

[English]

**(vi) Need to set up a Doordarshan Kendra at Madurai, Tamil Nadu**

SHRI N.S.V. CHITTHAN (Dindigu) : Sir, Doordarshan plays a vital part in communicating information, knowledge to all parts of the national particularly in rural areas. It has become a powerful entertainment media for the common man. Hence, the number of viewers is increasing day by day. There should be the creation of additional Doordarshan Kendras to meet the demand and to prepare quality programmes in regional languages.

Unfortunately, in Tamil Nadu where the viewership is very high, there is only one Kendra in Chennai which is not able to meet the growing demand of quality programmes.

I, therefore, request the Union Government to set up an additional Kendra at Madurai, which is the second largest city in Tamil Nadu with high cultural, historical and religious background, and also one at Coimbatore to cater to the needs of the Western parts of Tamil Nadu.

At present, there is only one Tamil News Bulletin which is telecast. I request that this should be increased to three per day.

**(vii) Need to desilt rivers of eastern U.P.**

SHRI HARIVANSH SAHAI (Salempur) : Mr. Deputy Speaker, Sir, the river of Ganga flows through Allahabad, Varanasi, Mirzapur, Gazipur and Balia - district of Eastern Uttar Pradesh, the Gomti river flows through Sultanpur and Jaunpur, the Ghagara river through Faizabad, Gonda, Azamgarh, Gorakhpur and Devaria and Rapti, Badi Gandak and Choti Gandak flows through Gorakhpur-Dewaria. In the summer season, the flow of all the river goes down substantially and the water left in the rivers is not safe for drinking. The pollution experts have held that the Ganga water at Kashi is not safe for drinking. Due to slowing down of the flow in these rivers, the very existence of these rivers is in the danger. The silt is piling up at the river bed and the sand area is expanding causing danger of floods, as the water flowing capacity of these rivers is decreasing. The decreasing water level in the rivers is leading to irrigation crisis. More than 400 crore rupees have been spent to clean the pollution of the Ganga river alone. Still there is no improvement. I would like to invite the attention of the Union Government to these serious issue and demand that the desilting operation should be carried out in Ganga, Gomati, Ghagra, Rapti, Badi Gandak, Choti Gandak rivers was to save them from extinction and the local unemployed people should be provided employment in this work.

[English]

**(viii) Need to take over ancient temples in Dhankanal Parliamentary Constituency in Orissa for their proper protection and conservation.**

SHRI K.P. SINGH DEO (Dhenkanal) : A large number of ancient monuments and temples are lying in the State of Orissa in a dilapidated condition. Out of them the following temples are located in Dhenkanal constituency :

1. Kapileswar Mahadev Temple, Hatuari, Kamakhyanagar Sub-Division.
2. Chandrasekhar Jew, Kapilash, Sadar Sub-Division.
3. Annakoteswara, Latedeipur, Sadar Sub-Division.
4. Astha Sambhu Temples, Kualo, Kamakhyanagar Sub-Division.
5. Rock Cut Ananthasayan-Vishnu on river Brahmani Bed, Kamakhyanagar Sub-Division.

These temples are neither being protected by the Archaeological Survey of India nor the State Archaeological Department. I have been following the matter with the State as well as the Central Government since 1993. In the meantime, a 'No Objection Certificate' has been issued by the State Government to the ASI for the transfer of these five temples. But the ASI has been making inordinate delay in taking over these temples. As the protection of these temples is very necessary, these temples should be taken over by the ASI at an early date. I urge upon the Central Government to take action in the matter without any further delay and immediate steps should be taken to allocate funds in 1997-98 financial year for the proper conservation of these five temples of Dhenkanal.

14.19 hrs.

RAILWAY BUDGET — GENERAL  
DISCUSSION, 1997-98  
DEMANDS FOR GRANTS ON ACCOUNT  
(RAILWAYS), 1997-98  
DEMANDS FOR EXCESS GRANTS —  
RAILWAYS, 1994-95  
SUPPLEMENTARY DEMANDS FOR GRANTS —  
RAILWAYS 1996-97 — *Contd.*

[Translation]

MR. DEPUTY SPEAKER : I have to make a request that as many as 50 Members have given their names

to speak and until now the Members have been normally taking more than one hour to express their views on this issue. Therefore, you should fix the maximum ceiling of 10 minutes for all the Members so that all Members who have given their names gets the opportunity to speak.

SHRI RAM NAIK (Mumbai-North) : Mr. Deputy Speaker, Sir, if the leaders of all the party speak first then, even 10 minutes would not be required. You give just seven minutes. Let me conclude my views.

SHRI MUKHTAR ANIS (Sitapur) : Would it not be party-wise?

MR. DEPUTY SPEAKER : Yes, it is so.

SHRI RAM NAIK : Let me finish first. Mr. Deputy Speaker, Sir, all Members who have given their names should get a chance to speak. If to cover all, minutes are given to each member than it will be good.

MR. DEPUTY SPEAKER : Let him finish first, then you can go ahead.

SHRI RAM NAIK : But all the Members who have given their names, should get a chance to speak, keeping it in view time adjournment should be done. We will go accordingly tonight or tomorrow as decided by the Chair. In my case, all Members should get the chance.

SHRI MUKHTAR ANIS : Sir, almost all important leaders have spoken. If You fix the time limit of seven minutes then the Member will get a chance to raise the issues of his or her constituency. This way, they will be able to raise the matters relating to their constituency and the Railway Member would also come to know about the problems of various areas. There is no need for comprehensive speeches.

SHRI AMAR ROY PRADHAN (Coochbehar) : All members should be called one by one.

MR. DEPUTY SPEAKER : I shall call all.

SHRI AMAR ROY PRADHAN : If time is available then you can call other people.

MR. DEPUTY SPEAKER : That means all have agreed on seven minutes time limit.

SHRI SATYAPAL JAIN (Chandigarh) : Mr. Deputy Speaker, Sir, I have also to make a humble suggestion. In the past, if the Railway Minister was unable to cover all the points raised by the Members during the discussion on the Railway budget then, the Railway Ministry to finish the information in writing to the concerned Member scating as to what action has been taken on there points. I request you to resume the old practice.

SHRI NITISH KUMAR (Barh) : Mr. Deputy Speaker, Sir, old practice should be resumed.

We are holding discussion on Rail Budget. There has been mixed creation on Rail Budget both inside

and outside the Parliament. When Rail Budget was introduced, some persons said that Rail Budget was a good one and the interest of everyone was kept in mind while some said that the Budget was not a balanced one and attention was paid to certain areas only and the other areas were neglected. Some said that the Budget was a populist one and was prepared keeping in view the elections. Shri Ram Vilas Paswan is the Minister of Railways and he is fortunate enough to present the Rail Budget twice and God knows, how many times he presents the Rail Budget in future. Shri Ram Vilas Paswan is a senior MP and is popular as a dynamic and wise leader of the country. Therefore, while preparing the Rail Budget, he has shown his wisdom and cleverness. He gave an impression that something has been done for everyone and there everyone was happy with a word of praise for him. The Members from Kerala who were up in arms, have been calmed down. The hon. Members of Himachal Pradesh have also been cooled down. Thus, he has tried to pacify one and all. But how would he deal with the burden which he has imposed on the people and towards fulfilling the announcements made by him as a result of which discussions take place almost everyday during zero hour, during Budget speech in the House and in public gatherings outside the House? How will he fulfil the assurances made by him? Does this Budget give any indication of fulfilling those assurances? So far as delivering speech is concerned, nobody can outsmart Shri Ram Vilas Paswan. His voice is loud and when he sat this side, he was expert in out voicing others. He utilised zero hour almost everyday and the Chair could not avoid him. Now, he is the Minister of Railways and the leader of the House. So far as speech is concerned, he will prove himself the best Minister of Railways. But if he wants to clear the test, he will have to fulfil all the promises made by him.

Mr. Deputy Speaker, Sir, as he said and everyone was optimistic that new rail lines will be laid down, gauge conversion will be taken up and the rail lines will be doubled and they would be repaired too. He aroused the aspirations of the people and it seemed to them that it will really take place. Passenger will be provided better facilities than before. Annual Plan prepared through this Budget is to the tune of Rs. 8300 crore for the current year. The quantum of goods transportation as well as the number of rail passengers is increasing day by day but the condition of Railways is constantly deteriorating. The percentage of its goods transportation and passenger transportation in the country is declining and today, it is likely to decline more. I want to present some facts in this regard. As per the Rail Budget 1950-51, the percentage of goods transportation was 88 in the country which declined to 46 percent in 1991-92 while the percentage of passenger transportation was 74 in 1950-51 which declined to 20.8 in 1991-92. It has further declined to 35 per cent this year and a

further decline of 13 percent is expected because no attention has been paid towards this in the Budget.

Sir, a provision of Rs. 1208.29 crore has been made in 1997-98 in annual plan for rolling stock while a provision of more than Rs. 1670 crore was made in annual plan of 1996-97 for it presented by him, the revised estimate of which is going to touch the figure of Rs. 2021 crore. It was done by the previous Government and it is not due to his kindness. The provision of Rs. 2020 crore was made for rolling stock for the previous year which was diminished to Rs. 1208 crore for the current year. The rolling stock means the stock which we have at present. The load will go on increasing on the existing coaches and engines. The same situation exists in regard to track renewal. The provision for the stock renewal is constantly decreasing. So far as gauge conversion is concerned, Rs. 996 crore have been provided for this purpose in the annual plan of the current year while the revised estimates of the previous year is Rs. 1021 crore. This year Rs. 80 crore have been provided for passenger amenities while the revised estimates of the last year is Rs. 103 crore, it means passenger amenities are likely to decrease. The tracks are not likely to be repaired. The Ministry of Railways is not going to have new coaches, wagons and engines. The crowd is likely to increase which will put its pressure on the existing resources. If the track is not properly maintained and repaired, the accidents are likely to increase. The passenger amenities will go on decreasing. The same condition exists in regard to doubling of the track.

Sir, I do not want to waste the time of the House. Everything has been given in the Budget. If one goes through the explanatory memoranda, all these things will be obvious. See, how it has been revised in 1996-97. If you go through the Budget of 1997-98, you will know that no progress has been made in any sphere and he claims that he is satisfying one and all. I fail to understand as to how he wants to run the railways. The responsibility of the Ministry of Railways is to expand and develop it on the one hand and on the other hand to properly maintain it so that it can be used properly. The hon. Minister is not present in the House. The hon. Minister of State in the Ministry of Railways is present in his place. I do not know whether he has any say or not...*(Interruptions)*

SHRI ILLIYAS AZMI (Shahabad) : If Shri Satpal Maharaj will not have his say, how will the Government run?...*(Interruptions)*

SHRI NITISH KUMAR : If the Government survives, Maharaj will also survive. He has become an experienced fellow. Almost daily we see the photo of the hon. Prime Minister Shri Haradhanalli Dodde Gowda Deve Gowda on one side, the photo of Shri Ram Vilas Paswan on the other side and a small photo of Shri Satpal Maharaj peeping from the middle. If some

one else's photo comes in the middle, sometimes his photo is published in lower portion ...*(Interruptions)* Why will my photo be published? I do not want my photo to be published. What is used of it?

SHRI DINESH CHANDRA YADAV (Saharsa) : It ensures popularity.

SHRI NITISH KUMAR : There is a story behind the name. Now you please keep quiet. I will tell all the stories one by one. I would tell as to how much discrimination is there is it. Mr. Dinesh Yadav, you belong to the ruling party. You are with Paswanji and sometimes you say to him that you would be with him after Laloo Yadav ji is ousted. Due to that thing some of your work are done. It is a different matter, but we would tell as to how we are suffering. I am not talking about it now. What is the position of maintenance...*(Interruptions)* You do not know, you please sit down. Ask him while he is done.

SHRI RAMENDRA KUMAR (Begusarai) : After Lalooji is ousted, you come here.

SHRI NITISH KUMAR : You please sit down. You tell it later on as to what you would do after filing charge sheet. It will be debated later on. It would be better if a discussion is held on the politics being done in the name Railway first.

What is the condition of maintenance? Mr. Deputy Speaker, Sir, you must have got the opportunity to travel in Railway but I would request you that you should travel once in eastern railway. When we travel in other railway, we have one experience and when travel in eastern railway. We have different experience. In eastern region covers Bihar, Bengal, Assam and North-East. There is a need to pay attention towards this region. You can see the condition of eastern railway. I am not talking about general compartments but I am talking about AC two tier. I am talking about the Rajdhani Express to Mumbai and Radhani Express to Calcutta, Gauhati and Bhubaneshwar. A Rajdhani Express was introduced to Patna. What is the use of introducing Rajdhani Express for Patna when this train reaches Patna via Lucknow in 16 hours. No passenger of Lucknow travels in it. Paswanji has introduced that train...*(Interruptions)* you please hear patiently.

THE MINISTER OF RAILWAYS (SHRI RAM VILAS PASWAN) : Do you not want it?

SHRI NITISH KUMAR : We want that it should go directly to Patna via Kanpur. There is no need to divert it via Lucknow.

SHRI RAM VILAS PASWAN : Then, the people of Lucknow would ask for it.

SHRI NITISH KUMAR : There are many trains for Lucknow such as Shatabadi etc. ....*(Interruptions)*

You can ask the people of Lucknow whether they go to Lucknow by this train or not. It reach Patna at 2.30

[Shri Nitish Kumar]

or 3.00 A.M. There are Lucknow Mail and Satabadi Express for Lucknow. You want to please the people of U.P. alongwith the people of Bihar. I would come to it later on. It is a separate matter.

At present I am talking about maintenance. You travel in Eastern Railway. Recently I was returning from Calcutta by Howrah-Danapur Express. You would not get a chance now because you would travel in Saloon.

SHRI RAM VILAS PASWAN : Hon'ble Members do not travel below first class. Day before yesterday I have suspended a chargeman and foreman at Patna in DMU Train. There was no light in DMU train when it started from Patna. We admit our mistake. I suspended him then and there. I agree with you that the services of Rajdhani Express is not being used to that extent to which it should be but I had announced to introduce train from Rajdhani to Rajdhani Patna is the capital of Bihar, Lucknow is the capital of U.P. and Delhi is the capital of India. Therefore, I had announced it. I admit that a lot of time is taken by this train and it is not as beneficial as it should be. But if you once give a benefit and then withdraw that later on it would cause dissatisfaction among the people.

If my friends from U.P. agree it, I do not have any objection. We would not run that Rajdhani Express via Lucknow.

SHRI NITISH KUMAR : Hon'ble Minister has raised a question in the House instead of replying the question...(Interruptions)

MR. DEPUTY SPEAKER : You speak when you would be called to speak.

