

herbs available in abundance in Kollil Hills in Rajaji district, Tamil Nadu are not being properly harnessed. This natural wealth of medicines which is valuable for human beings is being taken away by foreigners without permission from the authorities. I request the Central Government, especially the Ministry of Health to take urgent action to survey these hills and to make use of this natural wealth by harnessing these herbs for human consumption.

14.52 hrs.

RAILWAY BUDGET 1997-98- DEMANDS FOR GRANTS

[English]

MR. DEPUTY SPEAKER : The House will now take up discussion and voting on the Demands for Grants (Railways) for 1997-98 for which four hours have been recommended.

Demands for Grants (Railways) for 1997-98 submitted to the Vote of the Lok Sabha

Hon. Members present in the House whose cut motions to the Demands for Grants in respect of Budget (Railways) for 1997-98 have been circulated may, if they desire to move their cut motions, send slips to the Table within 15 minutes indicating the serial numbers of the cut motions they would like to move. Those cut motions only will be treated as moved.

Motion moved :

"That the respective sums not exceeding the amounts shown in the fourth column of the Order Paper be granted to the President of India out of the Consolidated Fund of India, to complete the sums necessary to defray the charges that will come in the course of payment during the year ending the 31st day of March, 1998 in respect of the heads of demands entered in the second column thereof against Demand Nos. 1 to 16."

No. of Demand	Name of Demand	Amount of Demand for Grants on Account voted by the House on 13.3.97	Amount of Demand submitted to the Vote of the House
1	2	3	4
1.	Railway Bord	6,00,76,000	30,03,82,000
2.	Miscellaneous Expenditure (General)	28,23,30,000	141,16,52,000
3.	General Superintendence and Services on Railways	201,62,50,000	1008,12,50,000
4.	Repairs and Maintenance of Permanent Way and Works	392,87,93,000	1964,39,67,000
5.	Repairs and Maintenance of Motive Power	222,81,85,000	1114,09,25,000
6.	Repairs and Maintenance of Carriages and Wagons	405,15,66,000	2025,78,28,000
7.	Repairs and Maintenance of Plant and Equipment	209,22,22,000	1046,11,08,000
8.	Operating Expenses-Rolling Stock & Equipment	319,90,98,000	1599,54,91,000
9.	Operating Expenses - Traffic	1324,39,10,000	2991,95,47,000
10.	Operating Expenses - Fuel	744,69,11,000	3723,45,55,000
11.	Staff Welfare and Amenities	147,21,59,000	736,07,97,000
12.	Miscellaneous Working Expenses	182,75,71,000	913,78,58,000
13.	Provident Fund, Pension and other Retirement Benefits	418,84,00,000	2094,19,99,000
14.	Appropriation to Funds	1177,66,67,000	4406,33,33,000

1	2	3	4
15.	Dividend to General Revenues, Repayment of loans taken from General Revenues and Amortization of over-Capitalization	4,28,11,000	1625,43,89,000
16.	Assets - Acquisition, construction and Replacement		
	Revenue	7,50,00,000	37 50,00,000
	Other Expenditure-		
	Capital	1608,67,21,000	8043,36,04,000
	Railway Funds	682,59,67,000	3412,98,33,000

[Translation]

SHRI RAM NAIK (Mumbai- North) : Mr Deputy Speaker, Sir, I want to express my views on the Railway Budget in the House. The Standing Committee on Railways has laid its sixth report on Demands for Grants on 22nd April on the Table of the House. Our friend Shri Basu Deb Acharia is its Chairman and I am a member of the committee. I hope that the Railway Minister will take action on the unanimous recommendations of the committee but at the same time I am not sure whether Railway Minister has in fact study the report, due to paucity of time because of the ongoing hectic political activities?

THE MINISTER OF RAILWAYS (SHRI RAM VILAS PASWAN) : I have got the time and studied the report.

SHRI RAM NAIK : If so, then I am sure that your replies will be based on the recommendations of the Committee. Mr. Deputy Speaker, Sir, some study groups were formed by the Parliamentary Consultative Committee of the Ministry of Railways in this regard which included different cells to undertake study regarding economic condition, passenger amenities and suburban railway services. I was the Convener of the Metropolitan sub urban cell and whatever experience I have got during the study, I have tried to include all of them in my report. I would like to place some of those facts before the House.

Mr. Deputy, Speaker, Sir, the Metropolitan Suburban cell visited Mumbai, Calcutta and Chennai and undertook study therein. Findings of the cell was further studied by the Committee. The Committee have dwelt at length about the findings of the cell in paragraphs 2.74, 2.75 and 2.76 of the report. Mr. Deputy Speaker, Sir, situation is very serious about the suburban railways in Mumbai, therefore, first of all, I would like to say something about it. The committee have said in their report that 54 lakh daily commuters travel in Mumbai Suburban railways. Thus it is the most crowded railways in the entire world. Railways might be incurring losses but Mumbai suburban railways have earned a profit of Rs. 82.24 crores. But inspite of it the proposal worth of Rs. 1917 crores for the 1997-98 as announced by the former Railway Minister, Shri Suresh Kalmadi who is not present here at the moment for "Action plan for Mumbai 2001" has so far not been provided. Taking this into account, the Standing Committee on Railways have

recommended the following five main recommendations :

[English]

I quote :

"The Committee therefore desire that:

- (i) All efforts be made to implement the projects indicated in the "Action Plan Mumbai 2001";
- (ii) A separate autonomous Corporation on the lines of the Konkan Railway Corporation be constituted so that proper attention could be paid to the development needs;
- (iii) A decision for commercial utilisation of the surplus Railway land in Mumbai be taken without any further delay and the proceeds be used for development of Suburban System;
- (iv) A separate series of "Mumbai suburban Railway Bonds" be issued to garner more funds; and
- (v) Twelve coach rakes be issued for all services upto Borivli and beyond on western Railways and upto Thane and beyond on Central Railway.

The committee desire that all the above recommendations be examined by the Ministry of Railways, expeditiously under intimation to them.

[Translation]

Likewise the recommendations have also been made in respect of Calcutta and Chennai. I do not want to take much time of the House by going through all recommendations but I want to point out towards a very serious thing. Mumbai Metropolitan Transport Project which is known as MUTP-II and being discussed in the Ministry for the last ten years. The matter was again discussed by the Ministry of Railways and the Government of Maharashtra and it was decided to request the World Bank to grant a loan of Rs. 3500 crore. The proposal was submitted to the World Bank which was accepted by the Bank with certain conditions, which have also been mentioned in the report. On my part I have also been discussing about these conditions. One of their conditions was to set up a separate autonomous corporation for Mumbai. Another condition was commercial utilisation of surplus Railway land in Mumbai. But on March 20th, 1997 the World Bank wrote to the Minister of Railways that since you have not fulfilled these conditions, we are, hereby, returning your loan proposals and the result is that we could not get the said loan of Rs. 35000 crore.

[Shri Ram Nalk]

Mr. Deputy Speaker, Sir, the passengers in Mumbai are put to various difficulties and dropping of the MUTP project in its present form by the World Bank is a bolt from the blue for Mumbai. When I learnt this news, I could not believe it. I asked the Government of Maharashtra as to whether there was any truth in this news because I was given no hint in this regard by the Ministry of Railways—even during the sitting of the Committee, they had not told us anything in this regard.

15.00 hrs.

So when I asked the Government of Maharashtra in Mumbai, they sent me a FAX message at two O'clock which reads as follows:

[English]

I am quoting it. It says :

"It is true that the World Bank *vide* its letter dated 20th March, 1997 has informed the Government of India and the Government of Maharashtra that in the light of lack of specific timely action and responses on the points raised by the Bank, the Bank is left with no option but to drop the MUTP Project in its present form from the current lending programme, while the on-going pre-finance projects, which are to expire on 30th June, 1997 will remain ineffective."

[Translation]

When asked as to what are the likely consequences, they gave the following contentions:

[English]

I am quoting this :

"The main issues where actions were pending with the Government of Maharashtra and with the Government of India were as follows:

- (i) Project funding and flow of funds arrangements.
- (ii) Institutional and funding arrangements for Mumbai suburban railway system.
- (iii) Responsibilities for project implementation and start of preparation of overall project and component specific project implementation plans, including decisions regarding measures for streamlining procedures for procurement and implementation.
- (iv) Priority schemes for detailed engineering of non-rail component with decisions on appointment of consultants and implementation arrangements and funding over and above the PHRD grant.
- (v) Specific rail components to be considered for funding under MUTP-II and initiation of needed techno-economic studies."

[Translation]

Mumbai R and R project is also there but I would not like to go into its detail. When I asked about his further move, he said that :

[English]

"It will be seen from the above that in spite of the constant persuasion of the Government of

Maharashtra with Railways at various levels, the actions on the following issues were pending with the Railways for more than three years :

- (i) Sharing cost of R&R.
- (ii) Creation of a separate zone for rail network in Mumbai Region.
- (iii) Commercial exploitation of railway land.
- (iv) Acceptance to the sharing of rail cost between Railway and Government of Maharashtra on 50:50 basis.
- (v) Finalization of suburban rail components in MUTP-II.
- (vi) Taking up techno-economic studies for suburban railways".

[Translation]

He has also given the details of projects likely to be affected by it.

[English]

"The following projects have been included in MUTP-II by the Railways:

- (i) Borivali-Virar quadruplicating.
- (ii) DC to AC conversion.
- (iii) Sixth Corridor between Carnac Bunder and Ravli Junction.

However, the following projects which have been admitted also need to be included:

- (i) Andheri-Goregaon section or sixth line from Mumabi Central to Borivali.
- (ii) Bandra-Kurla East-West Rail Link.
- (iii) Kurla-Thane fifth and sixth line."

[Translation]

It means that the discussion which has been going on this subject for the last one decade has gone waste. I, therefore would like to know from the hon. Minister of Railways as to what this Government is doing? The officers of the concerned Ministry were making estimates that it would cost Rs. 3500 Crore and funds would be allocated for it and now the situation has changed totally. We demand your explanation on it. That is why I said that Ministry of Railways has given step-motherly treatment to Mumbai. I have tried my best in this budget. You and the hon. Chief Minister came to Mumbai and a sup-committee was constituted for it. I had said it earlier itself that it was much ado about nothing. What is role of local public in it? Sir, through you, I seek the explanation of the Minister on it. I also demand that recommendations of the Railway Standing Committee should be implemented.

Secondly, railway is not getting the required budgetary support. The committee has recommended that more funds should be given. Indian Railways Finance Corporation provides loan to Railways and levy lease charges. It has been mentioned that in 1997-98, Railways is going to take a loan of Rs. 2050 Crore. I would like to draw the attention of the hon. Minister towards a point written on page 93 of the report of Railways Standing Committee which says that Rail-

ways are in a debt trap as huge amount of loan has been sought from I.R.F.C. In view of this situation the hon. Minister has planned to take up some specific cases under the BOLT scheme and in its report, the Standing Committee has made recommendations that:

[English]

"The Committee therefore desire the Ministry of Railways to review the scheme in the light of the experience of other departments whilst implementing such schemes without any further delay and recommend that in case of non-materialisation of projects under BOLT scheme within a year..."

[Translation]

It is being stated that various proposals are received under BOLT scheme but so far no important project has been finalised. I have received the information that:

[English]

We are convinced that the BOLT scheme is a total failure.

[Translation]

In view of the failure of BOLT scheme, the Standing Committee of Railways has given recommendations in para 2.61 of page 93 for its reconsideration.

15.07 hrs.

[SHRI P.C. CHACKO *in the Chair*]

Now I would like to draw the attention of hon. Railway Minister towards para 2.66 on page 97 of the report, which is an important matter. You have presented the Railway budget and when the Ministry of Railways was asked as to whether it had sought approval of Planning Commission on some projects, their reply was in the negative. These projects were not given approval by the Planning Commission and no estimates have been worked for them. What type of budget is this? The concerned department has not worked out the estimates and you are trying to get it passed by Parliament. Such a thing has happened for the first time in the Planning Commission and when an enquiry about it was made, it was told in para 2.66 that :

[English]

"The Committee are surprised to find that several new line projects have been included in the Budget 1997-98 without the necessary clearance of Planning Commission and Cabinet Committee on Economic Affairs."

[Translation]

You did not seek the approval of the Cabinet Committee or the Planning Commission and now presented it before the Parliament for approval. This is not the way of presenting the budget.

SHRI RAM VILAS PASWAN : You cannot complete Singrauli-Lalitpur rail line if the things move with such a pace. Parliament is supreme and when a project is passed here, it means that it is subject to clearance. There is no hard and fast rule for it if consensus is reached on some project, and I have no objection if any project is left for some reasons.

SHRI RAM NAIK : It means that all the rules, financial disciplines and financial rules are formulated in the interest of the country, will those rules be flouted and announcements made in this House? For the last ten years, announcements regarding M.U.T.P. are being made. The problem is not that projects of a specific area is taken up or left out. But, the main question is that as per the rules you cannot present a project for approval before the Parliament until and unless the estimates are worked out by the Planning Commission and approval of the cabinet and the committee on Economic Affairs is sought, or

[English]

You change the rules.

[Translation]

SHRI RAM VILAS PASWAN : Ram Nalk ji, what do you want to say? Parliament is the sovereign body in matters of every project. Parliament has a right to pass such projects but work on these projects is not started until and unless the approval of Planning Commission and C.C.E.A. is received so far. There is not such project which has been taken up without the approval of C.C.E.A. and the Planning Commission. It is an old convention and is being followed even today.

SHRI RAM NAIK : Then you are not aware of the full facts. I would like to read out the recommendation given on it in para 2.66, after collecting all the facts about it. I am not going to make a long speech and a final decision on such practice is yet to be taken after the discussion. In para 2.66 of the report, the committee has said that: This practice started just 2 or 3 years ago. I am not blaming you for it. Financial discipline should be maintained otherwise, nothing will happen and we would again approach you.

[English]

It further says and I quote :

"The Ministry of Railways have informed the Committee that this practice has been going on for the last two to three years. The Committee feel that this practice is highly improper as any project for which Budget has been passed by Parliament becomes a commitment to the nation. They, therefore, strongly recommend that no project should be included in the Budget unless it has the final clearance from the extended Board, the Planning Commission and the Cabinet Committee on Economic Affairs."

[Translation]

Therefore, I would like to draw your attention toward two-three more points. One is about the increase of 12 percent on freight charges. Railways will get less freight due to it and it will also affect the revenue earning of Railways you had increased 10 percent freight charges last year and now there is an increase of 12 percent. Due to this the railways will not get the quantity of freight which it used to receive in the past which will reduce its revenue. Last year also you had effected an increase of 15 percent in the freight rates.

[Shri Ram Naik]

Due to its cascading effect, inflation will soar up further. In view of this background, the Government should reconsider its decision to increase the freight to 12 percent.

Secondly, I would like to say something about the passenger trains. The Standing Committee has made a recommendation in this regard which is given in para 1.79 at page 51. The Government is introducing new trains but which trains are proposed to be introduced? Whether Rajdhani Express, Shatabdi Express or long distance First class and A.C. class trains are proposed to be introduced. No passenger train has introduced in the last three four years, rather their number is being decreased. Similarly two-three unreserved coaches are attached with every train so that those forced to travel in emergency may utilise this facility. However the number of such coaches is being decreased whereas more such coaches are required.

Similarly, the Government should take into consideration the recommendations made by the Standing Committee. I believe that the Standing Committee is a mini Parliament, hence Hon'ble Minister should give due regard to the recommendations made by the Committee.

The Government should also clarify the position regarding M.U.T.P.-II of Mumbai. If no action is taken in this regard, there would be unrest in the city which will go against the interests of the nation and this industrial city. Hence, the Hon'ble Minister should clarify the position in this regard. With these words, I thank the Hon'ble Chairman.

15.15 hrs.

