. We have demanded railway connection between two impatient towns of Bihar, Dhanbad and Tata Nagar. The amount was reduced to Rs. 1.60 crores. Last year, you have sanctioned Rs. 75 lakh, but this year, you have given only Rs.31 lakhs. You are not able to sanction the entire amount to remodel one station at Ptharidi and to construct one platform in South Eastern Railway at Shudambi

At present, there is no direct train from Dhanbad to Tata Nagar and if a train is introduced, then that train will pass through our district, Purulia which is one of the backward districts of our country. A project was recommended by the Railway Board in the year 1986 to the Planning Commission and the Planning Commission, at that time, rejected that project. Now, again an updated survey was made and still for the past six months the Railway Board is examining it to find out whether in this narrow gauge of 31 kms, there should be some change in the alignment for 11 kms. and in the remaining 20 kms. by replacing the narrow gauge line, broad gauge line has to be laid. But you are

[Sh. Basudeb Acharia]

unable to find money for this small project for one of the backward districts where the tribal and Scheduled Caste population is about 45 per cent. But, you have money to convert the entire metre gauge into broad gauge. In the same way, you are not finding money to connect Arta with Howrah. It is a prestigious project and it was sanctioned by late Shrimati Indira Gandhi and she had laid the foundation stone in 1972. It is in the constituency of my colleague Mr. Hannan Mollah and now you want to abandon that project. Company projects are pending with you.

The Railway Convention Committee of 1986 recommended that all the pending projects should be completed. When one project is sanctioned, it should be completed. So, sufficient funds should be arranged for that purpose. As my comrade Mr. George was referring to, every year you are allotting lesser and lesser amounts, you are giving only Rs. Two crores instead of Rs. Six per Seven crores. A token amount has been sanctioned. Then, Sir, about electrification, it has been said that electric traction is the cheapest means of transport. In 1973, the policy was adopted not to have steam engines and from 1973 onwards, not a single steam engine came out of Chittaranjan Locomotive Works. But how much you have sanctioned for electrification? It has been said that we have to phase out steam engines. I believe, still steam engines can be used in our country. China can use fuel-efficient steam engine. The former Railway Minister, Shri George Fernandes had brought out the Status Paper, White Paper on Indian Railways. There, the option was there whether we can still continue to use steam engine or not. We could have continued steam engines at least in coal belt areas of Orissa, Madhya Pradesh, Bihar and other areas. If China can continue with fuel-efficient steam engines, why have you stopped producing steam engines in 1973? Now we need electrification. We have to depend on import of petroleum products for diesel engines.

You have sanctioned only Rs. 235

crores for electrification. For gauge conversion, you have provided Rs. 554 crores. For electrification, it is only Rs. 235 crores. Last year, you have provided only Rs. 232 crores. In the year 1991, you had sanctioned only Rs. 234 crores. We need electrification but sufficient provisions have not been made.

Our hon. friend, Shri Saifuddin Choudhury along with a delegation met the hon. Railway Minister and the Prime Minister a number of times. The Minister assured that Baidal- Katwa railway line would be electrified. But I received a reply from you that this will not be viable after electrification. I do not know, how viability is examined. There are 16 volumes of the report of Railway Reforms Committee. You will find in the report, they have mentioned, there is a need for changing the criteria of remunerative line which is about 10 per cent or 12 per cent of return. There is need for more allocation of funds for electrification and more allocation for new railway lines.

The Prime Minister while replying to the debate on the Motion of Thanks on the President's Address has stated that each km. of gauge conversion is calculated to provide employment potential of 18,000 to 22,000, mandays.

THE MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS AND MINISTRY OF STATE IN THE MINISTRY OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI RANGARAJAN KUMARA-MANGALAM): Since the Chairman, Shri P.M. Sayeed has to go, with the permission of the House, may I suggest the name of Shri Nirmal Kanti Chatterjee to take the chair?

SEVERAL HON. MEMBERS: Yes.

17.50 hrs.

[ SHRI NIRMAL KANT CHATTARJEE *in the Chair* ]

I do not understand how this calculation has been made and whether these con-

struction workers are permanent workers.