SHRI SATYA DEO SINGH (Balrampur) : Reduce the time for Lucknow. It is not proper to discontinue the services of Rajdhani Express.

SHRI NITISH KUMAR : We are not asking for discontinuing the services of Rajdhani Express for Lucknow. It is a separate matter. It is not a question of Bihar but operation of Rajdhani Express should be of certain standard. We would not say anything more.

MR. DEPUTY SPEAKER : You were talking about maintenance.

SHRI NITISH KUMAR : I was talking about the Eastern Railway as to what happens in Hawarah-Danapur Express. The Hon. Minister do not know about it. The Minister of Railways was on his legs. I was season ticket holder earlier. I become MLA in the year 1985. Before that I used to travel on MST and I have not even seen AC Two Tier. My friends MLAs used to ask me to travel with them but I was not entitled for that class and it was not my habit to become parasite. The Minister was just now talking about DMU. I was a daily passenger from Bakhtiyarpur to Patna and now when I am MP, I have got all these facilities. I do not want to pretend that I am entitled for first class and have a ticket

of AC two tier and still travelling in three tier compartment. I cannot do that. If you have done anything as the Minister of Railways, you do that. When Shri Guljari Lal Nanda was the Minister of Railways, he took action against coolies in connection with the prevailing corruption at Mugal Sarai Yard whereas action should have been taken against Mafia. Therefore, the miscreants should be identified. I was travelling in Hawarah-Danapur train last month. The bed-rolls being provided in that train were not fit for use. When I asked the Staff in this regard, they told me that these were being supplied by Private Parties. Similarly, it is being supplied in superfast, Rajdhani Express trains in Eastern region. Earlier MPs used to travel in these trains and the condition was improved. But now dirty bed-rolls are being provided. I would give you one more example. Shri U.N. Biswas, Joint Director, CBI who was conducting inquiry in Fodder Scam was travelling in the train. The people were very happy with him and the Railway officials told him that there were so many irregularities there. For Biswas a new bed roll was supplied but the MPs were provided with the same dirty bed rolls like general public and that bed rolls were not fit for use.

Mr. Deputy Speaker, so far as amenities are concerned, neither the coaches nor the toilets are cleaned. You are here in Delhi. If you go there, you would know that there is regional imbalance. You can not the situation while sitting in Headquarters. Many trains run upto U.P., Bihar border. Their condition is somewhat better, but they are not satisfied with that. Their condition has worsened a bit. They are old land lords and they have been providing Prime Minister to the country from Uttar Pradesh and that is why U.P. was held in high esteem but today they are not in a position to provide a Prime Minister.

SHRI SATYA DEO SINGH (Balrampur) : Hon'ble Railway Minister has a problem that all Bihar bound trains pass through Uttar Pradesh otherwise he would have ignored Uttar Pradesh also.

SHRI NITISH KUMAR : My second point was that it would take time to deteriorate the condition. Earlier you gave Prime Ministers to the country but now you are not able to make even Chief Minister. This is the main cause of pitiable condition of Uttar Pradesh. You see the conditions of trains going towards Bihar, Assam and North-East. You see their revenue heads also. You are increasing the funds for maintenance.

[English]

repair and maintenance of carriage and wagon

[Translation]

It has been increasing in the entire railways. Despite the increase of funds in eastern railway maintenance is not proper.

Now, we come to eastern railway. There was a provision for Rs. 183 crores for carriage and wagon maintenance in 1991-92. In 1997-98 Rs. 378 crores earmarked for this purpose. Last year Rs. 285 crores was allocated and revised amount was Rs. 293 crores. The funds is being doubled but what is the position of maintenance. Fifteen days ago I got an opportunity to go to Palamu. All the people say to Paswanji about Bihar. Many people speak to you in the name of Bihar and that is why some time it our feeling also and we say something. You travel by Palamu express. We were to travel by it. There were many members of Parliament and Members of Legislative Assembly with us. There was Programme of our Party and fortunately former Railways Minister George Fernandes was also to accompany us but he could not go there. There was no light in first class compartments. We wrote for reservation and talked to Railway Officers in this regard. Officers assured us that everything would be in order on the day of our journey. When we boarded the train, there was no light. Thereafter, they worked hard for half an hour. When this is the position of first class, it is useless to talk about other compartments. Officers did their best to promote electricity so that we people could go. We said that we would use torch light in the toilet, so do not delay the train, let it move. We people performed our journey without electricity by Palamu express. When you were in opposition and we people were with you at that time also we had mentioned about these trains many times. You see the condition while travelling to Bhagalpur. All north-east trains pass through Katihar. You can not travel by these trains. If you travel by these trains, you would find that expenditure on passenger's amenities is increasing but there is no facility in commensurate to this expenditure.

Mr. Deputy Speaker, Sir, now we come to miscellaneous working expenses. In 1991-92 Rs. 451 crores and 64 lakhs were sanctioned for this purpose. The revised figure for 1996-97 was Rs. 773 crores and 75 lakhs and this time provision for Rs. 1021 crores and 83 lakhs has been made. This is miscellaneous working expenses. What is this? Miscellaneous expense is increasing. You leave fuel issue because you are increasing fare as per the increase in the fuel rate. Remaining expenses are being increased indiscriminately big advertisements are published. Where is this money going? Whenever a railway line is announced, big advertisements are published for that. Whenever you visit a State, advertisement is published on full page for that.

SHRI RAM VILAS PASWAN : There is a technique of railways in regard to the Miscellaneous expenses. You are hon'ble Member of Parliament. Now our colleagues of Kerala have also come. We have funds under sub head. We can not transfer the funds of a head to other. We can not present deficit budget like general budget. If there is need to provide more facilities in any area that is also done. I would like to tell you that

there will be no Minister more particular than me in the matter of miscellaneous working expenses who has seen each item.

As regard to the advertisement, I would like to submit that it is in the practice since the railway has come into existence. But when a son of Dalit becomes a Minister. Everybody looks towards his advertisement. You cite even a single case wherein railway project has been executed without advertisement. Advertisements have always been published. But today we are proud of it that we are doing utmost work. Everybody wants that Railways Minister should visit his area but the Railways Minister has nothing to do with it whether advertisement is published or not. There is separate department for it. Railways has its own style of functioning from the very beginning. But what our problem is that we can not give classification for each and everything. I would like to state that it would be better if you go through earlier data to ascertain whether the expenditure is being incurred on the advertisements for first time or it is in vogue for a long. It is not so that if a inauguration is performed in Delhi, it should be published in the newspapers and if a work is undertaken in village or tribal area its advertisements should be criticised. you enact a legislation in Parliament that no Ministry should publish any advertisement. If advertisement of inauguration in any tribal area is appeared, does it not boast the morale of the people of that area because the name of that particular area is covered by the newspapers. I do not understand why do you take it otherwise. I have been in this house for 20 years, earlier I was in opposition but I have never heard the speech of anyone including Nitish ji on the advertisement. I fail to understand why am I quoted again and again...(Interruptions)

SHRI NITISH KUMAR : Though, Hon'ble Railways Minister is competent to put his views.

MR. DEPUTY SPEAKER : No running commentary please.

(Interruptions)

SHRI NITISH KUMAR : I admit that expenditure has been incurring on the advertisements for a long time but it was wrong and still it is wrong. Ram Vilasji is a Massiha of Dalits. I would like to state whether we do not want to take austerity measures? It is not a matter of imitation and we do not want to imitate anything. This is the way of those people who remained in the power but whether we should for go our duties towards social justice by adopting the same way. A new way can be evolved by giving up these things...(Interruptions)

SHRI RAM VILAS PASWAN : We are adopting a new way. Day after yesterday I went to Bhopal but no advertisement was given. Before that I went to Nepal border for inauguration at Khagaria but no advertisement was published. Therefore, as far as possible we are adopting new way but it does not mean that whatever we are doing should not be known to the people.

SHRI NITISH KUMAR : Mr. Deputy Speaker, Sir, I agree with him that if work is done in any dalit or tribal area, it should be publicised but how many villagers go through newspapers; hardly one or two newspapers are read.

SHRI RAM VILAS PASWAN : No advertisement will be made at the time of inauguration at Islampur. Then I hope, you will not make a hue and cry.

SHRI NITISH KUMAR : All right, you may not advertise but you provided the facility in my absence. I just want to know as to how many persons read newspapers in those area. My area is adjacent to Patna. I do agree that you know more about Bihar than me and there are persons who know much more than you know but you will also accept that I too have some knowledge about Bihar.

MR. DEPUTY SPEAKER : Please, come to the Rail Budget.

SHRI NITISH KUMAR : What I want to say is that very few people read newspaper in dalit areas. Therefore, it is misuse of money on advertisements. I want that advertisements should be made through posters or through personal contacts but there is no need of full page advertisement. The work of Railways is an official one; even small advertisements can serve the purpose.

When the hon. Minister of Railways was in opposition, he was very alert about advertisements. From that very day, he has his hold on Information and Broadcasting. Cite me a single instance when any issue raised by him in the House did not appear in the newspapers. When the Hon. Minister of Railways is doing a good job, it should be given publicity but my question is whether the work he is claiming to have been executed, has really been done? My good wishes are with him if he wants to do some work. If he works, I also will be happy. When he announces any new scheme, I congratulate him but on going through the Budget, it does not seem so. Still, publicity should be given. Sir, the hon. Minister of Railways is in the Government at present. Therefore, I would like to request you to kindly issue instructions to Doordarshan to reserve a channel for the inaugurations and foundation laying ceremonies of Railways and cover all the information in that regard. Why these foundation laying and inauguration ceremonies are taking place? It is so because he wants to do justice to one and all. After citing an example, I shall raise another point. The Government had planned of doubling Patna-Gaya railway line. A circular of the department of the Railway states that all the Members of Parliament whose parliamentary constituencies fall under that area, will be invited. He must be knowing since he belongs to Bihar, I want to inform others also...*(Interruptions)*

SHRI DINESH CHANDRA YADAV (Saharsa) : A function was organised in Darbhanga and hon. Member's name was there in the list.

SHRI NITISH KUMAR : Please stop. That development must have taken place later. He has planned of doubling Patna-Gaya rail line. Foundation laying ceremony took place since the ceremony was taking place in Patna, the hon. M.P. from Patna presided over the function. It is a matter of happiness. I do not know what else he was doing besides presiding over the function. Shri Ramashray Prasad Singh, the hon. M.P. of Jahanabad who was also there but the M.P. of Barh was nowhere.

SHRI RAM VILAS PASWAN : Who is the hon. Member of Parliament from Barh?

SHRI NITISH KUMAR : The Member of Parliament from Barh is speaking before you. Where did he disappear? You claim that you do justice and everything is advertised. Please, ask the Ministry of Railways as to what happened? I do not know whether there was any instructions from you or not? *After that... (Interruptions)*

SHRI RAM VILAS PASWAN : I did not want to speak but I cannot resist myself anymore. Please ask him whether justice was not done to him? I told him thrice to accompany me for the inauguration of a bridge at Fatuha. His name was also printed and he was present there. In spite of that why did he not attend the ceremony when it was in this constituency?

SHRI NITISH KUMAR : He knows it.

SHRI RAM VILAS PASWAN : Now, he knows it.

SHRI NITISH KUMAR : He was doing politics there.

MR. DEPUTY SPEAKER : Both of you know it, only the House is not aware of it.

SHRI NITISH KUMAR : Sir, just listen please.

SHRI RAM VILAS PASWAN : He will say that since Chief Minister had gone there therefore, he did not go there. Was it a party affair?

SHRI NITISH KUMAR : The condition of Shri Ram Vilas Paswan is that of blow hot and blow cold. Sometimes, he signals that they are all logger heads and sometimes he favours him by doing his work. When the inauguration ceremony was in my constituency, what was the need of Chief Minister's presence? He was invited to that place and to no other place. Once I attended the Oath taking ceremony at the Legislative Assembly, I was compelled to eat sweet. That photo was published through out Bihar and it was publicised that something wrong was taking place. Efforts of unity were being speculated. Had I gone there, the same situation might have arisen and that could have led to same hue and cry.

MR. DEPUTY SPEAKER : Is it not on the Rail Budget?

SHRI NITISH KUMAR : I am coming to that point. The discussion is going on Rail Budget. He wants to create such an atmosphere intentionally which pains me. I wanted to go there but I could not do so because

of political reasons since he politicised that programme. That is another issue but these things do occur. There should be no discrimination.

Now, I take up the doubling of Patna-Gaya rail line issue. He has made several announcements in this Budget. I am going to confine myself to some points only because one bell has already been rung by the Chair. By citing an example, I will relate to you about the likely impact of the announcements made in the Rail Budget. The length of doubling of Patna-Gaya rail line project is only 60 k.m.

MR. DEPUTY SPEAKER : Just bear in mind that you have to come and sit here.

SHRI NITISH KUMAR : Mr. Deputy Speaker, Sir, I am not in the habit of uttering anything from there, if I sit on the Chair after you. So, please let me say from here whatever I want to say.

Out of a total of 60 k.m. Patna-Gaya doubling project only 7.4 k.m. line was doubled in the first phase. Last year, when I mentioned this fact, he omitted my name. The said rail line will pass through my constituency. After my constituency comes Jahanabad. The hon. Members of Parliament from Jahanabad and Patna were called but I was not. The total anticipated cost of this project is Rs. 10/- crore. He laid the foundation stone in 1996-97. Perhaps a decision to this effect was taken all of a sudden. So they have made a provision of Rs. 10/- lakh. The purpose was to lay the foundation stone and publish a full page advertisement omitting my name. Some money must have been provided in the 1997-98 budget because a sum of Rs. 10 crore will be spent on it. A sum of Rs. 10 lakhs was given last year. This year also the hon. Minister has given Rs. 10 lakh. Then how a Rs. 10 crore project will be completed by Rs. 10 lakh. Wherefrom the remaining amount will come. Therefore, the other hon. Members should also understand that all these announcements will be there only on papers. There is no budgetary provisions for their completion. If Ram Vilas ji was not able to oblige then, it is not his fault. It is the tradition of the Railways. When nothing is to be done then issue orders for survey. He is also doing the same thing, no matter whether it involves a lot of expenditure. First in 1995-96, it was Rs. 2.18 crore. This time it is Rs. 10 crore. Miscellaneous expenditure goes on increasing. That had been discussed but he lost patience on one point.