CUT MOTIONS

[Translation]

SHRI AMAR PAL SINGH : I beg to move :

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

Need to provide sufficient funds for doubling of broad gauge line between Muradnagar and Meerut city (1)

[English]

SHRI PUNNU LAL MOHLE : I beg to move :

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

Need to set up a new railway zone in district Bilaspur of Madhya Pradesh. (72)

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

Need to provide stoppage for Express and Super Fast trains at Pendra Road station (Bilaspur). (73)

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

Need to halt all super fast trains at Villaha station. (74)

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

Need to increase the number of 2nd class coaches of Super Fast trains running from Bilaspur to Amritsar, Delhi to Bilaspur and Bhubaneswar to Bilaspur. (75)

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

Need to lay a new railway line between Bilaspur and Mandla (Jabalpur). (83)

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

Need to link Bilaspur, Mumbai, Chennai, Howrah and other stations with computerised system of reservation. (84)

SHRI KASHI RAM RANA : I beg to move :

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

Need to set up Surat Division instead of Bombay Division with all offices located at Surat. (136)

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

Need to prepare and execute Master Plan for Surat Railway Station so as to provide jobs to educated youths. (137)

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

Need to shift headquarter of Western Railway from Mumbai to Ahmedabad immediately. (138)

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

Need to extend Gujarat Queen upto Gandhi Nagar. (139)

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

Need to introduce one new train from Surat to Rajkot or Bhavnagar. (140)

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

Need to extend Surat-Virar train upto Borivali. (141)

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

Need to repair Madda gate Garnala to plug leakage and sewage. (142)

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

Need to extend Bharuch-Surat shuttle train upto Valsad. (143)

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

Need to introduce echo announcing system at Surat Railway station. (144)

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

Need to attach A.C. sleeper coach in Ahmedabad-Mumbai passenger for overnight journey between Ahmedabad and Surat. (145).

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

Need to convert all metre gauge rail lines of Gujarat into broad gauge immediately. (146)

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

Need to allot sufficient funds to complete Modasa-Kapadvanj line for immediate completion. (147)

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

Need to introduce A.C. Chair Car coaches in Gujarat Queen and Flying Rani. (148)

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

Need to introduce Inter-city train, between Surat to Navapur. (149)

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

Need to remove some stalls at platform Nos. 1, 2 and 3 of Surat Station to facilitate smooth movement of passengers. (150)

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

Need to shift city booking office to fully equipped building of Surat railway station. (151).

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

Need to increase the number of booking agents at Surat to remove hardships to the passengers. (152)

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

Need to run Surat-Varanasi Express via Allahabad daily. (153)

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

Need to run Okha-Puri Express daily. (154)

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

Need to run Surat- Patna Express daily. (155)

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

Need to construct high level platforms at Bhestan (Western Railway). (156)

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

Need to increase reservation quota in A.K. Express, Shatabdi Express, Western Express from Surat. (157)

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

Need to allot emergency and VIP quota in South bound trains from Surat. (158)

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

Need to make available water, milk, tea, bookstall and telephone facilities on platform No. 4 at Surat. (159)

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

Need to extend the existing reservation building for better facilities to the passengers. (160)

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

Need to open more ticket windows at Surat railway station. (161)

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

Need to lay third rail line between Bombay and Ahmedabad. (162)

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

Need to doubling of railway line between Udhna and Jalgaon. (163)

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

Need to introduce new train between Ahmedabad-Bombay starting after 10.00 A.M. (164)

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

Need to cover open platforms of Maroli Railway Station as sanctioned. (165)

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

Need to construct new railway station on Western side of Navsari. (166)

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

Need to repair newly constructed platforms of Utran Railway Station. (167)

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

Need to provide stoppage of Intercity Express at Maroli Station, Western Railway. (168)

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

Need to construct a Mini railway station on eastern side of Surat railway station. (169)

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

Need to provide stoppage of Gujarat Queen at Sayan, Western Railway. (170)

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

Need to provide stoppage of Avantika Express at Navsari, Western Railway. (171)

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

Need to construct an overbridge on LC No. 441 and 451 near Surat. (172)

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

Need to introduce direct train from Bombay to Delhi via Ahmedabad. (173)

[Translation]

DR. LAXMINARAYAN PANDEY : I beg to move :

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

Need to constitute station Advisory Committee to facilitate and advise the passengers at several stations in Ratlam-Ajmer section under Western Railway. (236)

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

Need to repair roads falling within the purview of railway land near railway stations in Ratlam-Ajmer section under Western Railway. (237)

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

Need to increase the number of coaches in Chetak Express in Ratlam-Ajmer section under Western Railway. (271)

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

Need to introduce 'Intercity Passenger train' between Ratlam and Bhopal Division under Western Railway. (272)

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

Need to extend passenger train running between Neemuch and Kota Division on broad gauge upto Delhi. (273)

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

Need to provide reservation facilities for second class, sleeper class and AC-II sleeper class at Jaora railway station for superfast trains running between Mumbai and Jammu Tawi on the Ratlam-Ajmer section of Western Railway. (274)

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

Need to provide stoppage of Jaipur-Mumbai passenger train at Shamgarh station in Kota Division under Western Railway. (275)

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

Need to halt Jaipur-Chennai passenger train at Shamgarh railway station in Kota Division under Western Railway. (276)

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

Need to provide reservation facility for different trains at Shamgarh and Suwasra stations in Kota Division of Western Railway. (277)

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

Need to fix reservation quota in Express and Superfast trains running from Mandasor and Neemuch stations via Ratlam under Western Railway. (278)

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

Need to introduce intercity passenger train between Neemuch and Indore in Ratlam-Ajmer section under Western Railway. (279)

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

Need to introduce a shuttle passenger train between Ratlam and Indore in Ratlam-Ajmer section under Western Railway. (280)

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

Need to provide proper educational facilities to the children of Railway Officials posted at Ratlam-Ajmer section under Western Railway. (281)

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

Need to extend rooms at Mandasor and Jaora stations in Ratlam-Ajmer section under Western, Railway. (282)

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

Need to provide passenger amenities and catering facilities at Jaora and Mandasor stations in Ratlam-Ajmer section of Western Railway. (283)

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

Need to modernise retiring rooms for passengers of first class at Jaora station in Ratlam-Ajmer section of Western Railway. (284)

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

Need to lay additional lines at Mandasor and Jaora stations in Ratlam-Ajmer section of Western Railway. (285)

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

Need to make "Base Kitchen" operational at Shamgarh station under Western Railway. (286)

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

Need to open railway level crossing between Garoth and Raigarh near Shamgarh Railway station in Kota Division of Western Railway. (287)

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

Need to make provision of light and drinking water at Shamgarh and Suwasra station in Kota Division under Western Railway. (288)

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

Need to construct over-bridges on level crossings of Mandasor, Neemuch and Jaora stations in Ratlam-Ajmer section under Western Railway. (289)

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

Need to provide accommodation to Railway employees in Mandasor, Jaora and Neemuch in Ratlam-Ajmer section under Western Railway. (290)

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

Need to make provision of adequate light at railway stations between Ratlam and Chittor in Ratlam-Ajmer section of Western Railway. (291)

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

Need to provide drinking water facility at Neemuch, Mandasor, Jaora and Ratlam stations in Ratlam-Ajmer section of Western Railway. (292)

The the Demand under the Head Assets-Acquisition, Construction and Replacement be reduced by Rs. 100

Need to extend platforms constructed at Jaora, Mandasor and Neemuch stations in Ratlam-Ajmer section under Western Railway. (293)

The the Demand under the Head Assets-Acquisition, Construction and Replacement be reduced by Rs. 100.

Need to complete the work of gauge conversion between Ratlam and Neemuch for which approval and budgetary provisions have already been made. (294)

[English]

SHRI RAM NAIK : I beg to move :

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

Failure in securing sufficient budgetary support for Railway Budget. (342)

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

Failure to make Railway Ministry as Nodal Ministry in place of Urban Development Ministry for suburban railway system in metropolitan cities. (343)

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

Failure in formation of autonomous corporation for suburban railway system in Mumbai. (344)

That the Demand under the Head Operating Expenses, Rolling Stock and Equipment be reduced to Re. 1.

Failure to provide communication system between Control Office, Motorman and Guard and also Public Address System in Mumbai suburban local trains. (345)

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

Failure to convert all EMU rakes in Mumbai suburban system with 12 coaches. (346)

That the Demand under the Head Assets – Acquisition, Construction and Replacement be reduced to Re. 1.

Failure to construct new lines under BOLT Scheme. (347)

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

Failure to have commercial exploitation of surplus land in Mumbai for construction of new lines,

buildings etc. to improve suburban transport system. (348)

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

Delay and inadequate provisions for (i) Mumbai Central Santacruz-Borivali 5th and 6th line, (ii) Borivali-Virar Quadrupling of track with AC traction and (iii) Virar-Dahanu road automatic signalling of suburban section of Western Railway, Mumbai Suburban System. (349)

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

Failure to bring at par the commuters facilities to stations from Virar to Dahanu road on Western Railway after their inclusion in Mumbai Suburban Railway System. (350)

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

Failure to construct new station buildings at Bandra, Andheri and Borivali stations of Western Railway, Mumbai Suburban System. (351)

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

Delay and inadequate provisions for road over-bridge between Kandivli and Maiad in lieu of level crossing No. 31 on Western Railway, Mumbai Suburban System. (352)

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

Delay and inadequate provision for conversion of DC to AC traction from Churchgate to Virar on Western Railway Suburban System. (353)

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

Delay and inadequate provisions for (i) Andheri Bandra additional pair of lines, (ii) Mankhurd-Belapur extension of lines, (iii) Kurla-Thane 5th and 6th lines, and (iv) Seawood Uran electrified 5th line under Metropolitan Transport Projects (Mumbai). (354)

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

Failure to start construction work of doubling railway tracks from Vasai Road to Diva and Diva to Panvel on Central Railway, Mumbai Suburban System. (355)

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

Failure to construct new buildings at Thane and Kalyan stations of Central Railway, Mumbai Suburban System. (356)

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

Delay and inadequate provisions for (i) Panvel-Karjat new broad gauge electrified line, (ii) Thane-Turbhe-Nerul-Vashi, part of corridor 2 in Navi Mumbai, and (iii) Belapur-Panvel commuter double line as part of East-West corridor of Central Railway, Mumbai Suburban System. (357)

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

Delay and inadequate provisions for remodelling of building of Mumbai-Chatrapati Shivaji Terminal and (ii) Cst-Kurla-Thane-Kalyan train Desinber system on Central Railway. (358)

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

Delay and inadequate provisions for conversion of 1500 V. DC to 25 KV AC traction system in Mumbai division of Central Railway (359)

SHRI I.D. SWAMY : I beg to move :

That the Demand under the Head Operating Expenses—Traffic be reduced by Rs. 100.

Need for increasing reservation quota of Karnal and Panipat on all long distance trains. (471)

That the Demand under the Head Operating Expenses—Traffic be reduced by Rs. 100.

Need to provide stoppage of all superfast trains at Karnal railway station. (472)

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

Need to provide a new level crossing at Km 68/14-15 on Rohtak-Gohana-Panipat railway line, connecting Gohana road to new Grain Market, Panipat. (476)

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

Need to provide railway under bridge on Kachhwa road (State Highway No. 9) at Karnal or an overbridge whichever is feasible. (477)

PROF. RASA SINGH RAWAT : I beg to move :

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

Need to make adequate arrangements of cleanliness of Ajmer, Beawar, Kishangarh, Nasirabad and Vijaynagar stations and to beautify them. (486)

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

Need to make arrangement for announcements at Beawar, Kishangarh and Nasirabad stations. (487)

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

Need to increase number of second class coaches in all long distance trains. (488)

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

Need to construct retiring room for passengers at Ajmer station. (489)

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

Need to construct retiring rooms at Beawar and Kishangarh stations. (490)

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

Need for proper drainage system at Ajmer railway station area. (491)

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

Need to provide special wagons for loading of cement near Beawar railway station. (492)

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

Need for expansion, modernisation and computerisation of Ajmer railway station. (493)

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

Need for increasing reservation quota at Ajmer, Beawar and Kishangarh railway stations. (494)

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

Need for allocation of special reservation quota for Ajmer in trains originating from Jaipur for various parts of the country. (495)

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

Need to provide passenger amenities at all the railway stations of Rajasthan as per their category. (496)

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

Need to start more shuttle and EMU trains for daily commuters from Ajmer to adjoining big towns. (497)

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

Need to construct a retiring room for coolies at Ajmer station. (498)

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

Need to tone up the functioning of Railway Selection Boards. (499)

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

Need to introduce a passenger train between Mehsana, Ajmer and Delhi. (500)

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

Need to attach Pantry Car with all the long distance trains and provide good quality of food and drinking water facilities. (501)

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

Need to provide adequate facilities of catering, cleanliness, accommodation at Ajmer, Kishangarh, Beawar (502)

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

Need to introduce a new train between Ajmer and Bikaner. (503)

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

Need to introduce new trains between Ajmer-Amritsar, Ajmer-Barmer and Ajmer-Agra Fort. (504)

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

Need to introduce new trains between Ajmer-Calcutta and Ajmer Varanasi. (505)

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

Need to introduce more trains on Delhi-Ajmer Ahmedabad route. (506)

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

Need to restore Ajmer Express on Delhi-Rewari-Ringas-Fulera-Ajmer metre gauge line. (507)

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

Need to restore Ajmer-Ahmedabad Express on Ajmer-Bhilwara-Chittor-Undaipur-Viramgam-Ahmedabad (508)

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

Need to introduce shuttle train on Ajmer-Kishangarh-Fulera line. (509)

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

Need to increase the speed of Chetak Express running between Delhi and Udaipur. (510)

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

Need to increase the number of general coaches and to add one more A.C. coach in the train running between Delhi and Ajmer on metre gauge line (511)

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

Need to introduce Rajadhani Express between Mumbai-Ahmedabad and Ajmer-Jaipur-Delhi. (512)

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

Need to introduce express train between Ajmer and Haridwar. (513)

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

Need to run train on Bareilly-Delhi-Ajmer broad gauge line daily. (514)

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

Need to extend Jammu-Tawi-Jaipur-Puja Express upto Ajmer. (515)

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

Need to provide halt of all trains running between Ahmedabad-Delhi via Ajmer at Beawar and Kishangarh (516)

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

Need to increase the speed of Delhi-Ajmer Shatabdi Express and to run it on Sunday also. (517)

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

Need to establish North Western Railway Headquarter at Ajmer. (518)

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

Need to strengthen Ajmer Division by its reorganisation. (519)

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

Need to include the areas upto Chittor and Fulera into Ajmer Division. (520)

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

Need to introduce Superfast and Express trains on Delhi Ahmedabad route via Ajmer. (521)

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

Need to introduce passengers trains on Ajmer-Ahmedabad and Ajmer-Delhi broad gauge line (522)

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

Need to restore Ajmer-Beawar Shuttle train early on the newly constructed broad gauge line (523)

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

Need to expand railway ticket printing press at Ajmer (524)

That the Demand under the Head Repairs and Maintenance of Carriages and Wagons be reduced by Rs. 100

Need for expansion of loco workshops according to the needs of broad gauge (525)

That the Demand under the Head Repairs and Maintenance of Carriages and Wagons be reduced by Rs. 100

Need for expansion of existing works of carriage factories for full utilisation of their capacity (526)

That the Demand under the Head Repairs and Maintenance of Carriages and Wagons be reduced by Rs. 100

Need to sell out the railway scrap lying at Dorai, Madar and Ajmer and use the funds thus earned to develop rail factories (527)

That the Demand under the Head Repairs and Maintenance of Carriages and Wagons be reduced by Rs. 100.