Another aspect is privatisation. Last year, when all the Members opposed the privatisation of safai work, conservancy work, he stopped that. This year, he has already started privatising the catering. Prior to 1955-56, this catering system was under the private management. Who nationalised it? Who made this departmental? The former Prime Minister and former Railway Minister, Shri Lal Bahadur Shastri took the decision. He took the decision to departmentalise this catering system. The percentage of departmental catering system. The percentage of departmental catering is only 50 to 55 per cent. When the food articles were bad, the service was worse and when there was much complaint, then this catering service was departmentalised. Now the Railway Ministry wants to reverse it and to start privatisation with catering service

Then the privatisation of railway wagons. We have wagon building industry. Is the capacity of the wagon building industry fully utilised? I do not think so because there was a crisis three years back in wagon building industry. Unless the capacity is being fully utilised, there is a need for another coach factory. There is a proposal to have a coach factory at Durgapur. I have a letter from the former Railway Minister Shri George Fernandes. That proposal was still there to have a coach factory because the two factories, one at Perambur and the other at Kapurthala were not coping up with the demand requirement because from 1950-51, the passenger traffic has been increased to 175 per cent whereas passenger coaches increased only by 125 per cent and the over-aged coaches are being used and there is over-crowding and still you are increasing the fare of second class. It is not a joke to exempt the second-class passenger up to 10 KM. How much are you earning by increasing second class fare? you are earning Rs. 470 crores from the second class and from the higher class only Rs. 70 crores. From suburban traffic, you are earning Rs. 170 crores and by reclassification, you are increasing only 7 1/2 per cent of the freight rate. But you are just changing the classifi-

cation. By Changing classification of you are earning Rs. 230 crores-by just changing the classification of the goods. This was never done during the last ten years, if you compare the freight and fare hike. Before the Budget, you have increased the rate of food articles. You have increased the rate of reservation. You have increased the rate of bed-rolls, from Rs.6 to Rs.10/-.

**SHRI SAIFUDDIN CHOUDHARY**  
(Katwa): What is the rate of bed-roll?

**SHRI BASU DEB ACHARIA:** I do not know. We have to calculate.

Government decided to import electric locos of 6,000 horse power. We have a locomotive factory at Chittaranjan. This Chittaranjan Locomotive Works surpassed the target. They are produced 120 locos this year, though they made no financial demand. They demanded only recognition to their labour union. This union represents 90 per cent of the work force and you are not considering it. The workers are very sincerely producing the locos more than your target. They can produce the locos that you are importing. But you have tied up with a firm. You are getting loan from the Asian Development Bank. You have already awarded a tender to a foreign Company. You are not giving orders to this Chittaranjan Locomotive Works. This Chittaranjan Locomotive Works can produce this type of locos of 6000 H.P. They have got their capacity. Only a little investment is required. With a little investment, with a little expansion, our Railways' own indigenous industry can produce this type of locos. You are now producing it. But the decision was delayed. The Finance Ministry are not willing to import. When there is so much of scarcity of our foreign exchange, you are importing the electric locos.

Sir, I have very little time. I have got four or five minutes only. So, within that 4-5 minutes, I will have to finish all the important points. The first important point is with regard to the reinstatement of the dismissed Railway workers. For the first time, I understand that the Cabinet took a decision not to



[Sh. Basudeb Acharya]