SHRI RAM VILAS PASWAN : I did not lose patience. I can reply all points. Ramashrayaji is there you are also there. So far as the question of doubling is concerned, there is no need for you to bothering about Rs. 10 lakh. We will provide Rs. 10 crore tomorrow itself, you arrange land...*(Interruptions)* I am not taking of Bihar alone. If at any particular stage the question of new rail line or doubling comes then the question of acquiring land arises. Perhaps the hon. Members are not aware of this. If all the Members can process hard

on which the work relating to new rail line or doubling is to be done, then there will be no scarcity of resources. Some problem comes up at the time of issuing tender etc. but you need not bother about money. When the august House passes even one rupee the Ministry has the power to spend Rs. 1.25 crore in its place.

SHRIMATI VASUNDHARA RAJE (Jhalawar) : Please give compensation to the victims of accident that took place at Guna.

SHRI RAM VILAS PASWAN : I said yesterday that I am getting it enquired by the Railway safety commissioner. The cause of this accident was that the railway crossing is located at a very lonely place. There is no signal arrangement there...*(Interruptions)*. First listen please. Yesterday you raised this matter. There is a problem that gateman closes the door after seeing the train and open it after the train passes away. The door was closed, the gateman was standing at the gate...*(Interruptions)*.

DR. RAM LAKHAN SINGH (Bhind) : The door was closed? It is not true. If it was closed how the accident took place.

MR. DEPUTY SPEAKER : The enquiry is going on. Everything will come to light.

SHRI RAM VILAS PASWAN : Did the gateman die or not? How did he die?

DR. RAM LAKHAN SINGH : He died for some other reasons. You tell us as to how the bus passed when the gate was closed? The door was open.

SHRI SHIVRAJ SINGH (Vidisha) : Please provide for compensation for those who have died.

SHRI RAM VILAS PASWAN : You do not admit your mistake.

DR. RAM LAKHAN SINGH : Please conduct the enquiry.

SHRI RAM VILAS PASWAN : Hon. Members, you level allegations like this. It also becomes your responsibility. There is a speed break. The train must have stopped there but the train is running and the gateman is killed. Then you are delivering speeches here.

DR. RAM LAKHAN SINGH : Have patience to listen to us. You have no courage to listen.

MR. DEPUTY SPEAKER : You sit down.

SHRI SHIVRAJ SINGH : What the hon. Minister said that gate was closed is not correct.

MR. DEPUTY SPEAKER : You sit down, how many times I have to say. This is not Zero hour. Hon. Members are speaking I will request the hon. Minister to reply at the end.

SHRI NITISH KUMAR : Derailment takes place everywhere. The same thing happened here also.

SHRI SHIVRAJ SINGH : There was a long discussion on advertisements here. Then what is wrong if something is said about the persons who died.

SHRI NITISH KUMAR : Mr. Deputy Speaker, Sir, I would like to draw your attention towards certain points. Everyone is talking of train robberies. We also were agitated in the House hours together for one or two days. But the number of train robberies has not come down. In spite of some observations from the Chair, the cases of train-robberies are increasing. Where should the train passengers go for their rescue? The hon. Minister states that it is the State Government's accountability to provide security for the running train. The Railways will safeguard its goods and yard with the help of Railway Protection Force (RPF). He believes that the Ministry of Railways also contributes towards GRP expenditure. The passengers feel themselves insecure in the present situation. They do not know whom should they approach for the redressal of their grievances? Will any action be taken in the current situation? I have come across Mahatma Gandhi's words written at place. "If someone travels without ticket and I am a railway officer, I may stop running the trains at that place." Is it possible? The passengers are already afraid of travelling. If such incidents go on increasing and for which you hold the State Government responsible, you may say that the trains will not pass through the State. Will there be such a thing or not?

Today, the hon. Home Minister's statement appeared in the newspaper stating that he would hold talks with people. You can make efforts in this regard. But such cases are not taken seriously. Today, passengers are left on the mercy of God or to be looted by dacoits. These days dacoits not only loot the passengers' belongings but they molest ladies also. One hon. Member Shri Brahmanand Mandal had raised this issue. We also had expressed our views in this regard. Four persons were killed because they were protesting the act of molestation. Announcement of compensation for a police officer was made on that day. The Government was reiterating that three or four persons were killed in a bid to save ladies from being molested. The Government is thinking of providing compensation for the loss of lives and property. But the Government should also think about the persons who dared to oppose the act of molestation with courage otherwise, this may happen after some time that no voice of protest will be raised when ladies are being molested. This situation should be seriously pondered over. The states, where condition are deteriorating should get a clear signal and suitable action should be taken against them in this regard. This matter should not be left in this manner.

My second point is about RPF. RPF has been declared a paramilitary force. The enactment made in 1985 for the formation of RPF as paramilitary force, should be repealed and it should be made a security force and it should be provided railway facilities. This

view point was supported by the Members of all parties. Since you are taking many decisions you can also take this decision. The hon. Minister should not hesitate in taking decision. Both, you as well as the hon. Home Minister are capable of taking any decision. Both of you should take a decision in this regard and for the protection of railways, RPF should be accorded a status of security force and provided all the facilities which are being given to railway employees. All the more the RPF does not fulfil the criteria laid down for the formation of a paramilitary force and it is also not being provided facilities and arms in accordance with the norms laid down for a paramilitary force.

Finally, I would like to say that the Railways protect goods and yards but it fails in protecting passengers. Therefore, this point should also be considered. A separate police force should be formed for the running of trains. It should have its complete structure and it should be accountable for the security of the railways. If any incident occurs in an area of one k.m. falling in the jurisdiction of GRP, the officers of that particular area should be held responsible. You cannot save your skin by simply saying that it is a federal structure. The Federal structure does not mean that an infected part of the federation should be left to develop into a cancer. But if it happens, what will happen after some time. The incidents of robberies are taking place in Bihar, Bengal and Uttar Pradesh. The people from the West will say that the infected part should be severed. Such incidents have occurred in other countries also. The people of other parts will flourish on our iron and coal. Later on, they will say that train robberies take place in your state and it is very difficult to move there; therefore this part should be cut off and separated from the country. Many such things may arise. In this regard you can make a statement that it is the responsibility of the State then the Chief Minister of the State will make a statement in the Legislative Assembly that the police is involved in dacoities. When it is clear that police is involved in such cases, why do you not apprehend them and take action against them. Sue them in court and take this matter seriously. Mere statement will not do. I have a suggestion in this regard which should be considered in the meeting called by the hon. Home Minister. A unified police force should be formed under the control of the Union Government for the safety and security of running train and Railway yard. This matters should be considered.

Finally, I would like to request the hon. Minister of Railways, through he has neglected...*(Interruptions)* You all were caused to deliver speeches from here. But he has been neglected. I used to speak about North Bihar and you used to speak about central and south Bihar. But what is the situation today? I have no grudge that you have done something for any particular area. I would like to request that the construction of a bridge over river Ganga should be started at the earliest and this area should be connected with North Bihar so that



traffic problem could be solved. But will the Government neglect Rajgir and Bodhgaya - the places of international importance? Japan was ready to provide funds for Buddhist circuit in 1989-90. We have also been raising this issue that a rail line should be laid upto Hiswa to link Rajgir with Gaya. If there is no option to opt out for Railways and any work is to be avoided, the order is issued to conduct survey. I would like to bring it to your knowledge that the survey has already been conducted in this regard but the Government has again ordered to conduct survey. Please change your standard one take the old survey as valid and just calculate the ratio of profit and loss. I do agree with you that due to the ratio of profit and loss, neither backward areas can develop nor the department of Railways. Regional imbalance cannot be removed. Railways has its national importance and therefore it is imperative that it should reach these area also. A question was raised in the House that since Bakhtiarpur-Rajgir branch line was incurring loss and stood second in Eastern Railway, could it not be made profitable by connecting this line to Hiswa? The survey conducted by the Ministry of Railways in 1981-82, is gathering dust in the Ministry. If the said survey is revived and some changes are made in it, it will pave the way for laying the line. This line is important not only for Bihar or India but it has international important. Therefore, I would like to request you to pay your attention towards this line.

Likewise, the Government have provided funds for the survey of Fatuha-Islampur rail line. I would like to thank you that something has been done in the name of constituency. Fatuha-Islampur rail line was already there. The department of railways took over the said line, its assets and absorbed it employees but stopped the running of trains on this line. After that, due to floods, the rail lines were washed away and the bridge was damaged and it was auctioned by the Railways afterwards. It is not a new rail line. The Government has only to revive and restore the rail line which already existed between Fatuha and Islampur. You can take decision of restoring that line. Much is being said here about Bihar. If Government provides something for the areas which have been neglected and which should get such facility, we shall stand with you face the valley of opposition. Do not limit your activities only upto maintaining relation, look ahead of that also. There is a Hathidah junction which connects North Bihar to South Bihar. You will be surprised to note despite this station being a junction, there is no signal at this junction. It is strange but true. People cross the line through over bridge. I would like to request you to provide signal facility at this junction...*(Interruptions)* In absence of signal, people fail to guess about the approaching train. They are killed while crossing the line. Therefore, attention should be paid to it.

Sir, I would like to demand that Danapur-Howrah passenger should be stopped at Rampur Dumra junction. Danapur-Howrah express, Vikramshila express

and Kamla Intercity train should be stopped at Hathidah junction. There is Aura halt but no train stops there. Danapur-Howrah Fast passenger should be stopped there. Sialdah-Mughal Sarai-Pataliputra express should be stopped at Punarakh. Barh can be come a district any time after Shri Laloo Prasad Yadav demits the office but it can never become a district when Lalooji is in office. Tata-Patna is the oldest sub-division to be made district. Tata-Patna super fast express as well as Kamala Intercity express should be stopped there. Attention should also be paid to Bakhtiarpur - my native place which is often cared - and Tata-Patna super fast express should be stopped there...*(Interruptions)* Why do you object if it stops there. If it stops at Barh, we shall also board the train...*(Interruptions)* Why was I invited to that function when it does not stop in my constituency? If I was invited, then stop it either at Barh or Fatuha sub-division or at constituency headquarter. I would like to thank you for providing stoppage of two trains at Fajahan - one being Vikramshila for which I was demanding for a long time.

Sir, the people of Fatuha would be benefited if Lal Quila express stops at Fatuha. Arrangements of reservation in A.C. II tier should be made at Bakhtiarpur. Hardas Bigha which is a flag station should be accorded the status of a permanent station. There has been a long pending demand for a halt station. I would like to request you to make a halt station in between Achuara, Barh and Athmal Gola and between Athmal Gola, Mauli and Bakhtiarpur.

Sir, finally, I would like to request the hon. Minister to be determined to fulfil all the promises which he has made. As per the present situation, it is not visible in the plan expenditure, and so far as plan-expenditure is concerned, the expenditure is increasing while services are worsening. I, through you, would like to request the hon. Minister that the services should be improved and new rail lines should be laid, the existing lines should be doubled and more funds should be provided under plan head. In the end, I on behalf of my friends would like to make one more request. Every member of Parliament is potential ex-M.P. The Government must take care of them. A request in this regard has been sent. I conclude my speech with these words and thank you for providing me an opportunity to speak.

SHRI ILIYAS AZMI (Shahabad) : Mr. Deputy Speaker, Sir, I am thankful to you for giving me opportunity to express my views on this Budget. Personally Hon'ble Paswanji has been my companion from long time. There is no doubt that he has been working hard. When he was presenting the Railway Budget and enumerating the works going on in the Railways, I realised that he has lost sight of Uttar Pradesh and he has not taken into consideration the largest state of the country. I was perpared whether he presenting the Budget of the Indian Railways or the Budget of the Bihar Railways. I don't have any objection to it. He has fully compensated Bihar for the neglect it

[Shri Iliyas Azmi]

had suffered earlier, but it is not proper to ignore Uttar Pradesh. In this Budget to be undertaken hardly two or three works has been in Uttar Pradesh stated to be undertaken in Uttar Pradesh. States much smaller than Uttar Pradesh have been mentioned 10-15 times in this Budget. When I met him after a great deal of efforts, he ordered for conducting survey for laying rail line from Golagokarannath to Farukhabad via Mohammadi and Shajahanpur which was a old demand from my area. This survey was conducted twenty years earlier also. He said that the survey work is in progress, but no survey is actually being conducted there. May be it is being done somewhere on paper in Rail Bhawan of which I am quite unaware. First of all I would like to say that in order to ensure that the survey may not remain just a survey as was the case of survey 20 years ago, work should be started forthwith as soon as the report is received this time. I went through the entire details thereof. After hearing the Budget speech, I came to the conclusion that there is no provision for reducing extravagancy in railways. We find no determination to that effect, what talk of making any provisions therefor. Although mention has been made of making provision in the budget for reducing extravagancy can certainly be reduced. If he pays heed to reducing extravagancy in right earnest, hundreds crores of rupees can be saved and the funds thus saved can be utilised in developmental works.

The second thing is in regard to the large scale pilferage taking place in Railways about which Paswanji has not stated as to what he would do in regard to the booking of the goods worth 100 crores of rupees and the payment to be made for the goods this is pilfered. The scrap which is pilfered and for which no payment is made is worth billions of rupees. What they are going to do in this matter. I have no hesitation to say that if you see the member of pilferages and the amount Railway had to pay as compensation before the formation of R.P.F. then you will reach to the conclusion that the incidence of pilferages has increased in the Railway. One who knows the profession of scrap must be aware that if 50 tonnes scrap is auctioned, at least 500 tonnes scrap is lifted in connivance with the railway officials and R.P.F. Half of that money goes in their pockets which should have gone to the Railways. If we are able to check the theft of scrap which occur inconnivance with the railway officials, perhaps the railway fares need not be increased time and again. In this way the loss suffered by Railways can be reduced to a considerable extent. But he has not even pointed out that in the Railway Budget. It shows that they are not concerned over it. In my view, these thefts are taking place due to the lack of proper security in Railways because most of the funds are spent on the salaries and uniforms of employees. These thefts can be checked if the Minister of Railway pays heed to it.

Mr. Deputy Speaker, Sir, I would like to draw your attention towards one more important aspect. Yesterday, the Minister of Railways was saying that everything was on the increase, the number of areas, the number of textile and districts was increasing making the increase in Railways also unavoidable. I am sorry to say that I was born in Azamgarh district where there is railway line in existence since 1902 and there has been gauge conversion of the Khorasan route but there is no train. It appears to me that the Minister of Railways could not find time for its inauguration. When new stations are being established, halts are being provided and halts are being upgraded as to Stations. Then why such injustice is being done with the Khorasum station. Just now Shri Nitish Kumar was also saying it. This is my village and the Tehsil is in Phulpur area town. Why this station was abolished. When he himself is saying that everything is on the increase, how far it is proper to abolish this station and convert it into a halt. Therefore, I request him to issue direction that this station which was established in 1902 should be restored. This is an important place. Lakhs of foreigners visit that place and people from Mumbai, Calcutta and Delhi also keep visiting it. Therefore this station should be allowed to remain as it is.