Need for fresh recruitment of workers and technicians. (528)

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

Need to extend all necessary amenities to railway colonies and to construct new staff quarters on the vacant land. (529)

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

Need to maintain, repair and develop railway B.C.T. Institute properly. (530)

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

Need to enhance regularly the amenities and scales of pay of the railway staff according to their work and achievements. (531)

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

Need to provide the facility of C.T. scan and other sophisticated medical equipment in railway hospitals. (532)

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

Need to set up a railway Senior Secondary School in Ajmer. (533)

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

Need for modernisation and proper maintenance of railway sports grounds known as loco, carriage and G.L.O. and construction of sports stadium. (534)

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

Need to provide more facilities and rights to RPF personnel. (535)

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

Need to convert Ajmer-Chittor-Udaipur meter gauge line into broad gauge. (536)

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

Need to convert Ajmer-Khandwa-Purna-Kachiguda line into broad gauge. (537)

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

Need to convert Rikiri-Ringus-Fulera meter gauge line into broad gauge. (538)

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

Need to convert Bandikui-Agra Fort meter gauge line into a broad gauge and to run Ahmedabad-Agra Fort train on the route. (539)

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

Need to construct Ajmer-Kishangarh-Rupangarh-Parbatsar-Makrana railway line. (540)

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

Need to conduct a survey for constructing the Ajmer-Pisagan-Govindgarh-Pushkar-Merta railway line. (541)

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

Need to conduct a survey for constructing Ajmer-Nasirabad-Kekari-Devali-Bundi-Kota railway line and Beawar-Bhim-Kamlighat railway line. (542)

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

Need for raising height and widening of Martindel bridge near Ajmer station and to connect Ajmer with all the rail routes. (543)

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

Need to construct an over bridge at Johnsganj (Ajmer) and Topdhara (Ajmer). (544)

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

Need to provide facilities and expand the Adarsh Nagar-Ajmer and Tabeeje railway stations. (545)

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

Need for construction of railway overbridge at busy Rupangarh road station (near Kishangarh station). (546)

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

Need for construction of overbridge or underbridge/exit points on Mill road at Beawar (near Beawar station). (547)

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

Need to man all the railway crossings in Ajmer Division. (548)

[Translation]

SHRI RAMESH CHENNITHALA (Kottayam) : Mr. Chairman, Sir, the Standing Committee on Railways has discussed the Rail budget and presented its Report in the House. I do not wish to go into its detail. Hon'ble Members of all the parties have expressed their views regarding the Railway facilities from time to time. Every time we discuss Rail budget in the House but basically there is no difference each time. Indian Railways is the biggest Railways network and carries the largest number of passengers every day. However the budgetary support that is being provided to the Ministry of Railways by the Ministry of Finance, is not sufficient enough which I believe, is the biggest hurdle. Each member mentions in this House the projects regarding his own constituency and region and asks for funds. But the funds available with the Railways are not sufficient to launch any new project. What should we do in such a case ? Each time we discuss the Railway budget and ask for more and more budgetary support from the Ministry of Finance. Earlier, 85 percent of the budgetary support asked for, was provided to the Railways. However, during last few years, the allocation made by the Ministry of Finance has been far lesser than the outlay projected by the Railway Board. This time, the Finance Ministry has provided only 15 percent of the required funds, hence no new work. Whether it is related to providing passenger amenities, doubling of Rail lines or laying new Rail lines, no new programmes can be launched. In my opinion, we should discuss this issue in detail. The Prime Minister, the Finance Minister and the Railway Minister will have to sit together and discuss as to why the outlays projected

[Shri Ramesh Chennithala]

by the Ministry of Railways are reduced by the Finance Ministry each year? This issue should be discussed in detail so that the rising expectations of people could be met.

Every time the Members of Parliament express their views in this regard. We have noticed that this time also, the funds have not been increased. How would new projects be launched? Shri Ram Naik spoke about the BOLT scheme just now. The BOLT scheme will benefit us. But actually, this scheme has failed. Whichever projects have been taken up under the BOLT scheme, are being taken up by the Railway Board itself.

Mr. Chairman, Sir, you know very well that those 2-3 projects which were proposed to be taken up in Kerala or which were transferred under BOLT scheme there have failed to take off. Now, Railways itself is coming forward to undertake this work. Today, it is necessary on the part of Railways to place white paper on its economic problems because the railways do not fulfil the demands of the Members of every party regarding new railway lines, new project, new surveys, electrification and doubling of railway lines. In my view, that a white paper should be placed in the House so that some work could be started by getting more and more fund from the Ministry of Finance in the next budget.

Sir, the suggestion regarding survey given by the Standing Committee was very good. The Minister of Railways had stated about the survey in the last budget and he has also given an indication about some survey work in the coming years. But the survey as demanded by the Members is not being done. The Standing Committee has stated in its report.

[English]

"Inordinate delay in completing the survey."

[Translation]

Survey is necessary for undertaking of new project, but it seems that the survey is not felt necessary from the very beginning in some states. I don't understand any logic behind this. While the Ministry of Railways informs us that its survey should be done. Preliminary engineering and traffic survey is also involved in it. After that a discussion should be held about the income. The Railway Board should send its recommendation to the Planning Commission and then the Planning Commission should let us know about the whole system after considering it and again including it in the budget.

I would like to tell the Hon'ble Minister that in this budget, 4-5 projects of a single state are such where no survey has been done. These projects have been introduced without any survey. I would like to ask whether there is any political reason behind this? I want that the Railway should get the survey conducted on these lines. It should also consider the income and feasibility aspects. But, these have not been considered. Therefore, people of every state think that they are being neglected. I want that the hon'ble Minister should tell us about the reasons for delay. Some survey work has been entrusted to RITES. I know its working capacity. The Hon'ble Minister should tell us as to why survey is not being conducted within the stipulated time.

Shri Ram Vilas Paswanji has decided to create some new railway zones after assuming the charge of the Railways. There are nine railway zones in the country. I don't know the logic behind his decision to create new zones. Has the decision to create new zones been taken on the basis of the demand of the states or on the basis of the population or on the basis of work in progress in the Railways. I would like to say that there are such states in India where there is no railway zone. There is no zone in Kerala. It has been neglected in every budget. We had made this demand through newspapers, in our meeting with the Hon'ble Minister and also in the Standing Committee of Railways. But a state like Kerala has not been provided a zone. A large number of people of Kerala are in service in other states. It has the longest route and maximum number of people of this state live in other states. I would like to say that this state is being neglected by the Railways. We had demanded that a new railway zone is needed in this state, but this state has been neglected at the time of creation of new zone. I don't want to make any allegation regarding the newly created zones but the Hon'ble Minister should state the reasons for creating new zones.

I would like to know the reasons for not starting the work in those backward areas where there is no facility of rail despite funds being earmarked therefor. Railways covers Tamilnadu, Karnataka and Kerala. Karnataka is a lucky state because last time the Minister was from there and the Prime Minister was also from Karnataka.

Therefore all the works of Railways have been done in Karnataka. I do not want to oppose the work in progress. I want that the work should progress according to the balanced development and according to our concept regarding that. There are three states in Southern Railway but only one state i.e. Kerala has been neglected be it the matter of doubling, electrification or any other matter. That is why, we have urged upon the Hon'ble Minister to think over the proposal to create a new zone in Kerala. But he has not told us as to why a zone has not been given to Kerala.

I would like to say one more thing. Today, Railways is carrying out its work through internal resources. Many things have been said to raise these resources. Railways do not have budgetary support. It has no concern with the budget. All developmental works are being carried out through internal resources. I would like to give one suggestion in this regard.

We should also think over the wasteful expenditure incurred by the railways. The situation has not changed much in regard to Indian Railways since Britishers left India. The General Managers are travelling in Five Star Saloon. I am not talking about the facilities given to the Ministers. But all types of wasteful expenditure should be done away with. But it is not being done so. Today, the same tradition is being followed in which General Managers and Chief Engineers travel in big saloons having all the facilities of a Five Star Hotel. Therefore, the Railways should pay attention towards minimising the expenditure.

We all know about the difficulties faced by second class passengers. The bogie or coach in which Mahatma Gandhiji had travelled once is still being used.

I want to say that no facility is provided to the general public. Even the facility of drinking water or fan is not available for them. There is need to provide facilities to them rather than the Chief Engineers and General Managers.

I would like to say one more thing that no body is worried about minimising the wasteful expenditure in railways. There are several railway stations which look like the palaces of the Kings & Lords. We should pay attention towards such wasteful expenditure because our budgetary support is decreasing. Moreover there is a limit to increase internal resources and people oppose any rise in the railway fare. If freight charges are increased to raise internal resources, we have to face many problems. It may result in price-rise. Therefore, I feel that Hon. Minister of Railways should must see as to how he can reduce the unnecessary expenditure.

Hon. Minister has told about transparency. Let it be what the Hon. Minister says but looking at the working of the Govt. departments it can be said that he had failed in providing transparency. All these scams which are coming before in are the result of absence of transparency. The Hon. Minister has talked about transparency in the ongoing projects of Rail department but the thing which require greater attention is as to who will be held responsible if lesser amount is spent than the amount earmarked for one year in any ongoing project? Whether any system exist in the department of Railways to fix the responsibility? Is there any system in Railways about the fixation of responsibility? There is a long pending demand of the Hon. Members from Kerala for doubling the rail line from Quillon to Trivendrum. Funds were also allocated for this and work is in progress but the amount provided for this is not being fully utilised. On the question of doubling of Shornoor-Manglore rail line, the hon. Minister had said that the people of Kerala will reap more benefit once the work on Konkan Railways is completed. All the trains will be diverted through Konkan Railways. Not even the half percent of amount that was sanctioned for the doubling of Shornoor-Manglore rail line in the last years Budget was spent. What are the reasons for it? Who are responsible for it? Why the Minister of Railways had not fixed the responsibility in this regard? Hon. Minister has stated that the people of Kerala will be benefitted after the completion of Konkan Railways but the people of Kerala will not reap this benefit even after five years because nobody is bothered about the doubling of Shornoor-Manglore rail line, no work is in progress there. The amount earmarked for this project is lying idle. What are the reasons for it? Will the hon. Minister explain about this?

The Departments of Railways are providing highest numbers of jobs to people in the country. Being a youth I want to tell that the problem of unemployment is the greatest in the country today. The Railways have not provided as much of jobs as it should have been during the last four-five years. It has been curtailed now. There is ban on fresh recruitment be it in Railway Protection Force or in any other department. You can see it in every division that there is less recruitment. You are reducing the number of vacan-

cies. You should think over it. It is true that due to computerisation in the Railways things have eased out but it has reduced the job opportunities.

We have talked about the incidence dacoity in the train, we have talked about providing security to the Railways property. There's a dearth of Railway Protection Force. There is hardly any recruitment in RPF. Today the greatest problem is of unemployment. We have got to sort it out. There's a fewer recruitment in Railways. You have to consider this aspect.

I do not want to deliver a long speech on this occasion. I had raised all these issues during discussion on Railway Budget. But we are not satisfied with the replies given by the Minister because the electrification from Palghat to Ernakulam can only be completed when the funds will be made available. You are not providing funds. Former Railway Minister Shri Zaffer Sharief had also promised to complete the electrification work upto Cochin within three years. What happened to those promises. Today you are saying that it can be completed by the year 2000 A.D. when the funds will be available. Is there any prestige of Railway Board? Whether the Govt. intend to fulfil promises? I request the Govt. to complete all the on going projects on time and the Hon. Railway Minister should also think over it. These projects could not be completed on time due to lack of funds. I request the Hon. Railway Minister to announce funds for all the on going projects in different States.

Hon. Chairman, Sir while concluding I will say that 'Sabrimala' is a pilgrimage centre in Kerala where a large number of devotees visit for worship not only from South India but also from North India. In the last Budget speech I had stated that the Railways can play a vital role for unity and integrity of the country and to fulfil this I demanded the construction of a railway line for Sabrimala in order to extend facilities to the devotees. The survey for this project has already been completed and it is with the Govt. but you have neither included it in this Budget nor in supplementary Demands. I welcome the announcement about laying down a railway line from Angmali to Sabrimalamai but for laying a railway line from Kottayam to Sabrimalamai for which survey work was done four years back and Southern Railway has already submitted its Report to the Railway Board. I have personally discussed this matter with the Hon. Minister several times. I request you to include this project in this year's budget. So for doubling of railway line from Ernakulam to Kayakulam is concerned, you have stated that the coastal line has reached there and it is not needed.

We hear these flimsy arguments from the Railway Board but Hon. Railway Minister has stated today in his speech that no new train can be introduced from Cochin to Trivandrum because this line is totally saturated. That's why I request you to double the rail line from Cochin to Kayakulam via Kottayam so that it become easier for any new train to reach Trivandrum. I do not want to take much time of the House.

As you know that Hon. Minister had announced to make four or five survey in Kerala. Whatever be the announcement, you should issue directives to complete all these

[Shri Ramesh Chennithala]

by the Ministry of Railways are reduced by the Finance Ministry each year? This issue should be discussed in detail so that the rising expectations of people could be met.

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Survey is necessary for undertaking of new project, but it seems that the survey is not felt necessary from the very beginning in some states. I don't understand any logic behind this. While the Ministry of Railways informs us that its survey should be done. Preliminary engineering and traffic survey is also involved in it. After that a discussion should be held about the income. The Railway Board should send its recommendation to the Planning Commission and then the Planning Commission should let us know about the whole system after considering it and again including it in the budget.

I would like to tell the Hon'ble Minister that in this budget, 4-5 projects of a single state are such where no survey has been done. These projects have been introduced without any survey. I would like to ask whether there is any political reason behind this? I want that the Railway should get the survey conducted on these lines. It should also consider the income and feasibility aspects. But, these have not been considered. Therefore, people of every state think that they are being neglected. I want that the hon'ble Minister should tell us about the reasons for delay. Some survey work has been entrusted to RITES. I know its working capacity. The Hon'ble Minister should tell us as to why survey is not being conducted within the stipulated time.

Shri Ram Vilas Paswanji has decided to create some new railway zones after assuming the charge of the Railways. There are nine railway zones in the country. I don't know the logic behind his decision to create new zones. Has the decision to create new zones been taken on the basis of the demand of the states or on the basis of the population or on the basis of work in progress in the Railways? I would like to say that there are such states in India where there is no railway zone. There is no zone in Kerala. It has been neglected in every budget. We had made this demand through newspapers, in our meeting with the Hon'ble Minister and also in the Standing Committee of Railways. But a state like Kerala has not been provided a zone. A large number of people of Kerala are in service in other states. It has the longest route and maximum number of people of this state live in other states. I would like to say that this state is being neglected by the Railways. We had demanded that a new railway zone is needed in this state, but this state has been neglected at the time of creation of new zone. I don't want to make any allegation regarding the newly created zones but the Hon'ble Minister should state the reasons for creating new zones.

I would like to know the reasons for not starting the work in those backward areas where there is no facility of rail despite funds being earmarked therefor. Railways covers Tamilnadu, Karnataka and Kerala. Karnataka is a lucky state because last time the Minister was from there and the Prime Minister was also from Karnataka.

Therefore all the works of Railways have been done in Karnataka. I do not want to oppose the work in progress. I want that the work should progress according to the balanced development and according to our concept regarding that. There are three states in Southern Railway but only one state i.e. Kerala has been neglected be it the matter of doubling, electrification or any other matter. That is why, we have urged upon the Hon'ble Minister to think over the proposal to create a new zone in Kerala. But he has not told us as to why a zone has not been given to Kerala.

I would like to say one more thing. Today, Railways is carrying out its work through internal resources. Many things have been said to raise these resources. Railways do not have budgetary support. It has no concern with the budget. All developmental works are being carried out through internal resources. I would like to give one suggestion in this regard.

We should also think over the wasteful expenditure incurred by the railways. The situation has not changed much in regard to Indian Railways since Britishers left India. The General Managers are travelling in Five Star Saloon. I am not talking about the facilities given to the Ministers. But all types of wasteful expenditure should be done away with. But it is not being done so. Today, the same tradition is being followed in which General Managers and Chief Engineers travel in big saloons having all the facilities of a Five Star Hotel. Therefore, the Railways should pay attention towards minimising the expenditure.