reinstate the dismissed Railway workers although a number of times assurances were given. The decision was taken by the former Railway Minister and approved by the Cabinet. So much hallagulla was there in the House. Then, an announcement was made by the former Railway Minister Shri Janeshwar Mishra on the floor of the House and the present Railway Minister Shri C.K. Jaffer Sharief also, not once but a number of times, assured this House because this is the demand of the entire House that the workers, who were dismissed in 1981 for participating in a strike, should be reinstated. They were participating in a strike because the agreement which was signed with the Loco Running Staff Association was not implemented. It is was regarding 10 hours duty. The circular which was issued by the Railway Board was quashed by the Ernakulam Central Administrative Tribunal. Recently, that circular of exchanging the duty hours of Loco Running Staff was quashed. These workers have not yet been reinstated. What the Railway Minister stated in reply to our question was that the dismissed Railway employees in whose favour the Court has given the Judgement, have been taken back. But I can give the names of at least 50-55 such Railway employees in whose favour even the SLP was not allowed in the Supreme Court let alone the Central Administrative Tribunal and the High Court. Those employees have not yet been taken back. I can give the names of 50-55 such employees. Why are these employees not being reinstated? Why should there not be a change in the recognition policy in the Railways that we have two federations. Why should there be two Federations? Why should there not be one Federation? If there be two Federations, why not three? Why are you not recognising such Federation which is an umbrella organisation of all the categories of employees? Even the Railway officials have refused to meet the un-recognised unions. The decision was taken by the former Railway Minister Shri George Fernandes to recognise those Federations, to have one Federation and that should be decided through secret ballot. Why can there not be

a change in the recognition policy to have industrial peace in the Indian Railways?

Sir, the hike in the freight and fare has already shown a cascading effect in respect of all the commodities. Of course, the Chairman of the Railway Board may say that the impact will be minimal. But there is already a cascading effect. So, I demand that the fare which has been proposed to be increased in the case of Second-Class and Suburban passengers should be withdrawn.

18.00 hrs

Freight on all commodities should be reduced. Why should the Railways pay dividends to the General Revenues? Why is this system still continuing from pre-Independence days? By paying the dividends to the General Revenues, the Budgetary allocations will be reduced. Why should the Railways carry the social burden? (*Interruptions*). Why should this continue when there is restructure of Railway Finance?

With these words, I oppose the Railway Budget and I conclude. Thank you.

THE MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS AND THE MINISTER OF STATE IN THE MINISTRY OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI RANGARAJAN KUMARAMANGALAM): May I make a request to you to extend the time of the House by Fifteen minutes or so? There are one or two Members who just want to make their demands to the Railway Minister and they have to go out of station today evening. (*Interruptions*).

SHRI SOMNATH CHATTERJEE (Bolpur): You must reciprocate later on.

SHRI RANGARAJAN KUMARAMANGALAM: Yes, we are always reciprocating. (*Interruptions*).

MR. CHAIRMAN: Is it the pleasure of the House to extend the time by ten or fifteen minutes to accommodate two Members?

SOME HON. MEMBERS: Yes.

MR. CHAIRMAN: Shri Vijayarahavan to speak

[Translation]

\*SHRI V.S. VIJAYARAGHAVAN (Palakkad): Mr. Chairman, the Govt. under the leadership of the Prime Minister Shri Narasimha Rao has put an end to the political and economic uncertainty and has given a new direction to the Indian economy. The voting that took place in this House the other day is a proof of the fact that the people accept the new economic policies adopted and being implemented by this Govt. This year's general Budget as well as the Railway Budget are manifest examples of the fact that the country under the leadership of the Hon'ble Prime Minister is marching ahead along the path progress. The Railway Budget is an important element in the total developmental process. I support it wholeheartedly. I must say at the out set that contrary to the fear among the people, this year's Budget does not increase the fare and freight greatly. The Railway Minister has sought to raise an additional amount of Rs. 1366 Crores without resorting to any hof increase in the ordinary fire. Similarly, he has exempted essential commodities like rice, sugar, kerosene, vegetables etc. from the freight hike. We hope that this step will stabilise the prices of essential commodities. I congratulate him to this.

Sir, the buget problem the Indian Railway's are facing is lack of resources. How many thousand crores of rupees are required for renewal of very old tracks? There is no idea as to where we are going to get the money dream. If the tracks are not renewed these will be more accidents. There are thousands of kilmetres of track which should have been renewed long back. How to raise money for all that? If you look at the total allocation for the Railways since the fourth plan, you will find that the percentage of allocation for railways in relation to the total plan allocation has been coming down

. During the first plan the Expenditure on Railways in relation to the total plan goes was 11.07%. In the second Plan it went up to 15.48%. In the third plan it remained at 15.46%. But in the fourth plan it came down to 5.9%. In the 7th plan it went up slightly to 7.46% But we must remember that it was 15.4% in the second plan. If it goes at this pace where are we going to get the money from on to under take the development of Railway? The surplus of Rs. 563 crores is too inadequate to meet the development needs of the Railways. Therefore, you have to find now sources of revenue.