Mr. Deputy Speaker, I have requested many times orally as well as in writing while meeting with the Minister of Railways that Shahjanpur-Delhi passenger train should be started from Balamau because the trains coming from Bihar or Bengal are over crowded in which passengers do not get berth at all from Hardoi. If this train is started from Balamau, the commuters would be benefitted. For this train neither more coaches are needed nor extra expenditure is required to be incurred on the Engine. For it only the train is to be extended upto a distance of only 100 kilometres. If provision for this purpose is made in this Budget, Commuters can travel easily. Because Balamau already has facility shunting as well as of shed and no arrangement is required to be made. Only this train is to be extended. I request the Minister of Railways that it should be sanctioned here and now to take care of the people of that area.

15.24 hrs.

[Shri Nitish Kumar *in the Chair*]

Mr. Chairman, Sir, Saharanpur-Lucknow Express train passes from Hardoi in my area. Hardoi is at a distance of 110 kilometre from Lucknow. If this train is given a halt for two minutes at Hardoi, daily passengers would be benefitted. Daily commuters travelling mornings and evenings can also take benefit from it. It would also not cost anything to the Railway. Railway do not have to provide Budget, neither it how to provide any coach and nor it have to make arrangement of any engine. What is required is only to provide just a two-minute halt there. Thirdly I would like to say something about the problem of my area...(Interruptions)

MR. CHAIRMAN : If you want to say anything, please stand up and say.

KUMARI MAMATA BANERJEE (Calcutta South) : Whether you are also going to ask for a train while sitting in the Chair...(Interruptions)

SHRI ILIAS AZAMI : It was a similar issue as yours. Therefore Paswanji goes on giving assurance in between.

SHRI RAM VILAS PASWAN : I would look into the matter regarding Balamau.

MR. CHAIRMAN : You have got the assurance just sitting over there.

SHRI ILIAS AZAMI : I would like to say one thing. In my constituency there is a Tarai region by the name Kheeri. many of people from Punjab, particularly our sikh brethren in large number live there. These people have to face a lot of difficulties while going to Punjab. They have to Bareilly for getting reservation before hand and then they have to go there the day when they have to catch the train. He has introduced a train which goes from Barauni to Amritsar via Gonda, Sitapur and Shahajahanpur. It stoppage of that train is provided at Mangalganj, not only going to Punjab people but the whole of the tarai area would be benefitted. Many a time people met me and asked me to request in this regard to Shri Paswan ji as he has been a colleague of mine since long. Earlier, I had written that a quota to give from Bareilly for which reservation may be had from Gola, but Mangalganj is a point from where it would be easier for the people of Punjab to go. People would be benefitted if this train is given halt there and the quota of reservation is also provided. For it he would not have to spend even Rs. 5 or make any budgetary provisions.

I have put the main problems of my area before him, I want that the Minister of Railways should say something about it although he has just now given assurance in this regard. It would make me happy and it would also send a good message to the people of my area. I would like to tell Paswanji that after hearing his budget speech in which he said that survey would be conducted for train to Gola via Mammadi, people of my area celebrated the occasion like Id. Our Presiding Officer had said that if you want to satisfy get the survey conducted. In different thing whether the work is done or not. But the common people don't understand it. People celebrated the occasion after hearing the announcement of the survey. I want that the hon-Minister should give an assurance here also in this regard.

MR. CHAIRMAN : Presiding officer is not referred directly. Presiding Officer is after all the Presiding Officer.

SHRI ILIAS AZAMI : All right. I want to draw the attention of the House to a particular matter that the present United Front Government have abolished discretionary quota for Ministers. I have come to the House for the first time, but I have been listening from

the Members of tenth and Ninth Lok Sabha that there was a no corruption in the discretionary quota of Ministers. Hon'ble Members used to go with the problems of their respective areas or they wanted to get employment for some of their men or they wanted some other benefit for their constituency and the Minister used to issue orders directly. Abolishing discretionary quota would only lead to increase in corruption. The Minister of Railways used to make direct recruitment of fourth class employees 'in the Railway Ministry'. I am sure that no M.P. takes bribes from any person of his area and no Minister provides employment by asking for bribes from the M.P. nor anything of this sort is being done these days. When the quota is abolished, who would make recruitment in class IV category? The bureaucrats will take fixed amount Rs. 20-25 thousands bribe to appoint them. Who is being benefitted by abolishing the discretionary quota? I would like that not only the Minister of Railways but all the Members should support me in this regard.

MR. CHAIRMAN : Whether there is any discretionary quota in Railways.

SHRI ILIAS AZAMI : It was there in Railways also for making recruitment of class IV employees and for providing free passes.

MR. CHAIRMAN : You have not been successful in putting it clearly. You are talking about general discretionary quota.

SHRI ILIAS AZAMI : Earlier, the Minister of Railways had powers. Now when we go to him with the request that our one person may be employed, he shows the letter of Cabinet Secretary to us and asks us to go through that. Previously when he had discretionary powers, some persons used to get employment. People got employment today also, but earlier they did not have to pay bribery. But today, the situation is this that if you have money in your pocket, you will be recruited. It is known to all that bureaucrats do not provide employment anywhere without taking money.

MR. CHAIRMAN : Please don't give stoppage at one place for such a long time, go further.

SHRI ILIAS AZAMI : Through you, I would like to request the Prime Minister to restore the abolished discretionary quota because its abolition would benefit only the bureaucrats who will indulge in bribery. It would be disadvantageous to MPs like me who used to get some work of the people of their area done. When the Ministers used to have discretionary quota, we used to get many of our works done, but today all such works are at a stand still. I would also request the Minister of Railways that he may appraise the Prime Minister of our submissions as he is not present in the House right now. I hope that the Minister would convey to the Prime Minister our feelings. Abolishing discretionary quota was not an act of wisdom.

[Shri Iliyas Azmi]

With these words, I finish my speech as I have never taken much time whenever I have had the opportunity to speak and once again I would request the Minister of Railways that it would be good if he says something here and now in regard to the three-four demands I have put forth here.

SHRI RAM VILAS PASWAN : I will say at the time of reply.

[English]

SHRI PRAMOTHES MUKHERJEE (Berhampore) (WB) : I thank you for the opportunity given to me at last to express my views on the different aspects of the Railway Budget. On behalf of my Party, RSP, I rise to extend my support to the Railway Budget. I welcome the intention of the Railway Minister and the proposals made by him in the Railway Budget speech. I would, however, like to put before the House some of the points which need special attention of the hon. Railway Minister.

Sir, it is a historical fact that Railway is a vehicle of progress and civilization. It indicates the mobility of the country's economy. It has a vital role to play in the production and growth of country's economy. The railway network has a social relevance and economic importance.

The hon. Railway Minister has presented a very nice Budget. The Railway has a historical role to play. We can say that it is the only vehicle of progress and civilization. Before Independence, in the British *Raj*, the British Government felt the need of the Railway network as a vehicle of trade and commerce, as an instrument of political unification of the country and as a weapon for modern science and technology, progress and civilization. It is unfortunate to mention here that the Congress Government during the last 50 years did not realise the importance of Railways as a means of modern science, technology, progress and civilization.

[Translation]

MR. CHAIRMAN (Shri Nitish Kumar) : Loud noises are coming from left side. Please do maintain silence.

[English]

SHRI PRAMOTHES MUKHERJEE (Berhampore) (WB) : We see that about 85 per cent of the total railway network existing in the railway system of India was executed during the British *Raj*. In the fifty years after our Independence, we see a very slow rate of growth of railway network. In the early '50s, when Pandit Jawaharlal Nehru was the Prime Minister, the growth of railway network was only 0.5 per cent. In the mid '50s, when Lal Bahadur Shastri took over the charge of the Railway Ministry, we see that the growth of railway network in India was only 0.6 per cent. In the '60s, during the regime of Shrimati Indira Gandhi, we see that the

growth of rail network came down to 0.2 per cent. And during the days of the Government led by Shri Narasimha Rao, in the last five years, we see that the growth rate of Indian railway network was zero per cent, that is, absolutely nil. The failure of the previous Governments over the last fifty years is now a burden on the head of our Railway Minister Shri Ram Vilas Paswan. The failure of the previous Governments to extend the rail network in India, the failure of the previous Governments to cater to the needs of the Railways is the only reason for the economic frustration of the people today.

The Railways and the railway network had brought the political unification of the whole country. Today railway network has its social relevance in respect of bringing forth the integration of the country. It was necessary for political unification of the country, and it is necessary even today. Expansion of railway system is necessary for the integration of our country. So, I would urge upon the Railway Minister and the Government to expand the railway system to integrate the backward areas of the country with the main centres of economic activity whether at Calcutta, Patna, Chennai, Mumbai, or Delhi. All backward regions, disintegrated regions and alienated regions should be brought into close contact with the centres of economic activity. Expansion of railway network is necessary for that. So, I would urge upon the Government to make necessary funding provisions for expansion of railway network.

Sir, I welcome the proposal made by the hon. Railway Minister in his Budget speech for the expansion of railway network in the North-Eastern region. We welcome this proposal because of the fact that the people of the North-Eastern States of India are totally neglected. And the bright and beautiful children of these neglected areas are misguided today. They are choosing the path of subversive activities; they are choosing the path of secessionism. Economic frustration, starvation, unemployment are the only reasons for the frustration of economic life in all these North-Eastern States. Railway is the backbone for the revival of economic situation of this neglected North-Eastern region. That is why I welcome the proposal made by the hon. Minister of Railway for the extension of railway network in the North-Eastern States.

I also welcome another good proposal for the regularisation of 56000 casual workers by the Railway Department. Their cry is a justified cry; their demand is a justified demand. Casual workers are determined only by the good wishes of the bureaucracy; and the administrative bureaucrats in the Railway Department cannot determine the casual workers, cannot determine the nature of the casual workers. Why am I saying so? I am saying so because of the fact that there is a 'mini' casual workers. Why I use the word 'mini' is that they were employed by the Railway Department voluntarily and they serve the Department voluntarily for 35 days

and they were paid. After an interval of one month or two months, they were again called to serve the Railway Department. In this way, these workers serve the Indian Railways for 85 days, or 125 days or 165 days. This in my opinion is called 'mini' casual workers because they are not included into the list prepared by the administrative bureaucrats of the Indian Railways as casual workers. I would urge upon the Railway Minister to include this type of 'mini' casual workers into the casual workers for their regularisation, for their security and for their inclusion into the Railway Department. This is my humble submission.

Let me draw the attention to the very unpleasant proposal for the hike in the freight charges and for the hike in the passenger fares. Twelve per cent hike in the freight charges and 10 per cent hike in the passenger fares will definitely cast a very deep shadow upon the general prices of the essential commodities. We are living in an age of capitalism. It is an era of international sophisticated capitalism and the motive of the businessmen, the motive of the investment is nothing but to earn the profit. So, the profit making is the motive of the investment. Investors invest only to earn more and more profit and the profit earning businessmen only take the opportunity and advantage of the 12 per cent hike in freight charges and the general price of the essential commodities will naturally go high-up and will go beyond the reach of the common man.

In a capitalist system, the inter-carriage system is related with the national capitalist phenomenon. So, a 12 per cent hike in freight charges and a 10 per cent hike in the passenger fares will definitely increase the price level, the price index of the essential commodities. We find from the Press statement of the Ministry of Railways and from the management of the Railway Board that only 0.13 per cent hike may be possible on the part of the general prices of essential commodities. But it is not a fact. It is a jugglery of statistics. If the hike in the freight charges and the hike in the passenger fares be admitted in such a way, every economist will say that it will cast upon the general rise of price index and the general rise of the essential commodities only to the extent of 2.5 per cent. This will badly influence upon the lives of the common man. So, I would urge upon the Ministry and the Government to revise, if possible, by any means, the hike of 12 per cent in the freight charges and ten per cent hike in the passenger fares.

I am glad to draw the attention of the Minister to the variety of the problems. I will be happy to do so but the time is short. I am the victim of the time constraint. So, I will confine myself to the demands of my constituency.

I have seen that a special impetus has been given to Bangalore, a special impetus has been given to Patna or to many parts of the country. This is good. Every impetus given to any part of the country will be

accepted. We accepted it. At the same time, we should put our proposals before the Railway Ministry. We should say that adequate attention should be paid to other parts of the country also.

I come from district Murshidabad in West Bengal. It is a highly neglected district. As you know, Murshidabad, Malda, Nadia and Dinajpur are territorial districts. There is a border problem. Even after Independence, we are facing a variety of problems. So, special attention should be paid to the district of Murshidabad. It has its own heritage. Nawab Siraj-ud-daulah, Mir Qasim and East India Company are related with the history of Murshidabad. Lalgola-Sealdah section has been totally neglected by the previous Governments and also by this Government. My district has been the victim of step motherly treatment of the Congress Governments during the last fifty years. No attention has been paid to the growing demands of this section. I would urge upon the hon. Railway Minister, who is present here, to do the needful. Three Members of Parliament from Left Parties had submitted a Memorandum to him. Sir, Shri Somnath Chatterjee, the Leader of Left-coordination in Parliament had also intervened in the matter. Then, he referred this matter to the hon. Prime Minister. They also sympathised with us. They gave tacit sanction. We had placed our three demands before the hon. Railway Minister. What did he do? As I said earlier, our demands were adequate attention should be paid to the Lalgola-Sealdah Section and electrification of Krishna Nagar-Berhampore Section. Today, we are dependent on the Lalgola passengers. The hon. Railway Minister also gave tacit sanction to this proposal. I would urge upon the Minister to please give an assurance on the floor of the House that the electrification work on this Section would be taken up immediately. He had also told us that a survey will be started this year. I would request him to start the survey immediately.

In my constituency, there is a level-crossing at Berhampore-Panchnanthala which is a very disturbing area. Every time, we get news of accidents there. It is a vital level-crossing. In this regard, I have placed my demands before the Railway Ministry on many occasions. Shri C.L. Kaw, Chairman, Railway Board, happened to visit that area. The bureaucrats of the Eastern Railway had also visited that area. We have brought to their notice that an over-bridge should be constructed over Berhampore-Panchnanthala level-crossing. This was already accepted in 1984. We also knew that this scheme was going to be started. But, all of a sudden, we saw this jugglery of economics that the money meant for this purpose has been diverted to other fields.