We all know about the difficulties faced by second class passengers. The bogie or coach in which Mahatma Gandhiji had travelled once is still being used.

I want to say that no facility is provided to the general public. Even the facility of drinking water or fan is not available for them. There is need to provide facilities to them rather than the Chief Engineers and General Managers.

I would like to say one more thing that no body is worried about minimising the wasteful expenditure in railways. There are several railway stations which look like the palaces of the Kings & Lords. We should pay attention towards such wasteful expenditure because our budgetary support is decreasing. Moreover there is a limit to increase internal resources and people oppose any rise in the railway fare. If freight charges are increased to raise internal resources, we have to face many problems. It may result in price-rise. Therefore, I feel that Hon. Minister of Railways should must see as to how he can reduce the unnecessary expenditure.

Hon. Minister has told about transparency. Let it be what the Hon. Minister says but looking at the working of the Govt. departments it can be said that he had failed in providing transparency. All these scams which are coming before in are the result of absence of transparency. The Hon. Minister has talked about transparency in the ongoing projects of Rail department but the thing which require greater attention is as to who will be held responsible if lesser amount is spent than the amount earmarked for one year in any ongoing project? Whether any system exist in the department of Railways to fix the responsibility? Is there any system in Railways about the fixation of responsibility? There is a long pending demand of the Hon. Members from Kerala for doubling the rail line from Quillon to Trivendrum. Funds were also allocated for this and work is in progress but the amount provided for this is not being fully utilised. On the question of doubling of Shornoor-Manglore rail line, the hon. Minister had said that the people of Kerala will reap more benefit once the work on Konkan Railways is completed. All the trains will be diverted through Konkan Railways. Not even the half percent of amount that was sanctioned for the doubling of Shornoor-Manglore rail line in the last years Budget was spent. What are the reasons for it? Who are responsible for it? Why the Minister of Railways had not fixed the responsibility in this regard? Hon. Minister has stated that the people of Kerala will be benefitted after the completion of Konkan Railways but the people of Kerala will not reap this benefit even after five years because nobody is bothered about the doubling of Shornoor-Manglore rail line, no work is in progress there. The amount earmarked for this project is lying idle. What are the reasons for it? Will the hon. Minister explain about this?

The Departments of Railways are providing highest numbers of jobs to people in the country. Being a youth I want to tell that the problem of unemployment is the greatest in the country today. The Railways have not provided as much of jobs as it should have been during the last four-five years. It has been curtailed now. There is ban on fresh recruitment be it in Railway Protection Force or in any other department. You can see it in every division that there is less recruitment. You are reducing the number of vacan-

cies. You should think over it. It is true that due to computerisation in the Railways things have eased out but it has reduced the job opportunities.

We have talked about the incidence dacoity in the train, we have talked about providing security to the Railways property. There's a dearth of Railway Protection Force. There is hardly any recruitment in RPF. Today the greatest problem is of unemployment. We have got to sort it out. There's a fewer recruitment in Railways. You have to consider this aspect.

I do not want to deliver a long speech on this occasion. I had raised all these issues during discussion on Railway Budget. But we are not satisfied with the replies given by the Minister because the electrification from Palghat to Ernakulam can only be completed when the funds will be made available. You are not providing funds. Former Railway Minister Shri Zaffer Sharief had also promised to complete the electrification work upto Cochin within three years. What happened to those promises. Today you are saying that it can be completed by the year 2000 A.D. when the funds will be available. Is there any prestige of Railway Board? Whether the Govt. intend to fulfil promises? I request the Govt. to complete all the on going projects on time and the Hon. Railway Minister should also think over it. These projects could not be completed on time due to lack of funds. I request the Hon. Railway Minister to announce funds for all the on going projects in different States.

Hon. Chairman, Sir while concluding I will say that 'Sabrimala' is a pilgrimage centre in Kerala where a large number of devotees visit for worship not only from South India but also from North India. In the last Budget speech I had stated that the Railways can play a vital role for unity and integrity of the country and to fulfil this I demanded the construction of a railway line for Sabrimala in order to extend facilities to the devotees. The survey for this project has already been completed and it is with the Govt. but you have neither included it in this Budget nor in supplementary Demands. I welcome the announcement about laying down a railway line from Angmali to Sabrimalamai but for laying a railway line from Kottayam to Sabrimalamai for which survey work was done four years back and Southern Railway has already submitted its Report to the Railway Board. I have personally discussed this matter with the Hon. Minister several times. I request you to include this project in this year's budget. So for doubling of railway line from Ernakulam to Kayakulam is concerned, you have stated that the coastal line has reached there and it is not needed.

We hear these flimsy arguments from the Railway Board but Hon. Railway Minister has stated today in his speech that no new train can be introduced from Cochin to Trivandrum because this line is totally saturated. That's why I request you to double the rail line from Cochin to Kayakulam via Kottayam so that it become easier for any new train to reach Trivandrum. I do not want to take much time of the House.

As you know that Hon. Minister had announced to make four or five survey in Kerala. Whatever be the announcement, you should issue directives to complete all these

[Shri Ramesh Chennithala]

projects on time. A promise was made earlier to open a Chief Engineer office in Cochin for which a notification was also issued and we have raised this issue thrice in this House and you had promised to do that. You must take steps to fulfil those promises. I want to tell one thing on this occasion that people talk about supplying old coaches to Southern Railways. You have told in your reply that we use both new and old coaches. I do not understand this treatment with a particular State. You are sending all old coaches to Southern Railways. You must think over this and take steps to rectify those lapses which have occurred in this or earlier Budgets with all the neglected areas especially with Kerala & Southern Railway. You should take steps to fulfil the dreams of the people.

The Hon'ble Railway Minister had made several promises to us. He had called a meeting in which we had also participated. Another meeting was also held in his chamber. He has given us an assurance. I hope that the Hon'ble Minister would make an announcement regarding providing funds to fulfil the promise which he had made in his speech.

SHRI GIRDHARI YADAV (Banka) : Mr. Chairman, Sir, I would like to express my views on the report submitted regarding Railways.

In all the trains running towards Bihar and East India, it is very difficult to get even a ticket on waiting list. We are not able to get the tickets confirmed from the Railway Department. Whenever a person goes to get a ticket on waiting list he is simply told 'No room'. In spite of heavy passenger traffic no passenger train is being added there. People are facing a lot of difficulty due to heavy passenger traffic and less number of trains. There has been a constant demand of increase the number of unreserved boggies in express trains, but in selected trains only, the number of unreserved boggies have been increased. Due to this, ordinary passengers are unable to get reservation and they have to face a lot of difficulty.

Mr. Chariman, Sir, the newly opened zonal office in East-Central Railway at Hazipur has not started working yet and we all would like that Dhanbad Division is also included in it because the loss making division is included in the East-Central Railway and the profit making division has been kept out of East-Central Railway under a conspiracy. The newly carved out Dhanbad division in Bihar may be included in Zonal office, Hajipur.

Malda Division which falls in West Bengal, should be added to Eastern Railways, Calcutta. Alongwith this, there is a need to hike the Railway budgetary support of Bihar because with the help of Railways which plays a crucial role in the development of the country, Bihar could also be developed.

Bihar is the second highest populated state of the country but in the matter of Railway development, stepmotherly treatment is given to Bihar. This fact is not hidden from anybody. Everybody is aware of it. If anybody has to go to Bhopal, he gets reservation on the same day, while for Patna, one fails to get a ticket on the waiting list even eight day before the journey. You can imagine the gravity of the situation re-

garding the reservation for Bihar and particularly East Bihar, Poorvanchal, West Bengal Assam etc. and this type of situation remains there all the time for the trains running on this route.

Gaya is an important international tourist place of our state but there is no direct train for Hawrah and Delhi from there. Our demand is that direct train from Gaya to these places should be started without any delay. The uncompleted work of doubling of Gaya-Patna line should be completed immediately. The electrification work of Sitarampur - Mugalsarai line is progressing at a very slow pace. If the pace of this work progresses according to the budget, it cannot be completed even by 2000 A.D. I demand that Railways should complete this work as soon as possible.

I also demand for the construction of a new railway line from Sohan Nagar to Bihata. It is very necessary to connect Aurangabad to Railway headquarters. A halt may be provided for Purushottam Express at Anugrah Harain Road.

There is no direct train from Patna to Madras and Bombay. I demand that a superfast train from Patna to Madras and Bombay via Asansol Jasidih should be introduced. The Jha Jha Loco steam shed which had been functioning from the days of Britishers has been closed down. It falls in my parliamentary constituency. I raised this issue several times with the Railway Department. The whole infrastructure available there is going waste. I would like that arrangements for reopening Diesel or Electric Loco shed should be made there.

There is a consistent demand in our area for the construction of an over-bridge at Jamui Railway station. I would like to repeat this demand that construction of this overbridge between Jamui and Munger by the Railway should be completed as soon as possible. The Bihar Government has already sent a proposal to you. Besides, the Railway coach factory at Jamalpur should start manufacture of coaches soon. An assurance has already been given by the Railway Minister in this regard. There is a long pending demand for a bridge between Munger and Khagaria and I would like that it should be constructed at the earliest.

The condition of train plying in Bihar is very deplorable. There are no light and lavatory facilities available in the trains. We would like that immediate steps should be taken to improve this situation. Just now, Ramesh Chennithala was saying that worst boggies are attached to the trains plying in Kerala. I have got an opportunity to travel all over the country. I can say that oldest boggies are attached to the trains which ply in Bihar. Anybody can go and see this. Nowhere in the country we found the worst boggies in the trains that in Bihar.

We have a good train namely Danapur-Tata but it has only six boggies. As a result, we face a lot of difficulties. We have demanded several times that the number of boggies should be increased because it is an important train playing in day time which connects the Bihar with West Bengal.....(*Interruptions*) I demand that the number of boggies should be increased in Danapur Tata train. A first class A.C. Chair car boggie should also attached to it so that the difficulties being faced by the public-representatives

officers in the journey could be removed because everybody has to travel by that train only.

The railway officers of the stations from where trains originate should be ordered that they must check the reservation because several passengers sit in the reserved coaches without any ticket and with the connivance of the train ticket checking staff they reach their destinations. Today, if we go to the railway station we will not get the reservation. But if we go there through a tout - I am talking about Delhi and New Delhi also - then with the payment of some extra money, we can have the ticket. There is a need to improve these things in Railways so that the common citizens would get to reservation and reach their destinations.

Mr. Chairman, Sir, I want to request the Railway Minister, through you, that a pantry car should be made available in all long distance trains. Due of non availability of potable water in the compartments, people get down at the stations to drink water and in the process they miss the train. Since water tap is not available near his compartment, he runs to board the train and in the process, sometimes accidents also occur. Therefore my submission is this that in all long distance trains pantry car should be attached. If it is not possible then at least arrangement for drinking water should be made.

With these words, I conclude. I thank you for granting me an opportunity to speak.

SHRI RAJIV PRATAP RUDY (Chhapra) : Mr. Chairman Sir, I am here to express my views on Railways. I hope that the Railway Minister would be present in the House when there would be a debate on Budgetary demand but he is not here and only Minister of State in the Ministry of Railways is present and it was passed in the meantime but the then Government went out of power. Since the Minister of Railways was working not only for the development of Railways in his state only but for the whole country with dedication therefore, we felt bad when his Government went out of power. Now again due to certain reasons he is again the part of the Govt. and has been the Minister of Railways. We hope that he would once again work for the development of Railways in the whole country as he did in the past.

Mr. Chairman Sir, he is not physically present in the House at present but I noticed that he was sad and was not in high spirits as he used to be seen in the past. It came to my mind that someone from Bihar should stand and should boost his morale. Though he is not present in the House but wherever he may be if he is watching the proceedings of the House on T.V. I hope his morale would be boosted; he would do his best to complete the Railway project which are under construction.

Sir, every year on the occasion of discussion on Railway Budget Demands. M.P's from the whole country discuss all types of matters regarding railway such as small problems difficulties, implementation of big projects, doubling of railway lines, providing halts at various junctions and starting new trains. It seems that due to resources crunch, it is always difficult to maintain balance between the demands and requirements. Mr. Chairman Sir, Indian

Railways is the largest organisation of the whole world. It is the means of by which lakhs of Indians travel daily. Seven thousand trains operate every day. Railway staff is the largest organisation and is at a largest scale. I have noticed one single shortcoming that only a Minister is the political person present in the whole bureaucracy and technocracy, who controls this whole system. The Minister is the only person sitting in such a large public organisation to control it.

Whatever he may say, he cannot have more than two percent knowledge of this department. Rest 98 percent of the knowledge regarding Railways is with the Departmental staff, and concerned officers. Since the Ministers remain in office for a very short time so they have very little knowledge. They get some knowledge through M.P's and some knowledge comes to them through their well-wishers who try to give him direction. Otherwise the department remains under the supervision of technocrats which dominate the system.

Sir, I have personally drawn your attention several times and I have meet and talked to him many a times. Today Railway has been facing resources crunch. It is said that Railways should generate its own resources and I think Railways should make use of pre-british time property. Today also it is being utilised. But, the Railway officers decide as to which patch of line is to be auctioned and which function would be brought under which department of railway and for what commercial purpose, get it is not fully utilised. I think that department would become self-sufficient if Railway's resources are created by proper utilisation of railway property

Sir, every year a demand is made for passenger trains. We talk about large passenger trains. There is increasing demand for greater number of passenger coaches in superfast trains. Shri Satpal Maharaj is present in the House. Whenever Railway discussion takes place, you are present in the House. I want to give you a suggestion. Get the credit of fulfilling this demand because of Shri Ram Vilas Paswan had been present he would have at once done this job. I want to give you a suggestion that two general passenger bogie should be attached to all long distance trains going towards Assam, Kerala Orissa or Bhuvneshwar. What happens when our A.C. coaches all standing on the same platform. Just next to the A.C. coaches is the passenger coach and people have to rush to it. Either T.T. or Coolie makes them get in by pushing them. We keep on watching all this just nearby. We hide our faces lest some persons of all constituency standing there may see us. He would feel that while the people have to face great difficulty to get in the passenger coach, an M.P. is travelling in A.C. coach. We remain standing on one side and when if find that the A.C. coach is the last coach we get in train suddenly so that any person of my constituency may not watch us and feel that they have to travel for one thousand kilometers in a train with no water and no electricity. Hon. Minister, please pay attention to this problem.

I was making calculations in this regard while sitting here. Suppose you travel up to Patna in sleeper class bogie, seventy two seats have been provided. The fare including

[Shri Rajiv Pratap Rudy]

reservation charges come to about Rs. 210 if seventy two seats are there then the revenue would come to around Fifteen thousand rupees. Suppose a superfast train operating from Patna to Gauhati carry all passengers, without provision of sleepers, it is interconnected and suppose one such train is operate in each direction, it would be noticed that people would sit in a more comfortable position without reservation and around 250-245 people would be able to travel in the coach. It would be better if its speed is increased to enable it to reach Patna in twelve hours. There are people in the country who perform return journey from Punjab after toiling in the fields throughout the day. They do not require reservation. If they get a train to reach Patna, Gauhati or Bhubneshwar then they are ready to pay that fare and would prefer to sit while travelling.

But, what do you mean by passenger, trains ? You have no option but to travel by these trains and take 56 or 60 hours to cover a distance of 12 hours. Do you think that the problem can be solved by attaching two more bogies in place of single boggy in high speed long distance trains ? If you want to earn fame and intend to take any innovation steps in the country, as the United Front Government always says, you may do so. At the initial stage, a superfast train may be started without any resources facility and having only travelling facility with normal ticket rates plus the superfast surcharge. There should be seating facility and its boggies should be interconnected. There should be facility of pantry car for the passengers. You take initiation in this direction. For those who demand two trains, this will serve as a solution.