Another problem is the imbalance in the Railway development. Railways are the most important factor in the process of development of the country. But, the development of Railways was not been uniform in all arts of the country. The Indian Railways have 62367 route kilometres of rail line. A small State like Haryana has 1500 route kilometres of railwayline, where as Kerala has only 984 Kms. The National average is 2398 Kms. That means the total length of railway lines in Kerala is far below national average. Take the case of our neighbouring States of Tamil nadu and Kamataka. They have 4012 and 3065 Kms. of lines respectively. So, there is something wrong with the whole system. The uneven development of Railways has adversely affected the economic development of Kerala. I would therefor request the Govt. to correct this imbalance by investing more money in undeveloped states like Kerala.

It is a perennial complaints that Kerala has always been neglected in the matter of Railway development. There is a large measure of truth in this complaints., When we examine this year's Railway Budget, we find that the Railway Minister has tried to reduce to some extent this complaint. Kerala is one of the new 15 trains. Similarly, the Borde Cochin Sector is going to be electrified. There is an indication that a Rajdhand type of train will be given to Kerala. It is also said that the Alleppy Kayam-Kulam line and Trichur- Guruvayoor line will be completed this year. These are all steps favourable to

[Sh. V.S. Vijayaraghavan]

Kerala. But, if we look at the allocation for all this, it does not generate much optimism. Last year Kerala got Rs. 28 crores for Railway development. This year it has come down to Rs. 15.72 crores. The total cost of electrification of the Brode-cochin stretch is Rs. 161.30 crores, and the amount remarked this year is just Rs. 3.10 crores. At this rate it will take atleast 50 years to complete this project. Similarly, Rs. one crores each has been provided for the completion of the Alleppy Kayamkulam line and Trichur-Guruvayor line. But an amount of Rs. 5.26 crores is still required to complete these two lines. The question is whether he will be able to find the money.

I would now to come specific problem of Kerala. First the Erode-Trivandurm sector should be electrified. The Govt. of Kerala has been demanding it for a long time. There is a heavy traffic on this route and therefore electrification of this stretch should be taken up. Secondly, the sort-Mangalore line should be doubled. A survey as conducted, but nothing further has been done. with the coming of Konkan Railway, the importance of this line will increase, as the traffic will increase many times over. So this line should be doubled. (*Interruptions*).

MR. CHAIRMAN: Please conclude unless you try to conclude now, you will be depriving another member of your party, who is also leaving to-day.

SHRI V.S. VJAYARAGHAVAN: Sir, I will take only two minutes. the northern part of Kerala which is called Malabar has always been neglected. No major trains which goes North starts from here. This has caused much resentment among the people. I am therefore making a suggestion. Any one of the trains which go to Howra or Rajkot could be started from Malabar. (*Interruptions*).

MR. CHAIRMAN: Please permit me to call the next person.

MR. V.S. VJAYARAGHAVAN : Sir,

only one minute. Another point is that we need one more train to Tiruvanpanta-puram from Delhi. There is a long waiting list for berths in the Kerala Express practically everyday. Earlier there used to be heavy rush during vacation. But now it has become a daily feature. Therefore there should be one more train introduced to Tiruvanathpuram.

Sir, the Kerala Express at present takes around 56 hours to reach Tiruvantapuram. When it was introduced it used to cover this journey within 48 hours from a super fast Express it has become a super slow Express. This has happened because it has a large number of stops between New Delhi to Bhopal. this causes a lot of inconvenience to the long distance passengers. Therefore, Kerala express should remain a superfast Express.

Similarly, the trains which run between Rajkot and Tiruvanthpuram and Ahmedabad and Cochin are weekly train. This frequency should be increased. (*Interruptions*).