Sir, Lalgola-Sealdah Section is a strategic point which is also a place of historical importance. Lalbagh and Nasipur are places of tourism. It can be accepted as a place for tourism. The Government can also earn revenue. I would request the hon. Railway Minister to improve the Lalgola-Sealdah Section. For this purpose,

[Shri Pramotes Mukherjee]

we demanded that a bridge over Bhagirathi at Nasipur near Lalbagh should be constructed immediately.

So that Lalgola-Sealdah section can be connected with Azamganj-Farraka, North Bengal and Assam. Thereby we say that there were three points in our demands. Shri Somnath Chatterjee had intervened and the Prime Minister also sympathised with our cause. The hon. Railway Minister also gave us the tacit sanction. Today, I demand that these three points, that is, electrification from Berahampore to Krishnanagar, construction of a fly-over at Berahampore-Panchantola level crossing and construction of a bridge over Bhagirathi at Narsipur be taken up immediately. Sir, you would be kind enough to instruct the Government and the Minister of Railways that assurance be given on the floor of this House so that our demands can be met immediately.

My last point is about the safety, security, punctuality and the passengers' comforts. We are victims of neglect by the Government. Sir, you did not go to Lalgola-Sealdah section, but if you happen to go there, you will find that there is no safety and security of passengers. Everyday, there are cases of dacoity. There is no safety and security at Lalgola-Sealdah Section. Passengers do not go beyond Ranaghat or beyond Krishnanagar. So the passengers going towards Berahampore or towards Lalgola or towards the Bangladesh border are absolutely neglected. They have got no safety and security in the trains.

There is no punctuality of trains. Except one or two trains all other trains do not have any punctuality. They do not have any regard for punctuality.

No comforts are being given to the passengers in that area. There is only one train, that is, Bhagirathi Express which is having a First Class. But all other trains like Fast Passenger Train, 370 DN, etc. do not have any First Class. No modern amenities are given to the passengers in those trains. There is no A/c compartment in those trains. I would like to ask the hon. Minister, are the people there not fit to be given these modern amenities. Are these people not fit to get First Class compartments?

There is no First Class to travel, there is no A/c compartment to travel, there is no security and there is no safety of the passengers. If this is the state of affairs of the trains there, how can we claim that these people are take care of.

I beg to remind this House that my district, Murshidabad is having more than 62 per cent of its population belonging to minority community. If a wrong signal goes to the people of my district, if a wrong message goes to the people there that this Government is not aware of their demands then what would be the situation? So a positive, modern and scientific attitude

should be taken and a right signal should go to the people of my district that this Government is paying proper, modified and considerate attention to their demands.

With these words, I thank you, Sir, and at the same time I also support the Railway Budget and thank the hon. Railway Minister for giving special consideration to our demands.

[Translation]

DR. RAMKRISHNA KUMRIA (Damoh) : Mr. Chairman, Sir, 1997-98 Railway Budget has been presented and several members have used many adjectives that this is a balanced budget, Growth Oriented budget, progressive budget, budget of poor people but nevertheless several members have made certain comments too. The Chairman of Federation of Indian Chambers of Commerce and Industry commented that due to 12% increase in the railway freight, the freight charges have increased by 23.20% during the last seven months itself. This year, in 1996, 10% increase has been made. The transportation cost will increase as a result of the above and one of the reasons for slow pace of Industrial growth is increase in the transportation cost. Hence, inflation will increase. Similarly, the Chairman of Associate Chamber of Commerce of India said that this railway budget will increase inflation. So it is inflationary budget. If we review the budget on the basis of these adjectives then we will come to know that there are more assurances, announcements, and this budget will not accelerate the pace of development.

Mr. Chairman, the Railway Minister has given a lot of assurances regarding conversion of gauge, extension/expansion of tracks and surveys but it is also a fact that there has been sharp decline in the overall investment scheme. This point has been proved by the fact that the Minister has made heavy increase in fare and freight, which would badly affect the people. In this way, inflation has been increased and the common people have been burdened more. Now, the Minister has formulated an annual scheme/plan amounting to Rs. 8300 crores, which is already been burdened. He has taken a loan of Rs. 2100 crores from the railway corporation even for this purpose. Now, he will operate the trains with this loan. There is one saying in Sanskrit 'Yavat Jivet, Sukham Jivet, renam Kritva, Gritam Pivet', which means to take debt for fulfilling ones whims.

Mr. Chairman, If are compares the provision made in the current budget in with that of last year. One will come to know how much progressive, this budget is. The Minister had made a provision of Rs. 1680 crores during last year for renewal of the tracks whereas it has been cut down to Rs. 1516 crores in the current year budget. Similarly, a provision of Rs. 206 crore had been made during last year for doubling of railway lines and during current year it has come down to Rs. 178 crores.

16.00 hrs.

Similarly Rs. 1021 crores had been provided during last year for gauge conversion work where as it is Rs. 996 crores during the current year. I don't know how this Budget could still be I called progressive, growth-oriented? Hon'ble Minister is an expert in these things and he is trying to win laurels from all corners. This is a balanced budget and the members have expressed their happiness by clapping, thumping the desks and praising the Minister. If we look at the budget, we will find that several states have been neglected in the budget and the states which were obliged are those to which are coalition partners of the UF Government. The Minister has made provision Rs. 210 crores to Andhra Pradesh, Rs. 294 crore to Assam, Rs. 273 crores to Bihar, Rs. 104 crores to Jammu Kashmir and Rs. 240 crores to Karnataka, to which the Prime Minister belongs to. Similarly Tamilnadu has also been rewarded. It proves that he has played tricks. He has rewarded specially his friendly states. Uttar Pradesh, to which Shri Satpal Maharaj belongs has also been ignored while making allocations.

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SATPAL MAHARAJ) : It is not like that provision has been made properly throughout the country.

DR. RAM KRISHNA KUSMARIA : Uttar Pradesh is a very big State. A Provision for Rs. 47 crores and seven lakh has been made for Uttar Pradesh.

MR. CHAIRMAN : You please tell him what provision do you want to have?

DR. RAM KRISHNA KUSMARIA : Only Rs. 63 crores has been provided for Madhya Pradesh. Similarly Himachal Pradesh has been given Rs. 5 crores, Haryana has been given Rs. 11 crores, and Rs. 35 crores has been given to Gujarat. I don't have any objection over it. I congratulate him that he has done something for the backward and distant areas. That was very essential to do but neglecting other States is what I could not understand. I would like to thank the Minister that he had conducted the survey of long awaited Simgrauli-Lalitpur railway line, and also included it in the budget but when I saw the budget, I was surprised very little money has been provided for this railway line. In this way you have raised the hopes and aspirations of the people but now the work would be completed now? Is it possible to construct Lalitpur-Singrauli line with Rs. One lakh? I thank the Minister for this and as he has just now told that he is having misscellaneous amount, so, I think if this amount is used for the said railway line and the work is completed at the earliest them it will benefit the backward area of the region. He has not mentioned about Chindwara line. Madhya Pradesh has been completely neglected. The resolution regarding Delhi-Rajhara line has been passed but nothing has been done in this regard. Similarly provision of very less amount has been made for Indore. Dahod-

Maksi line he had given assurance for conducting a fresh survey. Former Railway Minister Shri Madhavrao Sindhia had also said and you had given assurance last year for conducting survey of Indore-Khategaon-Nassullah Ganj-Budni and Salamatpur-Raisen-Begum Gunj-Sagar line but it has not been included in the budget. You have indeed taken Jabalpur-Gondia railway line has been taken up but it will not do at this pace. It seems as if we are quenching our thirst by dew drops. This is regional imbalance. When you say that it is in balance, then do try to wipe-out this regional imbalance.

Mr. Chairman, the Minister had given an assurance to create a zone in Jabalpur but if work in this regard commenced then only the area will develop. Since you have talked about proper development, hence, it is also very important to create a zone in Bilaspur. It would be better if the Minister will include this in his list.

SHRI RAM VILAS PASWAN : It has been included.

DR. RAM KRISHNA KUSMARIA : Hon'ble Chairman, Sir, I had recently visited my area. The people of the area are very angry. Since, the Minister did not pay any attention towards Chindwara-Nagpur railway line. This is evident from the results of the Chindwara constituency also repeated promises in this regard were made to the people of the area but nothing was done in this regard. I request the hon. Minister to include this said line this time.

SHRI RAM VILAS PASWAN : Why Madhya Pradesh is lagging behind time and again? Madhya Pradesh is logging behind in all matters. We have taken a historic step of constructing Singrauli Lalitpur railway line. Survey has been conducted in record time of 4 months and budget has also been allocated.

DR. RAM KRISHNA KUSMARIA : Mr. Chairman yesterday Hon'ble Member of Parliament Kumari Uma Bharati has congratulated the Minister in this regard. We would also like to congratulate him.

SHRI RAM VILAS PASWAN : We will try our level best to work for the development of the backward area of Madhya Pradesh. If we come across any fruitful proposal and as soon as the technicality in regard to survey will be over, we will take it up in our own way as has been done in Vishrampur-Bighapur Matter.

DR. RAM KRISHNA KUSMARIA : We are congratulating you for this. A resolution had been passed for Lalitpur-Singrauli railway line when Shri Patwa was the Chief Minister of Madhya Pradesh. Later, when Shri V.P. Singh become the Prime Minister request was made for conducting survey but nothing happened. Then we met Shri Jaffar Shariff, we talked to planning commission, we asked Shri Pranab Mukherjee to conduct survey on this time. Later, Shri Agnihotri, Umaji and myself met Hon'ble Vajpayeji in this connection but no progress was made in this regard. Last year when Umaji, Agnihotriji and we all sat in front of Rail Bhavan on a hunger strike, then Hon'ble Shri Satpal Maharaj gave

[Shri Ramkrishna Kusmaria]

us an assurance. Now, I would like to thank you for completing this work. The survey work has been conducted in the right time by 15th August and it has been given a place in the budget after getting approval of Planning Commission. I thank you for this. Now, I hope that you will also make a good provision in the budget in this regard.

SHRI SATPAL MAHARAJ : After passing of budget, whatever remain will be given and expansion of railways will be undertaken.

DR. RAM KRISHNA KUSMARIA : I invite you to start it.

SHRI SATPAL MAHARAJ : We will come.

DR. RAM KRISHNA KUSMARIA : Mr. Chairman, last year Rs. 35 crores was given for Guna, Itawa new railway line.

MR. CHAIRMAN : If you want a super fast train, then speak quickly otherwise you will get a slow train.

DR. RAM KRISHNA KUSMARIA : Hon'ble Chairman, Sir, all trains passes though Madhya Pradesh but they want stop here. So, I request to provide a stoppage of South bound tains at Bina, Which is a major junction. Sonagiri, Datiya and Basai are religious and historical places. If Chambal express and Punjab Mail are given a stoppage at Bina, then the railways revenue will increase and railway can be benefitted. Similarly, survey of Jabalpur-Mandla-Mungeli-Bilaspur railway line had been undertaken but later it was not considered. This is a backward tribal area.

Now, I would like to discuss some problem relating to my region and I would also like to give some suggestions in this regard. Indore-Hawrah-Kshipra Express starts from here four days a week. Since many pilgrimages comes under Ujjain and this region and many people come and go there so it is a profitable time. Hence, this train must be operated daily. Similarly Riwanchal Express operates three days in a week from there. I request that this should be run daily. Several train starts from Jabalpur and there is a heavy traffic these as a result this train has to be stopped at outer for severa hours. If train is operated from there, it can be more useful. The people of Rewa also want this because if they go via Damoh-Sagar then they reach their destination two hours before. If the train passes through Jabalpur them they will have to wait for a long time.

The Minister is extending railway faicilities every where but in Madhya Pradesh he is doing quite opposite. Earlier Sambalpur Express used to run four days a week from our area. The Minister has extended it from three days to four days in the last budget. Now, again it runs four three days in a week. Similarly, Earlier one coach used to be attached in Punjab Mail for

Mumbai at Katni. There is no route from Katni, Damoh, Sagar and Bina to reach Mumbai. Hence, it is requested to restore the facility enabling us to go to Mumbai. The coach must be attached as used to be done earlier and if there is no provision for attachment of a special coach. One train may be introduced from Varanasi to Mumbai for the Convenience of the people of the region.

I would like to specially mention about Bundelkhand. There are several tourist places such as Khajuraha, Orcha, Kalinjar in Bundelkhand, Sarang Temple in Panna, Shiv Temple in Sakor. There are several ancient historical places in this area. If all these tourist places are connected with railways, and train services are extended upto these places then it will be more convict for the passengers and extraction of minerals ore would be possbile. These regions will develop from the point of view of tourism, people would get transportation facility and the revenue of the railways will also increase.

I once again draw the attention of the Minister towards these demands and also request him to introduce the services of Rivanchal Express via Damoh-Sagar for the benefit of with these words.

KUMARI SUSHILA TIRIYA (Mayurbhanj) : Mr. Chairman, Sir, after a long wait you gave an opportunity to speak on the Railway Budget, since I represent a backward area. I also thank you on the behalf of the people of my constituency.

I rise to speak on the Railway Budget but I do not understand whether I should support or oppose it because on the one hand we are happy that for the first time any Dalit has become Minister of Railways who is a scholar and his colleague Satpal ji Maharaj is also a scholar. I have been raising hon. Minister of Railways before the people of my area for the last year but seeing the provisions made for this railway budget should I raise him or not. Of course I agree that this time more amount has been allocated to Orissa as compared to the last year but I represent a backward area. The people of SCs/STs come forward after doing lot of struggle. They do not have any god-father in Delhi or in any other State who could bring them at par. I wish that justice should be done to all the backward areas otherwise we become face lot of difficulties.

I have been participating in almost all the Railway Budgets since 1986 but not a single demand of mine has been met till date. Therefore, I am unable to decide myself whether I should support or oppose this budget. If the Minister of Railways says that I was praising him for one year today why do I abuse him - I would say that I am not abusing him even today but with a heavy heart I have to say like that when Paswanji became the Minister of Railways gave lot of statement before the Press that he would give more importance to South East Railways and backward areas of north-eastern region. At that very moment, we thought that he had



some sympathy towards backwards areas and the people belonging to the SCs/STs. But today the position is this -

"Kisse kahun main apani bat, yahan kisike pas dil nahin hai,  
yahan patthar to bahut hain, par yahan dil nahin hai."

I do not know to whom I should address my own people or others. Whosoever occupies this seat he starts behaving like his predecessors. It is a matter of happiness for me that a Dalit is our Minister of Railways but when no developmental work is undertaken in the backward areas I feel sad. I would like to place before you problem of entire Orissa and I will not take much of your time. You gave much time to our colleagues. You please also give me 10-15 minutes. Only record would tell whether there was any railway line or not in Orissa prior to 1904 but as far as my knowledge goes there were very few railway lines in 1904.