There are so many problems pertaining to passengers. In the past we have been discussing the problem but failed by the people due to the incidence of dacoity and theft. Now multinational and international companies are entering into the insurance sector.

16.00 hrs.

[PROF. RITA VERMA *in the Chair*]

You say that the railways do not have resources. But just imagine that passengers are travelling with you. If you charge another Rs. 5 or Rs. 10 as insurance premium on each passenger ticket, then the passengers will not feel much difficulty in paying this amount. Your revenue may increase and it will also increase the revenue of those insurance companies with whom you will make alliance. If you go in for this type of insurance my bag is lost while travelling or any accident occurs, then you need not announce assistance from political angle. But sometimes no attention is paid towards these incidents. Many times, common people get injured. If you fix an insurance amount and charge Rs. 2 per person and thereby insuring the travellers and their luggage then you can get insurance for each travellers. I think when so many people are travelling by a train then you may give them insurance cover by investing a little amount. Besides, the companies can earn revenue which will go to the treasury of the country.

Earlier also I have expressed my views and discussed unofficially with Shri Ram Vilas Paswan. When we visit any

part of the country then we have to approach in the Govt. counter for reservation. I had told that why don't he give computer network to private booking agents at the rate of two percent commission to issue ticket to the passengers. You should increase computer terminals and give them to private agencies. They say that demand is high in comparison to supply. I said that it should be on first come first served basis. If you don't get reservation today, you may get it tomorrow or a day after tomorrow what is the difficulty in doing privatisation. You can see that Indian Airlines has given agencies to private parties. We want to travel, no matter if ticket booking is done by any private agency. But they say it is a matter of demand and supply, demand is more and supply very less. Your attitude should not be like this, you must see that any passenger who wants to book the ticket through the nearest agency, if he cannot get reservation 30th or 2nd, he may have reservation for 4th. But do you think that he should wait in queue of New Delhi Railway Junction or at Sarojini Nagar booking centre. You say that its computerisation has been done and facilities have been given but in that too people face difficulties. If you will open more and more counters, then the crowd at those places could be minimised and the facilities could possibly be increased. If privatisation is done in this field then it would be a matter of great benefit and facility for the people. As the officials think that demand is more and supply is less then they must know that economics does not apply here. I want to put this point before you.

I want to say about the two departments because minor issues do not come before the Department. The department of railways does not realise the other department could be affected by them. We land at Patna by the flight of Indian Airlines. Madam the day before yesterday when I was travelling with you then you asked me as to why so many seats are vacant in it then I replied that when runway is short the temperature is high, then the aircraft can not carry the full load of the passengers during take off. Madam. I have told you in Patna that just before the runway there in signal House of railway. For the last ten years airport authority has been asking that it should be shifted to one kilometer from the present place. Indian Airlines in incurring loss of crores of rupees. If the runway of Indian Airlines is extended, then more and more people could travel by it. But its officials are not bothered about it. Aeroplane lands at Patna airport with half capacity. But Airport Authority has written more than hundreds times to the railways for shifting the tower so that they could receive their landing Area. Hon'ble Ministers attention should be drawn towards other departments because if they suffer loss of revenue then it will result in the loss of revenue to the country as a whole. I would like to draw your attention toward this matter.....(*Interruptions*)

I want to express my views on many other issues. Hon'ble Minister is not present here. I am very much worried because we have laid the foundation stone for Ganga rail bridge with much fanfare. Hon. Shri Satpalji Maharaj ever spoken anything ? Today whatever we have suggested, if something is done in this direction, then we shall think that something concrete has been done.

Chhapra in my constituency and today it is a very important in the context of the whole country because you can understand the whole matter. Saran in Chhapra in the native place of our first President Late Shri Rajendra Prasad. Hon'ble Minister should pay attention towards the beautification of the railway junction at Chhapra and Sonapur. Particularly, the name of the Chhapra junction should be named after Dr Rajendra Prasad because his political career in many fields started from there. He used to travel from there to participate in the freedom movement. Today, at the auspicious occasion of the 50th anniversary of the Independence of India this work should be done by naming the Chhapra Junction after the name is Dr. Rajendra Prasad. It will be the act of honouring the country as a whole. It would be a dedication toward the first President of the Independent India who was associated with the freedom movement.

A Government of India undertaking Heavy Engineering Plant was there in Chhapra district which has been closed for the last five years. We have demanded many times that when you propose to start railway carriage coach factory in Bihar, then you should take over this plant also. The employees have been starving there for several years. The heavy engineering company which used to be known by the name of Saran Engineering possess infrastructure worth crores of rupees. If the Hon'ble Minister considers about the Saran Engineering, which is the oldest Lathe and sugar mills spare parts of the country after consultation with the department, it can become a mean of generation of employment for the people moreover, the people displaced from there and also those affected by its closure, can get employment.

I would like to draw your attention towards one more issue, which we generally come across during daily rail journey. The major trains now-a-days are Rajdhani and Shatabdi Expresses. I have met the Hon. Minister several times and requested him on this issue. In Rajdhani and Shatabdi Expresses, we enjoy the facility of reservation by virtue of our being members of Parliament, we don't have to bother about waiting list. In case of other trains, if you have got reservation once then you can travel comfortably, But in Rajdhani Express and Shatabdi Express, there is no concept of R.A.C. If a member of a family goes to purchase tickets, he gets confirm reserved tickets for first two persons only and the third and fourth persons of the family get tickets in waiting list. Suppose the last two persons of that family are unable to get reservation till the date of journey, travel in the waiting list ticket then in this case they have to pay double penalty. I would like to urge the Hon. Minister that in this case, the unconfirmed tickets of the same party should be atleast treated as RAC and permission for the journey should be given.

One more issue which is very important, is the security in railways. We have raised this issue on several occasions earlier in the House and there was a lot of heated arguments once this issue. A sub-inspector of Delhi Police, who hailed from my constituency, was killed in an encounter with the criminals. We raise this issue in the House and feel that this issue is resolved. The Hon. Minister has just expressed his difficulties and constraints. There is a train namely Mahananda Express in Bihar. Once I was travelling in that

train when I was an M.L.A. I was travelling alone and a murder took place before me and I was dumbfounded. I read a newspaper three days before that a similar incident had taken place in Mahananda Express and it shows that dacoits get probationary training in Bihar and railway is also involved in this act.

MR. CHAIRMAN : It is a very serious matter.

SHRI RAJIV PRATAP RUDY : Anarchy prevails in entire Bihar. The problem of train dacoities, is different from the problems of unemployment and social inequalities in Bihar. It is because the passengers travelling in trains do not belong to Bihar alone. The trains passing through Bihar have passengers from North-East, Karnataka, Andhra Pradesh etc. They travel in under the fear of being killed and their belongings being looted. The State Government has failed to take any steps in this regard. However there is least probability of steps being taken by the State Government. As the responsibility is entrusted by the Constitution to the State Government, we expect some action from their side. But the Central Government has also failed in taking any steps. You claim that fifty percent fund are given to the Railway Protection Force. In spite of this, you do not have any control over it. It is to be done by the Lok Sabha then we all are ready for this. You bring an amendment and take the issue of railway security in your hand. The whole House will support to give you this authority. In this way, the responsibility could be fixed for the increasing number of incidents of dacoities taking place in trains. This is an important issue.

The Hon'ble Minister is not present here. The R.P.F. and R.P.S.F. were deployed in his constituency. His intention appears to be bonafide, he has nothing to do with these things. It is all right that he had made efforts to deploy them in his constituency, but there was so much controversy that commandants and the controlling officers who had gone from here refused to sign on that list. If such type of protest is witnessed on their deployment of personnel of RPF and RPSF in the constituency of the Hon. Minister then it is an issue of concern for us. No decision has been taken in this regard till date. I would not like that any type of allegations are made against the Hon. Minister because I know that his intention was good. But if somebody acts without his knowledge then the Railway Department must look into it.

I am unable to understand, the intention of the Railway Recruitment Board. Its chairman is appointed on political consideration. Whenever the government changes, all the chairmen of Zonal Railway Recruitment Boards are changed simultaneously. We have to ensure as to how we can keep a check on them. It is necessary to keep a check on the frauds and irregularities bring committed in this board. The officers included in this board are generally the persons who were earlier working on the platforms. We are M.P's, therefore they talk with us continuously. However one can observe how they behave with our family members and others. If sometimes they happen to sit at the platform counter and tell us about the arrival and departure of trains, it seems as if they are obliging us. Therefore the element of commitment should also be taken into consideration at the time of recruitment.

[Shri Rajiv Pratap Rudy]

I would like to give an example. Once I was standing at the Sagar Railway Station of Madhya Pradesh. Eight or ten people were standing at the counter and they were waiting for the opening of counter. Seeing them in the queue, I went to take tea. When I returned after sometime I saw that another counter in the side was open. When I asked what was the matter, they told me that our passenger train was running late by four hours. We wanted to return the tickets. The prices of the tickets varied from eight, ten or twelve rupees. They told me that the person sitting at the counter was charging four rupees per ticket to return and they were protesting against it. On their protest, the counter person told them to stand there. When I discussed this thing with the ticket supervisor there, he agreed with my views and revealed that they received many complaints against the person sitting at the counter. It was further revealed that his appointment was made on compassionate grounds and that is why he did not know as to how much hardship other had to undergo to get a job. They got this job with their hard work and not on compassionate grounds.

[English]

Motivation at the stage of recruitment, selection at the stage of recruitment.

[Translation]

This is a very useful for the good performance in railways. Had Ram Vilas Paswan been present here, I would have raised some old issues, but I feel that we will give you funds to run railway. But you must consider as to how railway should be run, what type of persons should be provided facilities in railways and how the image of railway should be improved all over India. When we write Indian Railway the map of whole country comes to our mind and the people like me want that the image of Indian Railways should be maintained with these words, I conclude.

SHRI MANGAT RAM SHARMA (Jammu) : Mr. Chairman, Sir, we all are raising the issues relating to our own State or our own constituencies while speaking on Railway budget. I have listened to the points raised by my friends who participated in this debate. Many good suggestions have been given by them regarding the manner in which improvement could be brought in the working of Railways. I want to submit that before 1947 i.e. before partition or Independence, there was a railway line upto Jammu. Train used to go upto Jammu. Today, after fifty years also the train go upto Jammu only. In Jammu & Kashmir there is very less population which is still connected with railways. We have made no progress since 1947. However, today I want to congratulate the Railway Minister and the Railway Department. No doubt, the foundation for a railway line from Jammu to Udhampur was laid during the reign of Smt. Indira Gandhi and work had also started on it. But the scale on which this programme has been sanctioned for Jammu and Kashmir by Railway Department is a matter of happiness. Railways has given attention not only Jammu & Kashmir but to eastern states like Assam and others also. This is also a matter of happiness because giving attention to the areas which remain cut off from rest of the country, is a matter of doing social justice. This is a policy to bring the backward people

in the mainstream I appreciate it. I think when this project worth Rs. 2500 crore from Jammu to Udhampur, Udhampur to Katra and Katra to Baramullaha will be completed, the thinking of the people of the Jammu & Kashmir would change. Majority of the populations of J&K have not seen the train so far. They feel neglected and find themselves far from the mainland. This is the reason that Pakistan and its agents take advantage of their weaknesses and instigate them against the country. They spread terrorism there. If the railway expands its network there, I think the people will come to the main stream and the feeling of patriotism will increase and the political interference of Pakistan will also come to an end. With this, our defence will become more strong. Today supplies to defence are made by buses but if the railway will expand upto Poonch and Rajori, I feel that defence expenditure will come down and our defence will become more strong. Therefore, I am happy that it is for the first time that this project has been sanctioned. Our former Prime Minister Shri Deve Gowda had announced in Udhampur that alongwith railway budget the Central Government would also provide funds for this project and this would be taken up as a national project. His announcement was welcomed by the people of Jammu & Kashmir and the M.P.s from there. I think that the work of railway can progress in this manner.

More than 50 lakh people go to Vaishno Devi every year, you have allocated an amount of Rs. 100 crore for laying the line upto Katra. It has been promised that the work on Jammu-Udhampur line would be completed during 1997. I would like that the work on the railway line upto Katra should be taken up on priority basis and the work at Kajikund and Baramullaha should also be started so that the people could get employment and preference should be given to the labour class and contractors living there because terrorism unemployment and blood shed is prevalent there.

I would like the work to be started at these points so that people could get employment. The single track from Jalandhar to Jammu should be doubled so that the frequency of trains could increase and people could feel comfortable in travelling. Simultaneously Rajdhani Express which goes upto Jammu once a week should be started daily from Delhi. The number of passengers is also more for there and the people have been making this demand also.

The States of North India falling on Jammu Hardwar route had demanded that since no railway service from Jammu to Hardwar was available and people visited Hardwar in happiness and sorrow, one train should be started from Jammu to Hardwar daily. The Honourable Minister had promised for it but nothing has been done.

Besides, there is unemployment also. Shri Rajiv Gandhi's initiative had helped establish a coach factory in Kapurthala. Thousands of people are working there. We make demand to open similar type of factory in Jammu also. There is no shortage of wood in our State. If it is done the unemployment of the State will be removed and it will also help in fulfilling the shortage of coaches. Since there are very less number of industries in our State, the employment opportunities are also less there. With the setting up of coach

factory, people will get employment. I think the Honourable Railway Minister will give attention towards it. I am happy that the last two budgets presented by Paswanji, Satpal Maharaj and the members of Railway Board have been very good. These budgets provided for expansion, and consolidation, survey for new railway lines and running of trains where new lines have been laid and increased in the frequency of trains also. The number of trains at those stations where less number of trains were being operated have been increased. They have tried to connect the backward areas with railway service and started new trains. I appreciate their effort and congratulate them for this work. My friends say that he has promised all these things but where the money will come from? I would tell them that at least, he has made announcements and so far as funds are concerned, now we all will put pressure on the Central Government to give support and matching grant to Railway department. Railways earn money from their own sources also. The Central Government should also give some funds because it is a social service. This matter relates to the benefit of general public and to provide them better and cheap transport. I think they have presented a good budget in a difficult situation. Their behaviour with the people is good and their intention is also good. Therefore I support the budget but I would like the shortcoming therein to be removed.

One of my friends has given a suggestion on the question of dacoities taking places in the trains that Railway should take this task in their own hands. It is not possible. If Railway take full power in their own hands then its full budget will be spent in this task only. What for is the State Government there? There should be joint responsibility of the State Government and the Railway. Some responsibility should be taken by the State Government, some by the Central Government and some by the Railway. Only then the incidents of dacoity, theft, eve-teasing can be checked in railways. When these three will work together, such incidents could be checked. I want that the Railway Minister should call a meeting of all Chief Ministers and seek help from them in this regard. None other than the State Government know the facts. It has information about the person of bad characters and dacoits in different areas? The Central Government have no such knowledge. That's why it is necessary to involve the State Govt. to check dacoities and anti-social activities. I know that adequate attention will be paid to this issue.

Jammu is an important station. The Railway Ministry should pay attention towards that station in order to make it a modal station. Everything is functioning well because of Railways employees. Because of their good discipline there was no strike during United Front Govt. Everybody is working properly. So, I request an early implementation of pay commissions Report. The proposal of raising the retirement age from 58 yrs. to 60 yrs. by the commission is a good step. By doing so you may retain the experienced persons which will be ultimately beneficial to the Govt. of India. I want that this shouldn't be deferred and be accepted forth with early action be initiated in this regard so that service of experienced officers could be utilised for Nation's progress.

With these words I support the Rail Budget and congratulate the Hon'ble Railway Minister for presenting a good Budget. I appreciate him for his efforts to improve amenities in the Railways.

SHRIMATI BHAGWATI DEVI (Gaya) : Madam Chairperson, I am speaking in support of Rail Budget.