MR. CHAIRMAN: Now, please conclude. I am calling the next member. I have granted you more than hundred percent time.

SHRI V.S. VJAYARAGHAVAN: I am concluding Sir, lastly I will say a word about my constituency Palakkad. There was a proposal to set up coach factory, which was later set up in Kapurthala in Punjab. I would request the Minister to set up a coach factory in Plakkad., I would also request the Minister to reduce the hike in the season ticket fare. I congratulate him for increasing the pension fund. Lastly, there is a demand for an over bridge near Palakkad junction. This should be constructed. With these words, I once again support the Budget.

[*English*]

MR. CHAIRMAN: Whatever you have to say in addition, please send a written memo to the Minister. I am calling shri

Ramamurthee. He has also asked for five minutes. If you keep on speaking I will adjourn the House and you will be depriving him and he will not have a chance. Shri Ramamurthee to speak.

SHRI K. RAMAMURTHEE  
TINDIVANAM (Tindivanam): Thank you Mr. chairman for calling me.

I stand to welcome the Railway Budget and congratulate the Railway Minister for having given a different orientation to his Budget. He has presented a Budget that is pro-poor and a soft Budget. His Budget gives the much needed encouragement to the small industrial sector. It is an impressive Budget which contributes to the country's economic progress.

The Railway Budget, it must be truly said, is a brave effort to deal with a difficult situation. This has been achieved mainly by the hike in passenger fares. This is one area which every Railway Minister and reservations to touch. But our Railway Minister has played the trick. His is a case of higher passenger fares and minimum harassment to the passenger concerned.

When I mention this, I must in fairness plead the case of the big traffic used by the suburban train passenger in metropolitan cities like Bombay, Madras, Calcutta etc. The ten kilometre exemption given to the II class passengers will not be of help to the middle income group, the fixed income group, the salaried section and the poor section of the society that use the suburban trains as their only available mode to transport. They travel to destinations for their workspots and trade centres. Their season tickets are not for any luxury or for any other purpose; but only for their earning of livelihood. I plead with the hon. Railway Minister for a review of the hike in the suburban train fares. At least the season ticket holders can be treated separately.

As for the passenger fares, even though the increase in rates are high, it must be confessed or made in such a way as to make

the victim, the passenger, feel less of the burden. In addition, the increase in rates also is graded.

As for the hike in the rates for the I Class passenger by 20%, the House, I am sure, will agree with the hon. Minister that those who require extra can afford to pay a little more..

The Railway Budget does make an increase in the freight rates. But the Minister must be complimented for the exercise he made in this sphere. He has not touched the rates for the essential commodities. By this, for his part he has seen to it that the common man does not suffer by the increase in the price of essential commodities. Even the freight increase announced is only to the extent of 7.5%. The inflationary pressures are well kept under check as far as the Railway Budget is concerned.

The announcements for the future, as announced by the Minister indicates sharp increase in the allocation for gauge conversion for metre gauge to broad gauge. The amount spent on this scheme jumps from Rs. 133 crores in 1991-92 to Rs. 555 crores in 1992-93. This is a major thrust to progress and the scope for employment opportunity will be high.

In the eighth plan period this conversion will be to the extent of 6000 kms. as against the total to 10000 kms. The hon. Prime Minister and the deputy Chairman of the Planning Commission are to be congratulated for the understanding they have shown in this matter. Of course, the Railway Minister deserves our praise for the persuasion he has made. Of course, the Railways Minister has incurred, at the same time, the displeasure of the former Railway Minister, Shri George Fernandes in this way. I can very well understand the prejudice he has towards Tamilnadu and other Southern States which suffer because of the metre Gauge lines. It is not only that the traffic suffers, but it is more felt on the economic side, because the industries do not come up. I can understand the prejudice which the

[Sh. K. Ramurthee Tindivanm]

former Railway Minister Shri George Fernandes, had for the State because it was under him, the karur-Dindugal scheme did not progress and it was under him the Madras metropolitan Railway scheme did not progress. Naturally, his aversion to Tamilnadu is well seen by them in which he has commented about the conversion of metre Gauge into Broad Gauge.