But in 1904 Rupsa-Bangari-Posi railway line was the first railway line in our district. At that time when Centre proposed to merge the States, our Maharaja Pura Chand Bhanjdev Saheb said that if merger of our State was required, it would be merged with Central Government. With heavy heart I would like to submit that in 1948 when the merger agreement was made, our Raja Sahab had clearly stated that our State would not be merged with the Government of Orissa. If at all there is any merger it would be with the Central Government. This fact has been mentioned in the agreement of 1948. The then Raja Saheb of our Garjat State had accepted the merger of Mayurbhanj State with the Central Government. He had categorically ruled out the merger of the State with the Government of Orissa. He had merged his State with the Central Government after making certain specific provisions in the agreements. It was mentioned in the agreement that Rupsa Baongari-Posi railway line would be converted into a broad gauge line and it was to be extended upto Tata via Talband-Badampahar-Garmahisani and survey in this regard has been conducted and it would involve less expenditure about the contribution made by the Raja of Mayurbhanj towards Orissa State and Central Government was also mentioned in it.

Mr. Chairman, Sir, we are not demanding anything from the Central Government. We do not want any mercy. We are simply demanding that the agreement made at that time be implemented. It won't serve any purpose, if we go on demanding and you go on repeating the same thing again and again. From the very beginning I and the other Members of Parliament elected from that constituency have been demanding and whosoever became Minister of Railways and Governments gave assurances but none of them fulfilled the assurance. The position is that surveys are going on for the last 10 years and whenever asked by us in the House

assurances are given and that the survey work is still going on. Funds are being allotted for this purpose since 1986, sometime three crores, sometimes five crores and sometime seven crores. Last year, only Rs. 50 lakhs were provided. When I met him, he told us that yes, it required approval. After approval the work would be commenced. One year has elapsed but this work has not yet been started.

SHRI RAM VILAS PASWAN : About which railway line you are talking.

KUMARI SUSHILA TIRIYA : I am talking about the conversion of Rupsa-Bangari-Posi railway line into broad gauge line. I had given you this letter on 6th August, 1996 to start the work. Thereafter I met you in your office. I met you in Parliament also. I had also taken part in the budget discussion during the budget discussion last year and spoken on the subject. At that time hon. Minister had told me that this work would be started in the month of December and I was in the receipt of your letter. But this work has not been commenced so far.

Mr. Chairman, Sir, through you I demand to hon. Minister that the work for converting Rupsa-Bangari-Posi railway line into broad gauge line should be commenced immediately. You will have to do this work. If this work is not done the people of Mayurbhanj in Orissa would go to Court as per the provisions of the agreement of 1940 between Maharaj and the Central Government. They would like to acquire their right by all means, may be through legal or democratic means through Parliament. They can go to Supreme Court for their right. You can go through this agreement. This very fact has been mentioned in the agreement made in 1940 at the time of merger of Mayurbhanj State with Central Government. Mr. Chairman, Sir, through you I would like to submit in the House that it is being said repeatedly that Rupsa-Bangari-Posi railway line is unimportant and uneconomical. Today I would like to ask in the House that whatever amount hon. Prime Minister and the Minister of Railways have provided till date for giving importance and priority to the backward areas, whether it has been utilised and

[English]

Railways is not only a commercial organisation, but it is also a public welfare organisation.

[Traslation]

I demand that hon. Minister should undertake the work of our backward area on priority basis as the budgetary support for the backward area is 400 crores more as compared to the previous year. I would like to ask the hon. Minister that by when this work would be completed. You fix date for it that by when the work on Rupsa-Bangari-Posi railway line would be commenced. I would like to submit that survey for this has been

[Kumari Sushila Tiriya]

already been completed. Since olden days there it is there. It can pass via Talband. It can not become important and economical until it is extended upto Tata, you would say repeatedly that it is not important. It is uneconomical. I ask which railway line of Hindustan has become important like this. In the beginning all lines were unimportant and uneconomical but later on they have been made economical. Earlier all Railway lines were unimportant and uneconomical but they were developed later on. In the same way with heavy heart I would like to state that in tribal and backward areas the children are in the same condition but despite the funds are being released to the Welfare department in the name of SCs, STs. Whenever general budget is presented funds are allocated for them but they have not been developed even after 50 years. Even today we demand for reservation. Even after 50 years we are living at mercy. The reason for unhappiness is that there is something wrong. I demand that whatever you do for the development of SCs, STs backward area, backward region and to bring them in the main stream, do by heart. If you do by heart, they would be developed certainly, that area would develop - this is the first point which I want to note you. That work be commenced immediately and the permission should be granted to extend that survey last time D.R.M. and G.R.M. were directed by your Ministry through telephone for starting that work and taking that single tender could be floated at that time your officials said whether work is done merely by saying of Minister? I do not understand when D.R.M. and G.R.M. give this type of reply, to whom we will have to approach? Who will order for this work?

SHRI RAM VILAS FASWAN : You need not to approach anybody. Clearance for Ruksa-Bangari-Kosi railway line has been obtained. I have sanctioned Rs. three crores for this purpose immediately. The work on this railway line would be started immediately and if required more funds would be provided. You need not to approach anybody. If any D.R.M. and G.R.M. says anything in this regard, you tell me.

KUMARI SUSHILA TIRIYA : On that day you had told the delegation, last year, we had gone on strike and this time when I met you with a delegation, you had assured in your office to provide Rs. 10 crores instead of Rs. 3 crores. You announced in the House that Rs. 10 crores would be provided for this purpose instead of Rs. 3 crores.

MR. CHAIRMAN : It has been announced in the House. That is why were crores have been provided now.

SHRI RAM VILAS PASWAN : I have said that when final reply would be given, everything would be mentioned in it but she must have told that at present Rs. three crores have been provided and clearance has been obtained. Why is she not telling all these things?

MR. CHAIRMAN : At the moment Minister is intervening.

KUMARI SUSHILA TIRIYA : Sir, through you, I think the hon. Minister of Railways for sanctioning Rs. 10 crores. While replying in the House he should announce in the House when will the work be commenced.

At the same time remaining survey work should also be completed. As my previous Speaker was saying that if the work is not being done, at least issue the order for survey. If orders for going the survey work are issued, it would give us a feeling of relief and would hope that this work would be done without fail. With this we can hope that this work would be started. Thereafter it is necessary to make it economical. Today you are considering it as uneconomical tomorrow it would become very important and economical. All the trains running on broad gauge from Tata and Baleswar lines can be diverted from Gurumaisani via Ruksa, Bangari, Kosi as a result of which they will have to cover a distance of 40-50 kilometres.

Secondly, so far we have been able to manage the affairs with the revenue we pay in our district. I would like to say that the Union Government have certainly done justice to us because the pay revenue from jungles and mines and whatever revenue was collected by the Central Government for our district, it that could be diverted for the development of the people of our district then I would have felt that the justice has been done to the tribal area.

I am happy that you have provided 300 crores of rupees for the tribals and backwards of the North-East region and 100 crores for Jammu and Kashmir. At the same time, I would like to say that the rest of the States and areas should be accorded the status of tribal, scheduled caste, scheduled tribes and backward areas. Backward areas are located in other region also but they are not compact backward areas and are scattered here and there. Therefore, I would like to demand from the Hon'ble Minister, through you, that tribal and backward areas are located in Bihar, West Bengal, Madhya Pradesh, Orissa as well as Maharashtra and they should be given the same status as that of North-Eastern Region and Jammu and Kashmir because these are also backward areas. Otherwise, in one corner of our country, the poor would be come poorer and in other areas the rich would be come richer and would leave the national main stream for behind.

I would not take much time of the House. I had raised a demand last time about the railway stations and level crossings located in my Constituency, but I shall not raise the same this time, As Mamata ji was saying that if you make only one demand, then that is fulfilled. Therefore, I would make only one demand for my Constituency so that it is easy for you to meet the demand. You have made no mention about the Rupsa-Bangriposi line in your budget spech. At item No. 36

and 38, you had allocated only two crores of rupees last year for the doubling of Teetlagarh-Lalcheeganj line and one crore has been allocated this year. This amount is very small and it should be increased.

In your Railway Budget speech, you have mentioned some good points, I welcome the same and congratulate you on this account. I welcome your decision to cover 1700 scheduled castes and scheduled tribes under Special Recruitment Drive by 1 January, 1997. Still, there are some scheduled castes and scheduled tribes areas where the people are unemployed. In other undertakings, there is a provision of reservation in some of them and in some of the undertakings, there is no such provision. There these people face difficulty in getting employment. In tribal areas, children cannot get education in good, convent Institutions. They have to study in the village and have to go the city on bicycle. A number of children come to Delhi for test and Interview. Some of them qualify the Viva and a number of them fail to qualify the Viva because they have to come from far off places. Therefore, special recruitment centres should be set up at the Divisional and Sub-divisional Headquarters where the candidates from villages could appear for interview. The scheme to provide jobs to the scheduled caste and scheduled tribes by clearing the backlog has been a step in the right direction. There are 56,000 casual labourers in your department. We, too, receive a number of letters in this regard. In the villages, persons working at small station and railway crossings for the last eight to ten years have not been regularised. Most of them belong to backward areas and have been doing the same type of job, but their services have not been regularised. I would like to say that the casual labour is not so important in urban areas as compared to backward areas and rural areas. Therefore, the casual labour posted at stations, offices in such areas should be regularised. You have stated that retired employees would also be given the facilities at par with the serving employees, which is a right thing and I congratulate you for this decision. I would like to extend my felicitation that you have made a provision to issue second class railway pass to travel with single parent to the children who show excellence in the field of sports. But I would like to make one request that you have given them sleeper class. But, these children are the future citizens of this country. With a view to encourage them, they should be given the facility to travel by Air-Conditioned Class.

Now, I would like to say something about the frequency of train service. We all Members of Parliament from Orissa in a State delegation had stated that Bhubaneswar Rajdhani has been operating nicely and only sometimes it is late as is the case with other Rajdhani trains. We are not making any demand in regard to that. From the last budget Session we have been demanding that its frequency should be increased to thrice a week. But no provision has been made for this purpose in the budget. We have also been

demanding the increase in the frequency of Puri-Dwarka and Puri-Patna train services. But no mention has been made in this regard in the budget speech. Frequency of Bhubaneswar-Rajdhani, Puri-Dwarka, Puri-Patna and Sambhalpur-Nizamuddin should also be increased. We had made this request last time also. You had stated that 1214 special winter and summer season trains would be run.

MR. CHAIRMAN : You have been given more than 25 minutes. You had stated that you would take 10-15 minutes.

KM. SUSHILA TIRIYA : Mr. Chairman, Sir, I will conclude within five minutes.

MR. CHAIRMAN : In this way you will take another fifteen minutes.

KUMARI SUSHILA TIRIYA : Trains should be introduced on meter gauge also to attract tourists as has been done in Rajasthan. Just now you have stated that 1214 special trains would be run to clear the rush of tourists during summer vacation and we can also get our share in this regard. You have mentioned about introducing 82 new train services. You have introduced Howrah-Bhubaneswar Inter-city morning train and Bhubaneswar-Vishakhapatnam morning train service. Throughout the country you are going to introduce 82 new trains. There is demand from the public for Bhubaneswar-Kanyakumari train service. At the sametime, I would like to make a request for Sambalpur-Mumbai train via Titlagarh. You look into the matter and provide one or two train services to the people of Orissa but out of these 82 new proposed trains. About Detribainspari, our Chief Minister himself along with the Members of Parliament had met the Minister of Railways and told him that if they did not have that much funds then they would arrange from the foreign countries. In this connection talks have been held with EXIM bank and they have asked for the guarantee form the Centres. You are neither giving guarantee nor money whereas the State Government has already discussed the issue with the foreign agency. They are prepared to invest on these lines but no progress has been made in this regard so far. Similarly, the Minister of Railways had given commitment last times for the two railway lines of Khurda-Bolangir and Rupsa-Bangriposi. While giving reply in the House he had stated that priority would be given to both the lines. But these lines pass through backward areas. As against the agreed amount of five crores, only two crores were provided and fifty lakhs were given for Rupsa-Bangriposi line. If you consider the railways a medium of public welfare, then you must get these line completed. Both these line belong to Orissa and therefore the work on these line should be started by allocating funds for this purpose on priority basis. While giving reply to the debate you must specify the time limit by which this work would be completed. We the members from Orissa may or may not be here but you would have to complete this work. We have been raising demand for this line for years together. It

[Kumari Sushila Tiriya]

was sanctioned 93 years back. Therefore, I would like to know the time limit by which this time would be completed and commissioned. By when the work on this line would be started and completed.

Lastly, I would like to congratulate you for one thing. We have felt relieved and you have done a commendable job and have given a healing touch. You have given assurance to complete the Sambalpur-Talcher rail line by 1998. You have stated giving priority to this line for which I congratulate you. You are going to set up Zonal office at Bhubaneswar. Only one G.M. is posted there and he should be given full powers to enable him to handle full connecting. In this connection, I would like to know the time by which you would be able to provide complete building. I am saying so because during the last budget you had announced about this zonal office...*(Interruptions)* Hon'ble Minister should also consider the extension of Nizamuddin-Sambalpur line upto Titlagarh.

In the end, while felicitating the Minister, I would like to make one more request. Minister of Railways of Dalits is not present here. I would like to say one thing. Whenever I go to meet the Minister of Railway, he says that Girija Vyas had sat in the well of the House, and her job was done, but how can your job be done. I would also like to seek your permission to set in the well of the House so that my work is also done. Whenever I go to meet him, he says the something.

MR. CHAIRMAN : All the secrets should not be disclosed in the House.

KM. SUSHILA TIRIYA : Sir, I have not taken much time. I extend my thanks to you for giving me an opportunity to speak.

SHRI D.P. YADAV (Sambal) : Hon'ble Chairman, I want to thank you for allowing me to speak on Railway Budget. At the outset, I would like to mention problems of my constituency, I have being elected to the Lok Sabha for the first time from Sambhal Constituency of Uttar Pradesh. Regarding Sambhal's present condition I want to say that during the last 50 years since independence several Governments came and tried to take us into 21st century. Today Sambhal town in Sambhal constituency has population of two and a half lakhs. It has several suburban and each of them has one lakh population. There are 12 municipal areas in this constituency which have not been provided any rail link and these have not been connected with any major railway station. As far as industrial development is concerned, this district can be termed as a no industry district.