I do not know whether there exists any other class than I AC, 2 tier AC III tier AC, 1st class and 2nd class in this Railways. Yes, there's a class called 'Roof class' on which only poor people travel and there's a gallery class in which people trample one another. Why is such a discrimination exist even after 50 yrs. of Independence? It is a common phenomena here to raise the question of dacoity. I want to know whether the poor people do dacoity? The poor people do not possess any arms. These acts are committed by those who have powers and availability of arms and are creating enmity here. If this habit is not changed then the gap between poor and rich will further increase. Hunger makes a man wild. If the persons travelling in higher classes will keep on giving step-motherly treatment to the poor people then the relationship of brotherhood is difficult to exist. Is this the meaning of Independence where one brother is affluent and other is facing extreme hardships? How can you continue this step motherly treatment? Water and electricity are not available. I have braved the atrocities of Britishers 50 yrs. ago and now your atrocities are difficult to bear. How far I can carry this load? It is unbearable now I wish that a coach be attached for poor people otherwise future does not augur well. Independence means that we have right to speak. I haven't got anything after coming in Lok Sabha not I am going to get anything but I can put the demands of poor forcefully. How much pressure you can apply on poor in this House? Bihar is dubbed as a thief and the Chief Minister of Bihar called corrupt. I want to know from this House that Bihar provides coal, manganese, iron but head offices of companies are located elsewhere. Who are the persons managing these offices? Who use income tax of these companies only a handful of five percent people use it. Those who mine coal are poor people and are suffering from T.B. and leprosy. They do not get medicines. The poor people are buried alive but hardly get any compensation and these people say that they are engaged in train dacoity. An enquiry committee be constituted to enquire who does this act and whose son is he? Whoever is found guilty must be punished. I want to tell in clear terms that how much will you pressurise the poor? They do not have home to live in nor have anything to eat. He toils and does physical labour still he cannot manage to get food for two times. Those who are unemployed and worthless are engaged in dacoity in night as well as in day. They conduct dacoity even after sitting in home and in office. During the night they enter into the train and conduct dacoity. Only those who have means, indulge in dacoity. But who are apprehended?

I want to tell clearly about the places where the major incidents occurred? Gandhiji was murdered in Delhi, Indira Gandhi was murdered at her residence in Delhi, Rajiv was murdered in a big city of South India important leaders/people are being murdered in big cities. How far this atrocity will

[Smt. Bhagwati Devi]

continue ? You are blaming Bihar. Had any incident occurred in Bihar ? Former Prime Minister Lal Bahadur Shastri died in Tashkent when he had been there for agreement. Who is responsible for this ? Is Laloo responsible for this ? Has Laloo committed murder ? Whether poor people are responsible for this ? One can stoop to any level to conquer power. I want to tell you as a representative of workers that please do not give step-motherly treatment, do not run so many types of trains. Had Bihar been separate there would not have been single train passing through Bihar. Trains go there cause of coal. Whether coal has to be carried to Kanyakumari or Mumbai or Calcutta, they exploit Bihar from all corners. Whether the peasant of Bihar are thieves ? All the newspapers have published that the wheat of Bihar is infected. Whether it is a fact ? It has been said that the wheat of Bihar has become black and is poisonous so the prices of wheat will be around one & half or two rupees per kilo and then the same wheat will be sold ten rupees a kilo when it will be transported to businessmen. This is simple loot through prices. Whether the Govt. will control it ?

Many people say that poor people from Bihar go to Punjab and Delhi in search of livelihood. Poor people from Bihar come to Delhi but do not get their salary even after working five year in factories whether the Govt. will look such factories after conducting enquiry ? People say that the son of Laloo Yadav is studying outside Bihar. I want to know whether the wards of various leaders are not studying abroad ? Why his son is target and they say that his son will become officer ? A dowry of fifty lakh rupees would be demanded. Only those having fifty lakh rupees would be able to afford the marriage. I am telling you about the ways of the rich people say that bonds are breaking. It is the poor who is breaking the bond? The rich are destroyed the houses of the poor. If the houses of the poor are destroyed they will clash with the rich and the rich class would also not be spared.

What is the situation of the poor today? On one hand the poor work as peons, Khalasis and coolies and get three hundred rupees as remuneration for their hard work and on the other hand, the officers get a salary of Rs. 10,000 this disparity should be removed, otherwise our future generations will never forgive us. I also want to say that there should be coaches of only one class in trains. Presently, there is disparity in education also we should make such provisions so that the rich as well as the poor are given similar education. Only then the disparity in education can be removed.

Lastly, Gaya and Bodhgaya are very prominent tourist spots which attract a large number of tourists from throughout the country and abroad. It is known as the city of Brahma and Vishnu. However, there is no direct train for Bodhgaya where Lord Buddha attained enlightenment. Is this not a case of step-motherly treatment ? I demand that Buddhist circuit and Bodhgaya should be linked with service and rail link should be provided from Gaya to Mathura. The doubling of Gaya-Patna rail line should be completed without further delay. Besides, direct trains should be introduced from Patna to Calcutta, Madras and Mumbai. There are so many trains yet there is not a single direct trains from Gaya. I want that

more trains should be run in Bihar. New trains should be introduced from Gaya. A rail coach factory should be set up there. Sufficient space is available for the purpose. With these words, I thank you.

[English]

SHRIMATI GEETA MUKHERJEE (Panskura) : Hon. Chairperson before I start speaking on railways, I give my whole hearted support to my sister Shrimati Bhagwati Devi for talking about Dahej.....(Interruptions)

[Translation]

Bhagwati Ji has raised the issue of dowry here and I fully support her on this count because this is sick a problem which is connected with the Railways and with the common man. This, I thank you and support your point.....(Interruptions)

MR. CHAIRMAN : You should be pleased.

SHRIMATI GEETA MUKHERJEE : The Bill regarding woman's reservation is to be introduced in this very session which will be beneficial to you and be in your interest. In all probability, the bill will prove to be beneficial....(Interruptions) Now I come to the Rail budget.....(Interruptions)

MR. CHAIRMAN : Now let the discussion on Rail budget continue.

[English]

SHRIMATI GEETA MUKHERJEE : A number of things have been dealt with in the Report of the Standing Committee on Railways which I fully support. I will just refer to some of them after I talks about certain projects of my own state.

Firstly, I would thank the committee for pointing out the question of extension of Calcutta metro Railway from Tollyganj to new Garla. Here, I would like to inform the minister of State for Railways, Shri Satpal Maharaj on one point.

[Translation]

I would like to inform the Minister of State in the Ministry of Railways, Shri Satpal Maharaj that the State Government is prepared to bear 20 percent of the expenditure likely to be incurred on Tollyganj - Goriahat Metro Rail project of Calcutta.

[English]

Out of Rs. 522 crore, 20 per cent will be paid by the State Government. The State Government has made it clear today. If that be so, then I hope it will not be difficult for the Railways to take up this very important thing.

As you know, our main city is really very much crowded because our road surface is only 6¼ per cent whereas it should normally be 34 per cent. That being the case, I hope you will think over it keeping in view the new information that I have given to you.

Secondly, there was the question of having the Shalimar terminal in Calcutta for the South-Eastern Railway, a terminal was to be built. The name of that was Shalimar terminal.

But unfortunately, this has not yet been started. It is very very important. It has been talked about for a long time. I thank the Committee for recommending that the Railways should think over it seriously. I suggest that you please examine it again.

There is the question of doubling. Generally, the total allocation for doubling has been cut down. But, I think, there are certain small doubling projects which are very important and it will be very much paying, for example, Midnapore-Kharagpur and Burnpur-Asansol. Midnapore is only 10 kilometre away. The doubling of 10 kilometre line will give you more passengers. Because of EMU and new MMU, etc., you are losing many passengers. No, the buses are taking those people. Pollution is, of course, one of the big problems. Then, petrol is also one of the big problems. So, this doubling will help. I am also mentioning Midnapore-Kharagpur and Burnpur-Asansol. I request you to go through particularly these two projects.

As far as the Committee's Report is concerned, on page 106 in para 2.77 they have suggested a number of schemes which are in our State and where we need more help from the Government. In that, the Committee thinks, and rightly so, that ultimately it will be more paying also. For example, electrification of Barasat-Hasnabad and Bongaon-Ranaghat sections is very much needed. Shri Ram Vilas Paswan told Shri Ajay Chakraborty, who is an MP from that area, that if the Eastern Railway authorities send their report about the necessity as well as how much will be spent, that is, more or less, calculation, then he would agree because it is not a big project. As far as I understand, the Eastern Railway authorities have sent their report back about both the projects. Firstly, they have said that the people of that area are very much in need of that. They have also indicated the amount that is likely to be needed for electrification.

Then, all of you know that the Eklahi-Balurghat section is a vexed one. The Eklahi-Balurghat in North Bengal is really a backward area. That is why some more money should be put into it.

Then, in North Bengal, there is a need for establishment of rail line between Gunjura-Ghajole. This is also in North Bengal which again is very much backward.

If you compare it with the rest of Bengal, that is South Bengal, it is backward. Similarly, there are certain other projects as well. I would not read all of them. I am just reading some of the very important projects among those.

One is the construction of a railway line from Bangao to Petrapol. This is very very important. It is because in view of the better relations that we are developing with Bangladesh, this Petrapol and the last point between India and Bangladesh. Extension of this line would help both the countries.

SHRI CHITTA BASU : Petrapol in Bangladesh only.

SHRIMATI GEETA MUKHERJEE : It is the first point for Bangladesh and the last point for India. Extension upto that point would really help us in sending our things there and would help them as well in sending their things to this

country. Transit is a big problem. Now when we visited Bangladesh as a part of the official delegate to discuss about the water problem the Bangladeshis were very afraid and they were saying that we had gone there for transit must say here at our present Prime Minister who was the then Minister of External Affairs was very clever. He said, well, we have come here only to talk about water. Now if that problem is settled, there is nothing like it in any case about transit you think over as to whether you would like to take your thing on your head or not. It is your business. On hearing this, everybody started laughing and it was quite natural as well because nobody could have a full import-export by carrying headloads. Therefore, the extension up to Petrapol is very important.

The next point is about the extension of the metro railway line from Dumdum to Barasat.

SHRI CHITTA BASU : What about the extension of the Howrah-Bongaon line?

SHRIMATI GEETA MUKHERJEE : Yes, the extension of the Howrah-Bongaon railway line is my next point. This is on one side of Calcutta and therefore, it is very essential. I have already mentioned about the Howrah-Bongaon line. Now, the other point is about the fourth line between Howrah to Panskura and third line between Panskura to Kharagpur. Part of it falls within my Parliamentary constituency and part of it falls within the Parliamentary constituency of Shri Indrajit Gupta. All that I could say in this regard is that on these lines also you would be able to get a lot of passengers. In this context I would like to thank not only Shri Basudeb Acharia but also all my other colleagues in the Standing Committee of the Railways for having given a thought on these long pending demands of ours.....(Interruptions)

SHRI A.C. JOS (Idukki) : Madam, some conversation is going on in Bengali amongst my friends from the State of West Bengal. They are discussing amongst themselves about the problems of their State. We are not able to hear anything.

MR. CHAIRMAN : It is very true.

.....(Interruptions)

SHRI A.C. JOS : You do that. But the only thing is that let us also participate in it. Shri Acharia is the Chairman of the Standing Committee on Railways.

MR. CHAIRMAN : It is only fair that he should also get the benefit of it.

SHRI BASU DEB ACHARIA : Some projects for Kerala have also been included in the Report of the Committee.

SHRI A.C. JOS : Nothing is there for Kerala.

SHRI BASU DEB ACHARIA : Then, I think, you have not gone through the Report.

SHRI A.C. JOS : I am not complaining about you talking amongst yourselves. The only thing is that we are not able to hear anything.

MR. CHAIRMAN : Geetadi, he also wants to have the benefit of it.

SHRIMATI GEETA MUKHERJEE : We come from the land of the *Viswakabi* Rabindra Nath Tagore. We just cannot ignore Kerala and talk only amongst ourselves. It would be impossible for us to do so.

Now, the Committee has also recommended that whatever has been provided for in the Budget for the State of Kerala is too little and they have recommended many new projects for Kerala and have also recommended giving more money.

You may refer to Page 107, paragraph 2.78.

"The Committee note that the allocation of Railway Development for Kerala which was Rs. 127 crore in the Budget, 1996-97 has been reduced to Rs. 34 crore without any justification."

It has been mentioned that without any justification the allocation was reduced. A number of projects have been mentioned. They have said and I quote :

"The present provision of Rs. 17 crore for doubling of Mangalore-Shornur line should be enhanced by reappropriation for speedy completion.

Likewise, Kollam-Trivandrum doubling should also be completed soon".

SHRI A.C. JOS : My intervention has worked well. You are now speaking about the State of Kerala.

SHRIMATI GEETA MUKHERJEE : At page 107, one after other the names of such projects which need more money have been clearly pointed out. I am happy to note that, because we are as much interested in Kerala as in our own State of West Bengal. These are some of the concrete projects which I would like to point out.

Apart from this, I would like to say one or two other things which the Standing Committee has recommended or discussed. One of the point is, the market share of the Railways in total surface transport has been declining. This is one of the important points because from all points of view it is necessary that the Rail transport should increase. Transport here particularly means the goods transport. CIL has also pointed out that Railways have enough number of wagons and tankers to carry gas but unfortunately the Government has gone in for construction of gas pipeline. It would mean more money for the Railways. The Railways are deprived of that money. Therefore, the Committee has rightly pointed out that instead of going in for gas pipeline, the Railways, which have the adequate number of wagons and tankers, should be given this job. This should be seriously taken up policy-wise with the Ministry of Petroleum.

Then there is another thing, though a small thing, which has its own relevance, that is the first-class coaches. The first-class coaches are generally being discarded and the reason being given by the Railways is, people do not like first-class coaches. They rather prefer AC two-tier coaches. My experience is, that it is true for very long distance travel. For short distances, like on night travel or part of the day travel, many people do not like AC coaches. They like first class coaches. The Railways have the infrastructure to pre-

pare as many first-class compartments as may be required. It will not be as costly as AC compartments. Therefore, keeping in view the short distance travellers, the Railways should consider it seriously.

17.00 hrs.

In that case, people would have to pay a little less than what they do now and at the same time the Railways too would be saving money. Therefore, the first class coaches should not be discarded, particularly in those areas where distances travelled are shorter.

On the issue of vendors, both the Railways and the Standing Committee were very critical. It has been pointed out several times that vendors keep entering the coaches all the time, particularly so in the Eastern Railway Zone. I would like to make a point here. Who are these vendors? These vendors are mostly the unemployed youth who have no other alternative for their livelihood. These people can be given licences on payment of a licence fee. The system of licensed vendors, in Railways should not be given up. In any case there is very little recruitment taking place in the Railways. What will these boys and girls do if they do not have a means of livelihood? They may turn to begging. I think that these vendors are not at all involved in train dacoities. That is not our experience, In fact, it is the other way round. They sometimes prevent train dacoities because it is not in their interest. They want to keep earning normally. That is why I think the railway administration as well as the Standing Committee should seriously think over this point.

The Standing Committee has also said that surveys in general take a very long time to be completed. In fact, when a list of surveys is announced, one becomes a little apprehensive of its implementation because one does not know how would it take for that survey. In fact, survey sometimes becomes a surreptitious way to avoid a project. What is the reason for surveys being delayed? The Railway say that their machinery for survey is inadequate. If their machinery is inadequate as a result of which it takes a long time, what happens ultimately is that there will be cost escalation. The Railways have a number of people who are in surplus. If it be so, those people can be trained in that particular trade and can be put on the surveying job. Since without survey we cannot start a new railway line, this aspect should be seriously looked into.

Regarding safety, it is true that some time before, not in the immediate past, a lot of accidents were taking place. One of the reasons as to why the railway safety was endangered, as given by the Railway authorities, was that sometimes too much work is given to the loco-running staff. For example, they are made to work for more than 10 hours continuously. It is very difficult for loco-running staff to remain alert about the signals and everything if they work that long continuously. The Railways are saying that they are giving training for the loco-running staff in different ways. So far so good.