The conversion of Metre Gauge into broad Gauge is a strong and firm step towards national integration. For the first time, most parts of the Southern States are brought into the mainstream as far as the railways are concerned. Only hereafter, you can find the thrust in trade and industry in the States which were so far suffering for goods traffic because of the Metregauge. In this regard, I am to appeal to the Railway Minister that the Broad Gauge work under execution under the Dindugal-Madurai line of Karur-Dindugal - Tuticorin Project which is nearing completion suffers for want of some more funds, which is about Rs. 10 crores. Even less than Rs. 10 crores will hasten the work and the completion of the work will be over it may take Rs. 5 to Rs. 6 crores. I appeal to the Railway Minister for his large-heartedness to allow Rs. 5 to Rs. 6 crores to complete the project with big success.

As far as the Madras Rapid Transport System which is under progress is concerned, I am sure the Minister will agree that it is making a very slow progress. It has been announced that the electrification in this Section is over and that the trains are running between Madras beach to park Town and Chepauk will not serve the purpose. It must at least be extended upto Santhome or Mylapore.

So also is the case with Rajdhani Express. I am happy that Bangalore is getting it. But, I would like to remind the hon. Minister of the assurance that Madras also would get the next preference as it rightly deserves. Delhi-Bombay, Delhi-Calcutta are having the Rajdhani Expresses, but the

claim of Madras, though justified is yet to be taken up seriously. I plead for the same now.

Now that the conversion of metre Gauge into broad Gauge is taking place, I request the Railway Minister to think of doubling the line between Chengleput and Villupuram which means doubling a distance of about 160 KMs, which will cater to the needs of the travelling public.

As far as the privatisation in railway is concerned, the programme has been well thought of and is gently brought out under the 'Own your wagon-own your container scheme'. It is an assurance to the industrial prosperity and progress. So also, is the case of privatisation in catering side. This is a much needed one, I am sure that the hon. Minister will ensure us of price control in this regard. I must say that in almost all the Railway Stations, in the metre Gauge, except of course the junctions, original beverages are not available and what ever is sold is only the poor imitations in the original bottles. I request that it may be looked into.

Sir, the speech of a Member on Railway Budget cannot be complete without the mention of the demands of his constituency. So, I may be permitted to do the same. Villupuram Railway junction in my Tindivanam Parliament constituency which handles the maximum number of passenger traffic and trains, does not have even the basic facilities. What for drinking sanitary and clearing purposes is not available. Just because a pumping station would cost a few lakhs of rupees, the authorities are depriving the traveling public and make them suffer.

The railway platforms No. 1 and 2 are short in length and do not cover the length of the train as a result sufferance to the people during rains and summer. Such a big railway junction does not have the cycle stand facility. The condition of the Railway Hospital has also to be improved.

Finally, I appeal to the Hon. Minister to help in redressing the grievances of the Station masters in the Tiruchirapalli Division in particular and in other Divisions in general. Their demands are: one, flush-out lavatory facilities in the wayside railway stations; two provision of a second fan in type-II quarters of the railway employees as directed by the Railway Board. This has been agreed to but it is not being implemented. Three, drinking water facility in the railway stations; and four, rest rooms for Station masters at railway stations. At some railway stations, the rest rooms have been provided.

MR. CHAIRMAN: You submit rest of the papers to the Minister.

SHRI K. RAMAMURTHEE  
TINDIVANAM: I will Just conclude. Sir, those were later withdrawn in some stations for

other purpose. This may please be looked into.

These are small demands and will go a long way in satisfying the people concerned.

I congratulate once again the Hon. Minister for his trust in the area of conversion into uni-gauge, electrification, technical upgradation, human resource development, inter-modal transport and development of terminal facilities.

MR. CHAIRMAN : Now the House stands adjourned to meet again tomorrow-Friday, the 13th March - at 11. a.m.

18. 23 hrs

*The Lok Sabha then adjourned till eleven of the Clock on Friday March 13, 1992/Phalguna 23, 1913 (Saka).*