Sir, this area is only one hundred kilometres away from Delhi and we had hoped that the present Government may make some provision and it any work for laying railway lines in Sambhal Lok Sabha

constituency and its neighbouring areas. But it seems that the Government has fulfilled its duty by giving an assurance only. Hon'ble Minister has stated that three lakhs rupees have been provided for survey. The same thing was done by the previous Governments for the last 20-25 years.

Sir, I do not know whether this survey will be completed or not but I request the Minister that he must assure us in his reply that the survey work from Sambhal to Gajrola will be completed. Sambhal Lok Sabha Constituency from where I have been elected is also connected with Ganga river which is linked with the history of India. Ganga river's banks upto 50 kilometres lie in this Lok Sabha Constituency and as far as transport facilities are concerned what to talk of linkage with Lucknow and Delhi, this area has no rail link with any other town or metropolitan city of the country. Previous Governments replied to a written question in Lok Sabha that funds have been provided in the budget for undertaking survey to link Sambhal town with Gajrola. So this assurance has been given by previous Governments also and I am not convinced with this assurance also. I request the Minister that while replying he must mention that he will consider my request and Sambhal town will be linked with Gajrola through broad gauge line.

Sir, I want to make one or two points more on this issue and if other issues not taken than Minister should give special attention to two issues i.e. safety and maintenance of order. As far as maintenance of order is concerned when a common man reaches railway station and asks the computer operator at railway station for reservation then the reservation chart and feeding in the computer indicate that no ticket of any class available. But when one goes inside the station and train compartment, he finds that several seats are vacant, this is happening at every railway station every day. I also want to say that big railway stations do not have any such telecommunication facility like PCO which may be utilised by passengers intending to talk to their relatives or any officer. Time and again, our Governments have been claiming that regarding telecommunication they have brought revolutionary schemes for platforms and railway stations and almost every station has been provided PCO but I want to say that step motherly treatment has been given to Uttar Pradesh in this budget also. Some special places were accorded special status. The present Government is also behaving like previous Governments. These stations have not been linked with any metropolitan city and other stations through telecom facilities. I request that PCOs should be set up at railway platforms to provide telecom facilities.

Another issue is this that recently I read about railways' security in newspapers and the august House is also aware that recently an Inspector of Delhi was killed during a train dacoity. Speeches were given and

assurances were also given but the actual position can be seen in day-to-day life, incidents of misconduct theft, dacoity and looting are occurring in Railways and a common man is afraid of travelling in trains and particularly women face several difficulties. They have to commute daily and incidents of rape appear in newspapers everyday and regarding security lapse every agency blames another and say that this matter comes under the purview of State Governments. We have set up protection force but as far as security is concerned there are no such arrangements at railway stations and in trains. Further, I want to say that my area is only one hundred kilometre away from here. Influenced by the progress of Delhi when a common man of village town or city from our area comes to Delhi, he thinks that although we are only hundred kilometres away from Delhi the capital of India, yet we have no transportation facilities. Sir, it is regretted that today 50 years have passed since independence and various Governments gave assurances but the poor of this area are still deprived of the facility of platform and they long for sitting in trains. Something must be done to see that preference is not given to VIP districts and VIP areas only and rail facilities are provided to such villages where backward down-trodden people reside facing great inconvenience.

There is a railway station at Sambhalpur just for name sake and that too set up during the British rule. But no train originates from this station for any other town. Sambhal-Gajrola should be linked through broad gauge and train services should be provided.

[English]

SHRI T. NAGARATNAM (Sriperumbudur) : Mr. Chairman, Sir, I am very glad that I have been given an opportunity to take part in the debate, on the Railway Budget 1997-98, on behalf of the DMK.

Most of the hon. Members covered material points regarding the Demands for Grants of this Budget and they also pointed out grievances concerning their own constituencies. So, as far as my speech is concerned, I would confine to the material points pertaining to the Demands in the Railway Budget and particularly the demands of my constituency as regards the Railway Budget.

The Railway Budget has been appreciated in all quarters. The Railway Budget presented by the Railway Minister last year had not affected the poor and the middle class people. The present Budget has also enhanced the credibility of the hon. Railway Minister. Therefore, on behalf of myself, also on behalf of the DMK Party, my beloved leader Dr. Kalaignar Karunanidhi, I rise to support this Budget and I congratulate the hon. Railway Minister.

Sir, the people will know and also the House knows very well that the railway network is a symbol of national

integration. Of course, our party is an ally to the United Front Government and we must have belief in national integration. At the same time, the regional parties should work without any imbalance for the development of their respective States.

I would like to mention about the allocation of the Budget and its distribution to each and every State. I welcome the Railway Minister who has given the first priority to the North-Eastern States and to improve the railway facilities which are given to them. Ever since Lord Dalhousie introduced the railway lines in India, it has not reached many parts of the North-Eastern region. Thanks to the dynamism of the Minister of Railways, Shri Paswan millions and millions of people residing in the North-Eastern States who had not seen the rail even after 50 years of independence are able to see it now. It shows the freshness of his thoughts and boldness of his imagination to revolutionise the Railways and his attempt should not be looked at from a very narrow, parochial and regional angle. But at the same time, I would urge one point on the floor of the House. I was representing Sriperumbudur of Tamil Nadu in the Seventh Lok Sabha and now also, I am representing the same constituency. But I regret to inform the House that since many years, Tamil Nadu is not only neglected but its due share has also not been given.

I would like to mention about the major problems of Tamil Nadu. No proper allocations are made not only for new railway lines but also for new sufficient trains. My important submission is that there is MRTS project in Chennai. It was started more than 16 years ago from Madras Beach to Luz. It is 8.97 km. But the hon. Minister of Railways mentioned in his Budget speech about the MRTS project from Beach to Chepauk. The work for 5.4 km has been completed in March, 1995. But the work on the remaining distance of 3.93 km is going on at a tortoise speed. The work on the 8.97 km route is going on for the last 16 years. Chennai is a very important city. But the progress of work relating to the MRTS project is very slow.

When the hon. Minister presented the Budget for Railways last year, he had announced that the work relating to MRTS from Luz to Vellachery was to be started. The distance between Luz to Vellachery is 10-½ km. When would this work be completed? The work on the 10 km long project has been in progress for the last 15 to 16 years. Now, he has announced about extension from Luz to Vellachery. The distance is 10-½ km.

17.02 hrs.

[Mr. Deputy-Speaker in the Chair]

The Minister for Railways had graciously allotted Rs. 10 crore to the MRTS project. The total project amount is Rs. 430.21 crore. The work for a distance of 10-½ km is yet to be done. He has allotted only Rs. 10

[Shri T. Nagaratnam]

crore for it. I request the hon. Minister of Railways that this amount is not sufficient to complete the work. I would like to mention on the floor of the House that he announced about the opening of new lines, particularly to Tamil Nadu. The work from Karur to Salem has not yet been taken up. This allotment has been diverted to some other States. I do not want to blame the Minister of Railways because I have already given encomiums to him. So, I do not want to blame the Minister of Railways. I urge upon him on the floor of the House that our due share should be given. I have already stated that we are having a belief in integration. The new railway line from Karur to Salem had been announced on the floor of the House. But the allotment has been diverted to some other State.

Sir, I would like to draw the attention of the House to the fact that the railway lines which were meant for the Karur and Salem section were taken and used by some other States. Therefore, I request the hon. Minister to consider this matter and expedite laying of new lines from Karur to Salem.

Sir, I would also like to submit that I am representing the Sriperumbudur Lok Sabha Constituency which is known not only to everybody present here in this House but also to every Indian and each and every body throughout the world because late Rajiv Gandhi was assassinated there. It is known to everybody. I represent a constituency where the memorial of late Shri Rajiv Gandhi is located. I already have written a letter to the Railway Minister where I have mentioned that Sriperumbudur town is totally isolated from the Chennai city. The people are very much interested to visit the memorial of late Rajiv Gandhi at Sriperumbudur. Therefore, I would like to request the hon. Minister to lay new lines from Chengalpattu to Sriperumbudur passing through Tiruvallur, Oothukkottai, Periyapalayam, Arani, Ponneri to the last destination of Pulicat. I would like to urge upto the hon. Railway Minister on the floor of the House that Pulicat is situated in the coastal area which is inhabited mostly by the people belonging to the fishermen community. They have no facility to transport fish. Therefore, I would like to request that new railway lines should be laid from Chengalpattu to Pulicat via Sriperumbudur. The Minister has given a reply saying that he is asking his officials to make a survey. Laying of new lines in this sector may be considered and also a proper survey should be conducted immediately.

Sir, I spoke on the same issue in the Railway Budget during the Seventh Lok Sabha. One station which comes between Chennai and Arakkanam, namely, Thiruvalangadu, the location of this station is five kilometers away from the main village. During the Seventh Lok Sabha when Shri A.B.A. Gani Khan

Chowdhury was the Railway Minister, I requested for extension of the railway line from the Thiruvalangadu station to the actual Thiruvalangadu village. It is because Thiruvalangadu is the original village in which there is one cooperative sugar mill. Absence of proper transport facilities is an impediment for them. They face a lot of hardship in the absence of proper transportation facilities. Therefore, again during this Eleventh Lok Sabha I would like to request the hon. Railway Minister to consider laying of new lines for this five kilometer stretch from the Thiruvalangadu station to the original Thiruvalangadu village.

I am an inhabitant of Thiruvallur town. As soon as our beloved Leader Dr. Kalaignar assumed the office of Chief Minister, he made a cordial announcement. Chenglepat is a big district. For the benefit of the people, it is divided into two. The original district is called as Anna District and Thiruvallur District is called by the name of MGR District. Thiruvallur is the headquarters of the District. Thiruvallur is the main station also and all the trains pass through it. The main junction is in Arakkonam. In Thiruvallur there is one railway level-crossing. Almost all the trains, buses, lorries and cars have to cross this gate. The visitors to worship Tirupathi, Lord Venkateswara, at Tirupathi also reach Madras after crossing Thiruvallur. If the railway gate is closed, people have to suffer. They have to wait at least for one-and-a-half hours. So, whether the people are going for worship or some patient has to be taken to Madras, they have to cross Thiruvallur to reach Madras and they have to wait for about one-and-a-half hours for the railway gate to be opened. I request the hon. Minister to consider it sympathetically. A fly over may be constructed there, as it is the main station and a district headquarters too.

In my constituency, from Chennai Station to Thiruvallur there is one very congested area called by the name Pattabhiram. Most of the people there are employed in a Defence factory. They also face the same problem. There is also one railway gate because of which people suffer a lot. I request the Minister to consider constructing a fly over there also.

Similarly, Sir, all the trains that start from Chennai have to cross Gummidipoondi. I request the hon. Railway Minister to sanction construction of a fly over at Gummidipoondi Railway Station also. I have already mentioned about Pattabhiram. Very near to the railway station is called by the name, Hindu College New Station. At this station, there is a co-educational Hindu College and the station, there is no waiting hall and the students of both the sex are suffering because of lack of adequate facilities.

Puthulur, which comes in my constituency, is very near to Thiruvallur. I request the Railway Minister to have a station at Puthulur also. About seven years back the work was started on it. It was started seven years

back but it has not yet been completed. The work is moving at the pace of a tortoise. I request the hon. Minister of Railways to consider this case and issue directions to the authorities concerned to expedite the matter.

Tiruvallur railway station is a very important station. A lot of students, business people, workers, office-goers and other passengers go to Chennai from Tiruvallur. Local trains are also run from there. I request the hon. Railway Minister to provide more passenger trains from Chennai to Tiruvallur and Arakkonam in the peak hours, that is, from 5 a.m. to 10 a.m. and from 4 p.m. to 11 p.m. Similarly, to and fro travel facility may be provided there. I also request the hon. Minister to make arrangements for stopping the Brindavan Express at Tiruvallur. Though it is a vested interest, it is in the public interest. I have been requested by my people for a stoppage of Brindavan Express at Tiruvallur. Because Tiruvallur is declared district headquarters, Brindavan Express may be stopped at this station. The West Coast Express may be stopped at Tiruvallur. There are passenger trains from Chennai to Gummidipoondi where SIPCOT company is located. The lower station is Elavur. I request the hon. Railway Minister to extend the passenger train service from Chennai to Elavur. Similarly...*(Interruptions)*

KUMARI MAMATA BANERJEE : Sir, none of the Railway Ministers is sitting in the House.

MR. DEPUTY-SPEAKER : We will take note of it.

KUMARI MAMATA BANERJEE : Nobody is listening to the hon. Member.

MR. DEPUTY-SPEAKER : I agree with that. Please allow the hon. Member to continue.

*[Translation]*

Driver is not present, but Guard is present.

*[English]*

SHRI T. NAGARATNAM : Mr. Deputy-Speaker, Sir, I request the hon. Minister that the 16000 casual labourers be made permanent. I request that the jobs of almost all the casual labourers be made permanent.

At Integral Coach Factory in Chennai, interviews for Group C and D posts were conducted. I submit on the floor of the House that while they require only 1,000 labourers, 60,000 people were called for the interview. It has started in the last May and still it is going on. Sixty thousand candidates were called for the interview and only one thousand candidates are required. Non-official people were nominated by the Railways to recruit candidates. I do not hesitate to submit here that the irregularities were committed in the recruitment by the non-official people. I wish to bring this to the knowledge of the hon. Railway Minister and request him to stop the process of interview.

MR. DEPUTY-SPEAKER : I thought you have concluded your speech.

SHRI T. NAGARATNAM (Sriperumbudur) : As far as SC and ST is concerned, I wish to inform you that Group I posts are not yet filled; Group B posts are not yet filled; and Group C posts are not yet filled. This has been going on ever since Independence. But the backlog is not taken care of. I wish to draw the attention of the august House that Group D posts of Scavengers and Sweepers were filled to the extent of 150 per cent. What does it mean when the posts in the categories of Group A, B and C were not filled and posts in Group D are filled to 150 per cent? I request the hon. Minister to take this into consideration.

I congratulate the hon. Railway Minister for the new scheme proposed in the Budget.

MR. DEPUTY-SPEAKER : Please conclude now. I will be calling the next hon. Member.

SHRI T. NAGARATNAM : My next point is that the complimentary passes for the winners of President's Gallantry Police Award should be extended to the winners of the Chief Minister's Gallantry Award. This may please be considered.

Lastly, I wish to draw the attention of the House to the introduction of free bus passes to all students in the State by our beloved Chief Minister of Tamil Nadu, Dr. Kalaignar. I request the hon. Railway Minister to introduce free train passes to students. If this new scheme is introduced, it would get the praise of everyone and the United Front Government would earn the goodwill of the entire country. The beneficiaries will show their gratitude to the United Front Government. I reiterate my request for introduction of this new scheme to the hon. Minister as well as the Prime Minister. I extend my support to the Railway Budget.