But over-working of the loco staff should be avoided in order to avoid accidents. Of course, there are many other things with regard to safety but I am not going into them now.

Now, I will come to 'Own-Your-Wagon' scheme. When this scheme was introduced, the idea was that this will help our industries in getting their own wagons for carrying their own goods. But here it seems that the industries are finding it difficult to buy those wagons because the cost of those wagons is very high. In that case, the railways will be losing some goods which will, now, be transported by road. So, this matter should also be seriously taken into consideration.

17.07 hrs.

[SHRI BASU DEB ACHARIA *in the Chair*]

Now, I will come to dacoities that are taking place in the trains. The situation is very complicated now. Some are saying that this matter comes under the State Government, and some are saying that it comes under the Central Government. But one does not exactly know where does it come. I would also like to mention about filing an FIR in train. It can be outside the realm of that particular area where the dacoity had actually taken place and so on and so forth. It seems to me that since the rail dacoities are on the increase, they require a serious discussion among the State Government, railway authorities, and the Union Home Ministry. We also have RPF. In this connection, I suggest that the association of RPF should also be thought over.

Last but not least, there is a massive increase in freight rates. It has gone up to 12 per cent. I thank, Shri Paswan, who has excluded certain items from the list. I would say that even this 12 per cent increase is too much. It will have a cascading effect on prices and also rise in the rate of inflation. Therefore, this has to be thought over. This 12 per cent increase, as suggested by the Committee, will have to be brought down. For this, I fully support the idea that the budgetary support to Railways is very very essential. I will extend my full support to Shri Paswan. Let him get greater share from Shri Chidambaram by the time he replies to this debate. I hope all of us agree to this idea.

With these few words, I conclude my speech.

[*Translation*]

SHRI THAWAR CHAND GEHLOT : Hon. Mr. Chairman, Sir, after going through the present Railway Budget, I feel that it is not going to make any contribution in the progress of the country. This budget seems to be aimed at maintaining *status quo*. It is a discriminative budget. In comparison to the period of pre-Independence, less railway lines have been laid during the post Independence period during the pre-Independence period on an average 600 to 650 km rail line used to be laid every year which has come down to 160 to 170 km per year over the years after independence. The allocations made for various items in the present budget also suggest that in the coming years expansion of railway net work will be carried out at just the same pace. The provision made for it in the present budget is just one per cent of the Development Fund you have raised the freight charges by 22 per cent during the last 9 or 10 months. We were hoping that this amount, which comes to 1 per cent of the Development Fund, will be certainly increased but it has not been

done. While studying the annual report of your department, we found that number of diesel engines have declined. The number of SC/ST employees as well as the total strength of employees in Railways has declined. You have not said anything about filling up the Existing vacancies. We all wish their development and they should be given employment only then they can make progress like the people of other communities.

About 14 per cent diesel is pilfered in Railways. No mention has been made in this report about the special measures proposed to be taken or any action plan formulated to check pilferage of diesel. I would like to say that 14 per cent diesel is not a meagre quantity and this pilferage should be checked so that the funds being spent to make up this loss of diesel could be used for development. As per the General Budget. There is heavy debt on the country. As per the data available, we have also borrowed a loan of Rs. 6436 crore from the Indian Railways Finance Corporation. Recently, you were to make payment of Rs. 954 crore. I want to know as to whether you have made this payment or not?

What measures you propose to take to bring down the increasing burden of loan on Indian Railways? You are earning an income of 59 per cent from freight charges but why you do not increase your income from other means of railways? No efforts have been made in this regard. You are replacing many old railway lines. Many train accidents are taking place due to which their bogies are becoming useless. Thus all those old rail tracks and bogies become scraps. Why you do not sell them? If their prices assessed, they could be worth of many crores rupees. This amount increase your income. But so far you have not any steps in this direction. A huge quantity of such scraps worth crores of rupees are lying useless. I request you to please take note of these things. I request the hon. Railway Minister go through the page number 14 and 17 of the Explanatory Memorandum mention has been made about the budgetary estimate for the year 1997-98 in respect of operational expenditure. There is big difference in the English and Hindi version about the data. I don't want to waste the time by going through it line by line. But the point is as to why is this difference? I want to know from you as to whether English version is correct or Hindi version. Likewise there is a difference of Rs. 200 crore on page No. 14 in English and Hindi version. There are such more mistakes on several other pages. This is my request to you to kindly go through the data which are given to us. It hardly matters whether we get time to read that or not but it is your moral duty to check it. Even if you do not get time to read the figures, kindly ask your subordinates and staff to check the figures and bring the mistake, if any, to your as well as to our knowledge.

Sir on this occasion, instead of saying too much about the Railway Budget, I would say only that please do some thing more for Madhya Pradesh and compensate the Budgetary injustice that has been done with the State. Geographically Madhya Pradesh is the biggest State of the country if we cast a look at the Indian railway map we will find that

[Shri Thawar Chand Gehlot]

except for Madhya Pradesh the Railways have laid their net work every elsewhere but so much land is available in Madhya Pradesh for laying of railway lines. I fail to understand as to why this kind of discrimination is being met out only to Madhya Pradesh? I did not expect such kind of partiality from you? Might be that due to some reasons or other you failed to take note of it. Therefore, now it is my request to you to pay your attention towards Madhya Pradesh also. Correct the things as early as possible.....(Interruptions)

THE MINISTER OF RAILWAYS (SHRI RAM VILAS PASWAN) : Where do you want railway tracks in Madhya Pradesh?

SHRI THAWAR CHAND GEHLOT : I will tell you. On earlier occasions also we, the honourable members totalling 12-15 in number, made request to you as well as to the hon. Prime Minister. We were assured by you and many correspondence took place between us. But in response to our letters, you always write that you have received our letter, dated such and such and the matter in being pursued in your department. How sad is it that you are pursuing our matter since nine month but without any results. We do not expect this from you. If you want, you can give us results without any further delay. We, 15-20, members have requested you to set-up a railway Zone in Bilaspur Most of them including Shri Arjun Singh, Shri Vishweshwar and Shri Sunder Lal Patwa have made their requests before you. On your front, you also gave your assurance. We met the hon. Prime Minister who also assured us of some action in this regard. Sir, one day before the presentation of Budget it was said that he would make some declaration in respect of Madhya Pradesh but no such announcement was made during the presentation of Budget. Therefore, when you give your reply, kindly accept our request and make an announcement to set up a Zone in Bilaspur.

Sir, I have made one more request and that is to link Jhalawar and Kota with Ujjain and Agra. During the time of princely state, there was a railway line between Ujjain and Agra but during the Emergency period, when there was nobody to listen our voice, that track was removed. In this connection I, alongwith 15-20 other hon. members, had submitted a memorandum to you demanding survey of this route and laying of railway line. That time you had assured me. Even after that I had written you letters and meet you personally. You had told me about the survey work to be conducted in 1997 itself. But when I went through the survey list, there was no mention about this route....(Interruptions).

SHRI RAM VILAS PASWAN: Which route ?

SHRI THAWAR CHAND GEHLOT : Jhalawar and Kota side via Ujjain, Agra, Malwa. Earlier there was railway line during the period of princely states. That railway line was laid as a result of the efforts made by the forefather of Madhav Rao Scindia which was there till the Emergency period when it was removed. Earlier the work between Devas and Makari on Dahad-Indore-Makari route was started and a sum of Rs. one and a half crore was sanctioned therefor in the last Budget but so far no work at all has been undertaken on this route. That has been held up.

I thank you for providing Rs. three crore in this Budget

for this project but it should not remain confined only to the papers, therefore I request you to release this amount very soon and get the work done as soon as possible.

Likewise work to construct an over-bridge at Devas situated at highway in my constituency Bhopal was started way back in 1989-90. Madhya Pradesh Government had given their approval and the work had commenced. But due to certain reasons it was left incomplete. Now I request you again to complete it expeditiously.

The National Highway No.3 links Agra with Mumbai. There is a railway crossing, namely, Maksi on Ujjain Bhopal railway line in my Parliamentary Constituency(Interruptions). The work was also started on this project but it could not make much headway. My request is that you give your approval to this work so that it is completed soon. Earlier approval was given to conduct a survey for laying of new railway track between Harsoot and Shahjahanpur but so far the survey work has not commenced. I request you to kindly conduct this survey for constructing new railway track between Harsoot and Shahjahanpur which would bring these stations very close to Guna-Dina. It will benefit a lot to the people.

Hon. Railway Minister, Sir, Indore, Ujjain, Ratlam and Nagada railway stations of western Railway Division are the most revenue earning sources but there are lack of facilities at these four stations. Platforms are not in good condition having no shed at all. In Nagada, Gwalior Rayon is having its biggest factory where movement of railway wagons is very frequent but the Grasim industry is incurring heavy losses due to non-availability of a railway yard. Likewise Devas is an industrial area and many industries are set up there. I have given a detailed representation to the General Manager, Western Railways and the DRAM, Western Railways, Ratlam in respect of the problems of Devas also. I would like you to look into the demands raised in the representation and meet the same.

Hon. Railway Minister, Sir, I have to make one more request. Tickets in the superfast trains running between Janmu Tawi and Mumbai is not available at Nagada railway station for Delhi and Mumbai. Stoppage is there but since tickets are not available, it is no use for the passengers. A distance of 695 km is not a small distance, therefore, the ticketing facility at this railway station should be provided immediately.

There is one more superfast train starting from Indore. Season ticket is allowed from Nagada to Indore but it is not allowed from Indore to Nagada when the train returns. What kind of this double standard is ? This is sheer injustice with the passengers. Therefore you kindly look into this problem also. Moreover there is no VIP quota at Indore in spite of the fact that population-wise Indore is the biggest city of Madhya Pradesh. I request you to provide VIP quota at Indore railway station. Reservation quota provided in different trains at Devas, Ujjain, Sujapur, Shahjahanpur and Nagada railway stations is also far less which should be increased by you. The railway hospital in Shahjahanpur is in very poor condition which should be made well equipped. The

train between Jaipur and Madras runs only a day in a week. You had said to increase its frequency to run it three days in a week but so far its frequency has not been increased from one to three days in a week. I request you to run it three days in a week.

MR. CHAIRMAN : It is enough now. Thank you.

SHRI THAWAR CHAND GEHLOT : Mr. Chairman, Sir, the Government is meeting-out step-motherly treatment with Madhya Pradesh. Therefore, it would be better if you allow me to speak for a couple of minutes more.

MR. CHAIRMAN : Already I have given you sufficient time.

SHRI THAWAR CHAND GEHLOT : Thank you.

[English]

SHRI A.C. JOS (Idukki) : Thank you, Sir, very much for having given me this opportunity to participate in the discussion for the Demands of Grants for the Railways. India is a very vast country and the Railways are really doing a good job. We have to be really proud of our Railways. Our railway is one of the biggest and largest railways in the world. Despite all the defects and faults those are pointed out here, our Railways and the railwaymen are doing excellent job of hauling our goods as well as the passengers from far and distant corners of this country. That is a part of the national integration also. By the completion of the North-Eastern portion of the railway, we can say that our Railway connects our country from North to South and from East to West and each and every corner of the country.

When we look at the Railways, I feel that this Railway Budget and the Demands are to be discussed and supported on the basis of issues. I would like to mention to the hon. Minister of Railways that the Demands are to be supported and discussed on the basis of issues.

Sir, we are coming from the southern most tip of the country Kanyakumari and Trivandrum. As you know, Kanyakumari is the southern most tip of the country. We people – Malayalees or Kerala people – are the most travelling people because the density to population is more than that of any other State in this country. In order to earn our bread and butter we have to go to different parts of the country. My friends Shri Sarpotdar is here. A lot of Kerala people are there in Mumbai. There are a lot of Kerala people in Delhi. Every Railway Budget is a knock on the head of the Kerala people. Even the slightest increase in fare is costly for us. This time the hon. Minister of Railways was very considerate to us. He made very slightest increase only. Even this slightest increase with regard to freight and fare charges is a major increase as far as Kerala people are concerned.

Sir, you are from West Bengal. The people of West Bengal need to travel for one day to reach Delhi whereas the Kerala people have to travel for three days to reach Delhi. We have to travel continuously for two days to reach Mumbai. You see the charges that we are paying. If you take the country as a whole, we, the people from Kerala, are the largest contributors to the coffers of Railways. If a poor man

has to come to Delhi from Kerala, he has to pay more than Rs. 1,000 to reach here whereas a man from Calcutta or a man from Mumbai need not do that. My submission slightly different. It is high time that the Railways think seriously about it. There should be some sort of parity in the freight and fare charges. I am talking about the people who are travelling more than 1,500 kilometres. They should be given some concession.

Sir, you consider for a moment that it a litigant who has a matter in the Supreme Court. He has to travel from Kerala to Delhi, normally it is not possible to travel by train or by air. Forget about air travel. Even for train Journey, you see the amount of money that he has to spend. My submission is that the hon. Minister of Railways, who has always been considerate and balancing in this matter, should consider a fare structure by which a person who travels more than 1,500 kilometres should be given some concession, some discount or some sort of fare equalisation in the matter of Railway. Otherwise it is always very hard on the people of Kerala who are coming from the South to pay such large amount of money.

My submission is that this is a serious matter which the Railway Board has to consider seriously.

What is the position of Kerala? The Railway Minister has been kind enough to send us the list of works – the railway lines etc. – that are being taken up there. My submission is : Can the Railway Minister tell me whether there is any other State which does not have a zonal office of the Railways? Kerala is the only State.

MR. CHAIRMAN : Gujarat, Punjab, Haryana and Jammu & Kashmir are also there.

SHRI A.C. JOS : You are the Chairman of the Standing Committee on Railways. I do not dispute you.

Another interesting thing is that we do not have even a Chief Engineer's office. The interesting point is that the Chief Engineer posted to Kerala happened to be a Tamil Nadu man, so, his office has also been shifted to Tamil Nadu. Now, it is in Chennai, with the result that every contractors, every small thing has to go to Chennai to get sanction. I agree with you that Gujarat or Haryana may not be having a Zonal office, but at least a Chief Engineer's office can be given to us. As a result of shifting of Chief Engineer's office to Chennai - we do not get much money at all - even the pitance allotted to us is getting lapsed because nobody is there to give the sanction. Even the smallest contractor will have to travel up to Chennai to get all his works sanctioned and come back. I am talking from my personal experience. So, I do not find any reason why Kerala should not have a Chief Engineer's office of the Railways. My submission to the Railway Minister is that if the Chief Engineer's office had been sanctioned to Kerala, he should find out why that office has been shifted to Chennai instead of Trivandrum, or Cochin, which is the hub of activities in Kerala.

Another thing is that during the Britisher's rule, we got railway and during these 50 years after Independence, the addition is only of 120 kilometres. Only the Ernakulam

[Shri A.C. Jos]

Kottayam line came and it was extended up to Trivandrum, and now the coastal railway has come. We have been demanding for new railway lines, but it all bell into deaf ears.

Finally, this year, he has sanctioned a new railway line from Angamali to Sabarimala. Sabarimala is the most important pilgrim centre of South India. We are talking about Tirupati. Only 50,000 or one lakh people may be going to Tirupati, but during one season of three months, more than five crores of people are reaching Sabarimala. From where are people reaching? They are reaching from Mumbai onwards. From Andhra Pradesh, everybody is coming by bus. There is a national waste, I understand that, more than six lakhs of vehicles are coming from outside the State. So, a railway line is absolutely essential and the money given in the budget is only Rs. one lakh. It affects the credibility, according to me, of the Railways because this amount of Rs. one lakh will not be sufficient for anything. Not only that, Sabarimala is to be connected to Kottayam via Punalur which can end in Kottarakara. That will work as a parallel line from Ernakulam-Trivandrum line and other lines. So, my submission and demand to the Minister is that this Angamali-Sabarimala line alongwith Kottayam-Punalur-Sabarimala line should be taken up immediately. That will not only enhance the movement of pilgrims but also enhance the revenue of the Railways. Interestingly, if you take the per capita revenue of the Railways highest of it will be from Kerala.

I have not gone into the statistics and I could not find it there. As I said earlier, we the people of Kerala, travel a lot. Last year, the Minister of Railways had given Rs. 127 crore for the State of Kerala. According to my information, this year he has given only Rs. 30 crore to the State of Kerala. In the Budget only Rs. 30 crore has been allocated. It is very discriminatory and it is very humiliating. They are doing it like a colonial way of doing things. Every year, the Railway is increasing its works in other States, but in Kerala a dismal departure is there and that also, has come down to Rs. 30 crore this year from Rs. 127 crore which was given last year. We have met the Minister of Railways and he was kind enough to tell us that he would enhance it. I hope that he would make an announcement in respect of enhancing that amount at the time of his reply to this discussion.

SHRIMADHUKAR SARPOTDAR (Mumbai North-West): Did he say so with a smiling face?

SHRI A.C. JOS : He always smiles. He is a very pleasant Minister.

Sir, the situation will become very serious in Kerala once the Konkan Railway line is completed. Konkan Railway line is a very priced line for the whole of India. When the Konkan Railway line covering about 760 kms. is completed, the people of Kerala will be the beneficiaries. The travelling time of the people of Kerala from Cochin to Mumbai will be reduced by 12 hours and so, a lot of people will start travelling thereafter. So, unless the line from Mangalore to Cochin or Mangalore to Trivandrum is doubled, the Konkan Railway line will become a distant dream for the people of Kerala. That is why, we are harping on that point again and again and that doubling of Mangalore-Shoranur line is an essen-

tial requirement. Last time he had promised to do it. This time also he has promised to do it, but not in the Budget. According to me, it is not only a priority for Kerala, but it is a national priority. From the South to the North, from Mumbai and Delhi the traffic will be too much and finally the whole system will collapse. So, my submission is that immediate action should be taken in this regard, irrespective of the constraints. It is not the demand of Kerala alone, but it is the demand of the whole nation that unless you double the line from Mangalore to Shoranur, Konkan Railway will become not only a distant dream for the people of Kerala, but also we will not be the beneficiaries of that line.

Sir, another interesting thing is that, Konkan Railway line does not go through the State of Kerala. But the Government of Kerala also participated in equity participation of the Konkan Railway Corporation and the Government of Kerala has given money to it. Why? It is because we are one the largest beneficiaries of that line. I am prepared to admit that. That is why, I say that any route through Konkan Railway will be on top priority. So, I would request the Minister of Railways that he should consider it as a national priority.

Another line on which I would like to make a mention is Quilon-Trivandrum line and that line also should be doubled. In that line very little work needs to be done. Unless you do that, it will not go directly from Mumbai to Trivandrum and if that is done, it can go to Kanyakumari also.

Therefore, my submission is that the entire stretch should be doubled. When you talk about Konkan Railway project, it will be one of our most priced and coveted line for us. But we have not had any Konkan Railway Recruitment Board till today.

I was talking to Shri Churchill Alemao some time back. He had mentioned, last time, that we do not have a Konkan Railway Recruitment Board. I was a Member of the Railway Board for sometime. But efficient recruitment can be done only if you have specific Konkan Railway Recruitment Board. That is a thing which could easily be done. I am talking about it in general.

Another thing is regarding introduction of new trains. Last year also we have requested our Minister of Railways for the same. I am prepared to challenge on the fact that, compared to any other railway station in India, there is tremendous rush in any railway station in Kerala and that every railway station has got enough bookings or enough reservations. So my request is that two or three new trains may be started immediately from both Delhi and Mumbai. There is one train from Delhi to Thiruvananthapuram on a dally basis, but that is not sufficient. That does not cope up with the rush of the passengers. So, one more new train should be introduced. The Minister of Railways has written to us saying that a new train would be started and it would be routed through the Konkan Railway line. We are happy about it. Our request is that it should be started immediately. From Mumbai also, we have got two trains, but they are not sufficient. More new trains are to be introduced from Mumbai also. Same is the case with Jaipur also.

MR. CHAIRMAN : Please conclude now.

SHRI A.C. JOS : Sir, I only started just now.

MR. CHAIRMAN : You have already spoken for 15 minutes.

SHRI A.C. JOS : The passengers from Jaipur are finding it difficult to travel to Kerala. My submission is that a new train has to be started from Jaipur to Thiruvananthapuram. Enough passengers would be there from Jaipur to travel up to Thiruvananthapuram. So it can be thought about.

The situation with regard to bogies is really pathetic. I request the Minister of Railways and you, Mr. Chairman, Sir, to travel in a train upto Thiruvananthapuram.

MR. CHAIRMAN : I was in Kochi only last week.

SHRI A.C. JOS : But did you travel by train, Sir? You will find that the bogies are the oldest and are in a dilapidated condition. Somebody mentioned that if the life of a bogey is 30 years, then on the 29th year or on the 28th year, that bogey would be sent to Kerala. I can quote the statistics. All the bogies are like that. Some people humourously say that before one gets into a railway compartment, one has to have an antiseptic injection and unless one takes that antiseptic injection, one cannot enter into a railway compartment. We are the unfortunate lot. I request the Minister of Railways and the Railway Board to send, once in a while, some new compartments, at least, for exhibition purpose. We do not know how the new compartments or new bogies would be. The oldest bogies are being sent to the South before finally being dumped in the Arabian Sea. So, my submission is that there should be equal distribution.

Coming to the quality of food, it will be very interesting to know that when one travels from Delhi to Kochi, nice food will be served and the quality of food is good, but when one travels from Kochi to Delhi, both in the airways and in the trains, one will be served stale food. I do not know why it is like that. Ineffective supervision may be the reason for it or there is nobody to look after these things. But normally, it happens like that.

So, my submission is that new compartments should be provided, at least, once in a while, and somebody should be there to supervise the quality of food that is being served in the trains.

When I talk about the new lines, one important thing is that you should start a new train from Goa to Velankanni.

SHRI CHURCHILL ALEMAO : It is very important.

SHRI A.C. JOS : Why I am stressing that is because Velankanni is a pilgrim centre for the Catholics from Kerala and it will be convenient for them to go there. My colleague, Shri Churchill, will agree with me. So, if you start a new train from Goa to Velankanni, after the completion of the Konkan Railway, we will be benefited by that.

The Budgetary support given to the railways is not at all sufficient. This fact is mentioned in the report. Even otherwise, I would like to point out this fact. I support the Minister

of Railways when he says that the railway is the only public sector industry in India which gives regular dividend to the revenue of India. As the Minister of Railways says, no other public sector undertaking in India is paying this much of dividend as the Railways does. The Railways are giving regular dividend to the exchequer. But the budgetary support given to the Railways is not sufficient. The Railways are giving dividends even on the pre-Independence days capital. When the exchequer is getting that much of revenue, then more budgetary support is to be given to the Railways. Apart from that, whether it is paying dividends or not, we must remember that it is a public utility service and the Railways bring about national integration. It is our artery to bring people together. That is one reason why the Railways are given a special status in the Cabinet system as also in the country. So more money is to be given to the Railways and the Railways, in turn, should give more money to Kerala also.

SHRI RAM VILAS PASWAN : Do you find that the food you get in the Cochin-Delhi Express bad only sometimes or is it bad always?

SHRI A.C. JOS : Whenever I travel by Cochin-Delhi Express, I find that it is bad and I am getting reports also about it.

SHRI RAM VILAS PASWAN : I will get it examined by Vigilance.

SHRI SUDHIR GIRI (Contai) : Mr Chairman, Sir, I rise not to criticise that Budget because within the limited resources of the Government, the hon. Minister has done justice to all parts of the country though West Bengal has been largely deprived.

MR. CHAIRMAN : You got Rs. 9,90,00,000/- for Digha-Tamluk line.

SHRI SUDHIR GIRI : However, I shall restrict myself to one demand. I had been demanding the construction of the Digha line since I came to the House in 1980. Since the day the then hon. Minister of Railways, Shri Ghani Khan Choudhary laid some foundation stones here and there in that area just before the elections in 1984, some paltry sums ranging from Rs. one lakh to Rs. one crore being provided for the railway constructions annually. But the hon. Railway Minister this year has provided Rs. 9.9 crore. This is the largest amount in a year which has been provided.

I, therefore, congratulate the hon. Minister on his increasing the amount. I gratefully acknowledge the assurance of the hon. Minister that he will do justice to the State of West Bengal as far as possible and he has particularly mentioned the construction of the railway line from Tamluk to Digha. He has also assured that he would try his level best to complete the construction as early as possible subject, however, to the availability of funds.

In this connection, I would like to point out that the need of the area should be met.

This railway line is very much needed for the simple reason that thousands of people travel daily to and from Digha. Digha is a beautiful sea resort and thousands of

[Shri Sudhir Giri]

tourists visit the place every year. But the travails faced by those daily commuters are indescribable. Hence, I would request the hon. Minister to take steps to complete the construction during the Ninth Five Year Plan Period. The area which will be covered by the proposed project is far too remote and rural. The people are backward. So, they need the early completion of the project. I would, therefore, urge upon the Minister and would made an hearty appeal to him to see that in the coming Ninth Five Year Plan Period itself, the construction of this railway line should be completed.

I would further suggest that all the on-going projects, whether it is the Digha-Tamluk line or any other project, should be completed as early as possible so that resources can be mobilised through the completion of those projects.

I would further renew my appeal to the hon. Minister to visit our place. Earlier, he had consented to visit our place. Again, I would appeal to him to fix a convenient date to visit our place so that he can see with his own eyes the travails that passengers are facing.

With these words, I conclude.

[Translation]

MR. CHAIRMAN : I have listened your demand for construction of a bridge.

SHRI BRAHMANAND MANDAL (Monghyr) : Mr. Chairman Sir, you have expressed my feeling for which I extend my thanks to you. We had held a meeting with the former Prime Minister Shri Deve Gowda for construction of a railway cum- road overbridge between Monghyr and Khagariya. He had assessed as about its inclusion in the Ninth Plan and had told the Railway Minister also to include this project in this years Budget (Railways). We were told that that a sum of Rs. 5 crore would be provided in the Budget for conducting the project survey. But as of now, I am not aware as to how much progress has been made in this regard. I would like to know from the hon. Railway Minister as to whether he is going to make any announcement in this respect is his budget speech or not? The Prime Minister have also come here. I am sure that the promise made by the former Prime Minister to construct the railway-cum-road overbridge at river Ganges between Monghyr and Khagriya would be fulfilled.

Mr. Chairman, Sir, another issue which I want to raise is about the replies we, the M.Ps, get from the Minister. I have raised this issue on many occasions. The replies which we get are usually very unscientific. I do not know as to what should I say about that?

Time and again I have made the demand for doubling the railway line between Kajara and Quel but the reply I get is that since there are very few trains running on this track. Therefore, its doubling is not feasible and viable. My point is that there is double line from Bhagalpur to Kajara but since you opine that Kajara is not a Mumbai like city and, therefore, inspite of heavy pressure, you do not feel any use for doubling of railway track between Kajara and Quel. The doubling work is required only for a stretch of 17 km. I always get the same reply that since there are very few trains

on this track, doubling is not required. I can understand the shortage of time with you due to which you may not be able to go through each and every letter written to M.Ps but this is my request to you to kindly tell your officials and staff to write such letters to the M.Ps which is acceptable to them. I request you again to complete the doubling work of the remaining 17 km stretch of railway line.

I had written to provide stoppage to DMU at both Maheshleta and Pawai railway stations. Its earlier stoppage at Pawai has been cancelled. I would request the hon. Minister to give his approval for halt of this train at both the stations for it involves a paltry amount of Rs. two to two and half a lakh. Proposal in this respect is pending for clearance with the railways.

I have got the reply in respect of a city counter in Jammu. Earlier also I have said that there are many bus owners in Jammu who are causing many difficulties to the passengers at Jammu Railway station – even passengers find it very difficult to purchase their tickets. A kind of mafia is working there. Jammu is the district headquarter and there must be a city counter in that city. That will enhance the sale of railway tickets significantly. But the reply, I get is that Jammu city is only 7 to 8 km. away therefore there is no need to open a city counter. Buses and taxis are available there. A number of buses are available there for Monghyr, Jhaba and other destinations. They do not allow the passengers to purchase Railway tickets. People face too many problems. Bus fare is higher vis-a-vis the train fare. People want to travel in trains but they are forced to travel by buses. Then why are you helping such bus owners. In view of this, I would request you again to open a city counter in Jammu. Traders, intellectuals and other people will also purchase tickets from there.

I want to say something about Jamalpur factory. At that time, you were in the Standing Committee.

MR. CHAIRMAN : Probably, you have not gone through the recommendations made in the report for Jamalpur factory.

SHRI BRAHMANAND MANDAL : My Submission was that there is plenty of infrastructure in Jamalpur factory. Recently you have been to Jamalpur. Much capital investment was not required there. We should set up a coach and wagon factory there for both, passenger and goods trains which can be done very easily.

MR. CHAIRMAN : We have recommended for wagons for goods train.

SHRI BRAHMANAND MANDAL : It should be for passenger coaches also. Since it has produced container, box wagons, why can not it produce passenger coaches? There are very skilled and renowned workers in that factory and a lot of infrastructure is there then why should not we provide more strength to that factory. Therefore I will request....(Interruptions)

[English]

MR. CHAIRMAN : There are nine more names. What is the sense of the House?

SOME HON. MEMBERS : We will continue on Friday?

[Translation]

THE MINISTER OF TOURISM AND MINISTER OF PARLIAMENTARY AFFAIRS (SHRI SRIKANTA JENA) : Let him complete.

MR. CHAIRMAN : How much more time will you take?

SHRI BRAHMANAND MANDAL : I am just concluding after making my submissions.

MR. CHAIRMAN : Will you finish within two or three minutes?

SHRI RAM VILAS PASWAN : As you know his main concern was about the construction of bridge. He has spoken on it at length then why is he speaking further?

MR. CHAIRMAN : He was on hunger strike for thirty or twenty five days ?

SHRI BRAHMANAND MANDAL : I wish to thank the hon. Minister. His district was also Monghyr but now it is Khagariya. This bridge will connect both the district with each other.

MR. CHAIRMAN : That is why he has given his nod.

SHRI BRAHMANAND MANDAL : Monghyr is historical place and that is why I would request the Minister to set-up railways coach factory at Jamalpur also only then you can save the present factory and its manpower. You can not increase the manpower just by moderning it. By doing so, it may come down that is why I am requesting you again and again to set up railway coach and wagon factory because only then the manpower will increase or else it would decrease continuously.

With these words I extend my thanks to you.

[English]

MR. CHAIRMAN : Since there are nine more names and the Railway Minister will give his reply on Friday, if the House is extended for one hour, then some more Members can be accommodated.

[Translation]

SHRI MADHUKAR SARPOTDAR : But now a days there is no pressure.

[English]

SHRI RAM VILAS PASWAN : On Friday there is no Question Hour. But the number of names should not be increased. It should remain at nine.

MR. CHAIRMAN : But some Members from parties which have not participated as yet may also like to speak on Friday.

SHRI SRIKANTA JENA : From 11 to 12 o' clock Member can participate in the debate on Friday and at 12 o' clock the hon. Minister can reply. Then we can go to Private Members' Business after the Lunch Hour.

MR. CHAIRMAN : The Private Members' Business starts from 3.30 p.m. After the Lunch Hours at 2 o' clock the Minister can start his reply and can finish it. The passing of the Budget can also be completed by 3.30.p.m.

The House stand adjourned to meet again on Friday, the 2nd May, 1997 at 11. a.m.

18.04 hrs.

The Lok Sabha then adjourned till Eleven of the Clock on Friday, May 2, 1997/Vaisakha 12, 1919 (Saka)