With these words, I conclude my speech.

*[Translation]*

SHRI JAI PRAKASH (Hissar) : Mr. Deputy Speaker, Sir, the discussion on Railway Budget is going on for the last so many days. While presenting the Railway Budget before the Parliament, the hon. Minister had tried to win applause by pleading that he is not going to hike the fare of second class. But he increased the fares of first class, A.C. first and second class and freight charges by 5, 10 and 2 per cent respectively. There is a general reaction everywhere that the Railway Budget will cause increase in prices. If the freight charges are increased by 12 percent, it will cause 25 percent increase in the prices. But it is distressing to note that the Railway Minister and the Union Government are just busy in getting false praises. We are against it. The Minister of Railways stated many things about the Budget. But it shows that the whole amount of Budget

[Shri Jai Prakash]

was spent either in Bihar or in Karnataka, in the Prime Minister's areas in Bangalore or in the areas of those parties which are supporting the Government.

Haryana State is situated on three sides of Delhi. The Minister of Railways has stated in the meetings with the Members of Parliament from Haryana State during the last three years that he will fulfil the justified demands of the State. But I am sorry to say that no provision has been made therefor. It was very necessary to connect Hissar with Rohtak. The reason is that Rohtak is a very big industrial area in Haryana State where many big iron factories are functioning. If anybody desires to come to Delhi from Hissar, he will have to come either via Rewari or via Bhiwari. The Railway Minister stated that it was uneconomical. But Hissar city is number two after Faridabad in Haryana State in the matter of central excise collection. It is Hissar which provides so much central excise and income tax. But when we talk of railways lines reply is that it is not economical. Therefore, through you, I would urge upon the Minister of Railways that Hissar is a big city and only thirty or forty kilometer railway line is required to be laid there. It will directly connect Hissar with Delhi.

Regarding Rohtak-F. wari Railway line, it has been stated time and again that survey is being undertaken in this regard. I would like to know from the Railway Minister as to how many times survey will be conducted. It means that the Members of Parliament rightly say that survey is done every year.

If Minister of Railways wants to device the public of concerned states then to zone his skin he says that survey is being conducted. Haryana Express originates from Hissar. A Member of teachers came from Hissar to Delhi and vice versa because Hissar is a very big industrial city. We had also requested earlier that one A.C. first class coach should be provided this train so that passengers can avail this facility. But till today we have not received any reply in this regard. There is a crossing in Hissar crown as double railway crossing. I had discussed this with the Minister of Railways. There is no over bridge there. Every year five twelve persons die there due to this because it is spened only for for twenty minutes twenty four hours and padestrians or cyclists pass under the crossing and in the meantime trains comes and kills the passerby. In this regard also we have not received any reply so far. Therefore overbridge should be constructed there so that people can be saved. An extra distance of 10 K.M. has to be covered to in order to reach there. This will also save oil. Similarly the Minister of Railways was saying that he has named the crossing. There is a Rajni village in Hissar I had written several letters saying that railway crossing has to be constructed over rail lines. If farmer has to go there by his bullock cort and he has goods,

foodgrains, sugarcane and it then he has to face a lot of difficulties. Even factor can not run there properly. Our people here to bear all this sort of diffculted there. Railway Minister says that we have spend Rs. 11 crores on Haryana. We are also not ready to accept that by not increasing the second class fare he has taken care of medium class people. If any trader trades by first class then he will impose that burden on goods and not on himself.

I want to make a request to Minister of Railways Government always talks about oppressed class and the exported ones. I am sorry to say that the daily wages in railway department faced from Haryana to Maharashtra or to Rajasthan. They are scavengers or class IV employees. In the last session you have said that if these employees was to be transferred to their nation state then they will be sent back on their request. But no such action has been taken by the railway department in this direction. Doubling work on a railway line is in progress in my area. We are constantly raining this matter since last year that there is a small position from Khaso to Barsola, where work has been stopped, if doubling of this track is done then our people will have a high of sale if by the rapid doubling work from Delhi to Amritsar. My request to the Minister of Railways in that be must get this work started.

Sir, UKL railway line goes from Kurukshetra to Narwana, which terminates at Narwana. If this is connected from Narwana to Jind then people will be facilitated to visit religious places at Pindra and Ramgarh from Kurukshetra. Last year, you have introduced a DMU train from Delhi to Jind. My request to Railway Minister is to extend it upto Narwana because the area from Narwana to Kurukshetra, Narwana to Jakhal and Narwana to Khuwana will be completed and people of our area will get railway facility.

In the end I want to make a request to you. Railway Budget will give way to inflation. Last time we had said that depot of Railways cannot be next with increase in fare and freight charges. It can only by done when you stop pilferage in the trains and misappropriation of funds and corruption is checked. We see in Jind that people indulged in theft inconvinance with the RPF personnel. There is maximum carriage of buffallows in Jind. Whether Tamil Nadu, Maharashtra or Andhra Pradesh, buffalow are sent everywhere and it is the field where there are chances of corruption. Coal and iron are sold in transit. Such activities are going on inconvinance with RPF personnel and pilferage of railway goods is going on unabated. If you control it then there is no need of increasing fire. Railway administration or Minister of Railways cannot only say that in case of dacoition in Railways, only concern State is responsible. No doubt it is the responsibility of the State Government. But Railway Department or Minister of Railways cannot save their skim by saying that half of the expenditure being



incurred on GRP is being incurred by State Government and half by the Central Government. I want that the Union Government should own the responsibility of GRP. One should take the responsibility. When we talk to the Minister of Railways about it, he says that it is not his responsibility and when we ask the Railway Department, their response is also the same. For the last few days. We are seeing the same things during zero hour. When we talk to the Railway Minister about the dacoities being committed in Bihar and Uttar Pradesh, his reply is that it is not his responsibility and the Chief Minister of the State also deny his responsibility. It means that there is none in this Government to take the responsibility. If the Government is unable to take the responsibility, it should resign. It has been published in today's newspapers that the incidents of robbery are on increase.

SHRI SATPAL MAHARAJ : Sir, the expenditure on GRP is shared by the Union Government and the the State Government fifty-fifty.

SHRI KALPANATH ROY (Ghosi) : My friend has raised the right question. At least the General Managers should be authorised to write the character rolls of RPF personnel.

SHRI JAI PRAKASH : It has been stated that the RPF personnel have been declared as para-military force. My contention is that mere declaration of RPF as para-military force will not be beneficial. Till local persons are recruited in RPF. Thefts will continue till the persons of this place are not posted there and the persons of that place are not posted here. I would like to suggest that on the border of any State the RPF personnel recruited from that state should be posted there.

Sir, finally, I would like to make only one request through you that there is a railway line from Jind to Gohana which passes through the town. There is a big grain market there. The grain market is on the both sides of the line on the railway level crossing remains closed continuously for 10-12 hours. When there is the season of wheat or grains come in the market, the railway crossing is not open. An overbridge should be constructed for the benefit of the people and passers by. Not even a single penny has been provided in this budget for the State of Haryana. So, the budget is against this State. It was not done either last or this year. Hence, the budget is extremely anti-farmer because when the freight charges of fertiliser and other commodities will increase, then there will be increase in prices resulting in inflation. Therefore, I strongly oppose the budget.

Sir, I am thankful for the opportunity given to me. I also express my thanks to the State Minister of Railways. He was a saint but has become the State Minister of Railways. I would urge upon him too that he should also keep Haryana in his mind. Some funds should be provided in the budget for this State. Many many thanks.

SHRI HARIVANSH SAHAI (Salempur) : Mr. Deputy Speaker, Sir, I rise to support the Railway budget. The Railway Ministry has grossly ignored Gorakhpur-Allahabad section. I would like to remind you that a rail coach factory was sanctioned for Gorakhpur in the decade of 1970. However it was later on shifted to Kapurthala. A wheel and factory was also sanctioned in Varanasi which was also shifted to Bangalore. A spare parts factory was also sanctioned in Varanasi which was also transferred to Patiala. Therefore, this Gorakhpur-Allahabad section having a population of 5 crore has constantly been neglected causing wide spread recruitment among the local population. Therefore, it is my earnest request to the Railway Minister to set up electric and deisal engine factories in Gorakhpur Bhutani, mau and Varanasi in the Poorvanchal region in lieu of sleain engine functions other big function and other big factories which have been closed down.

Sir, I would like to raise some problems of my constituency. Kushinagar is the salvation place of Lord Budha. This rail line should be made operative after getting its survey done from Gorakhpur or Bhutani. In Bhutani, 100 acres of land was left for the proposed rail factory. However it has been shelved. Therefore, a spare parts rail factory should be set up here. Bhutani was a function and terminal station where trains from all directions used to come but now its station has been down graded. Here, a terminal station should be made operative. I have been demanding for last 25 years and before me several hon'ble Members have also raised this demand that a railway level crossing should be made at Arunapur - a town having a population of 2 lakhs on Bhutani and Salempur line where on both sides 30 kms long concrete road has been constructed. The Muzaffarpur Express passes through Bhatparani station to old Delhi railway station. A stoppage of this train should be provided there.

An overbridge should be constructed on the Southern railway crossing of Salempur Railway Station. The Tata Express used to ply between Tata and Gorakhpur which should be extended to Chapra. Thousands of people bring in Gorakhpur go for work to Tata city and they are facing a lot of difficulties in making up and down journey. This trains has got a protected halt of 12 hours at Chhapra which should be extended to Gorakhpur.

I have to submit that a new bridge has been constructed over the Choti Gandak river, a little a head of Gorakhpur between Bhatani and Bhatpur rani. It is fast 50 metres away. The local people are demanding that this bridge should be handed area to P.W.D. Uttar Pradesh. It is by earnest request to transfer this bridge to Uttar pradesh Government which will facilitate smooth transportation. The Uttar Pradesh Government would construct a contract bridge over there. Lakhs of people of Poorvanchal go to Shaktinagar for work. They have

[Shri Harivansh Sahai]

to travel by buses. A large number of workers go to Shaktinagar. I sincerely request you to introduce a train between Varanasi and Shaktinagar.

When we travel in the trains, the T.T.E. staff often make complaints that while the guard and train driver are considered running staff, they are not. We have to face a lot of difficulties whenever we soory. It is my earnest request to consider them also as running staff.

I have to make one more request that the survey of broad gauge line should conducted from man to Faifara and the reservation facility for the Samata Express, the Shahid Express, the Awadh Express and Salempur Krashak Express should be made available at Bhatparani Railway station.

My second request is that an over bridge should be constructed on the Southern level crossing of Salempur railway station. The Uttar Pradesh Government is ready to share 50 percent cost of this overbridge. I also request you to sanction an over bridge between first and third platform of Bhatpurani Bilthara road. With these words, I support this budget. ...*(Interruptions)*

SHRI SHAFIQUE RAHMAN BARQ (Moradabad) : Where is my name?

MR. DEPUTY SPEAKER : I am calling only there whose names have been sent by the parties. You get your name seat to me.

[English]

SHRI N.N. KRISHNADAS (Palghat) : Mr. Deputy-Speaker, Sir, I am extremely thankful to you for having permitted me to participate in the discussion on the Railway Budget. Since most of the important points have already been covered by the earlier speakers, I would like to confine myself only to some other important points.

Sir, as we all know, the Indian Railway is a symbol of the national integration. It is linking most parts of this huge sub-continent with each other. But even after 50 years of our Independence, the development of the railway network in our country is not satisfactory.

The total allocation of the Railway Budget of 1997-98 is equal to the last year.

Sir, it is because the Central budgetary support to the Railways has been cut short. This unfortunate truth will seriously affect the development and maintenance of the railway network all over the country. Sir, in the present circumstances of the country, the development of the railway network is very essential and inevitable. So, the Central budgetary support to the Railways has to be increased. I appreciate the proposals for the development of the railway network in the North-Eastern

region and Jammu and Kashmir. I welcome the suggestion for making the services of 56,000 casual labourers permanent.

I wish to point out certain general issues which need immediate attention. They are maintenance of bogies and extension of passenger amenities. Most of the trains do not have proper electric fittings, toilet and drinking water facilities. The quality, taste and condition of the food served in the trains are very disgraceful and, at the same time, high charges are collected from the passengers. There is acute shortage of workers in the Railways. Thousands of vacancies are still there in the Railways. But the Railways authorities are not filling up those vacancies. In the absence of assurance given by the Railway Minister is still unfulfilled.

The new Budget provided a new line from Angamali to Shabarimala. Shabarimala is a very famous pilgrim centre. The total estimate for this is calculated to be Rs. 540 crore, but the Budget has provided only just one lakh rupees...*(Interruptions)*

SHRI SATPAL MAHARAJ : After the Budget, we will increase it.

SHRI N.N. KRISHNADAS (Palghat) : I am participating in the Budget discussion. I do not know what will happen after the Budget. We have the experience of the last Budget. In the last Budget, you had given so many assurances, but still these are remaining a dream. That is why, I am asking this.

As you know, lakhs of Keralites are working all over the country, especially in North India. Therefore, there is a very serious need for introduction of new train services to Kerala. In this year's Budget, many trains have been introduced to many States, but not even a single train is introduced for Kerala.

So, on behalf of the Keralites, I demand in this august House that the Bangalore-Coimbatore Inter-City Express provided by this Budget, may be extended up to Calicut which is one of the major cities of South India...*(Interruptions)*

Then, Palaghat is one of the important division headquarters of Southern Railway. In this connection, I would like to say that Coimbatore is very near to Kerala and that is a very important city of South India. Many trains are starting from Coimbatore to Chennai and other places. So, on behalf of the Keralites, I demand that Cheran Express or Kovai Express may be extended up to Palaghat itself.

Then, I would talk about one more train. The Railway Minister, while presenting the Budget, has provided that after completion of doubling from Ernakulam upto Trivandrum, the Hyderabad-Cochin Express may be extended up to Trivandrum. Now, the doubling process is completed up to Kollam. So, I request that the Hyderabad-Cochin Express may be extended up to Kollam.

Then, from one end to other end, Kerala-Trivandrum-Bangalore...

[Translation]

MR. DEPUTY SPEAKER : I want to ascertain the opinion of the hon'Members. Today B.A.C. has decided that discussion on the Railway budget has to be concluded tomorrow and day after tomorrow, the Railway Minister has to give his reply you could sit up to 9'O Clock if you so desire so that more members could get a chance to speak.

[English]

SHRI SHIVANAND H. KOUJALGI : We can sit upto 9.00 p.m. and complete it.

[Translation]

SEVERAL HON. MEMBERS : Today, we shall sit upto 6'O clock...(Interruptions)

[English]

SHRI N.N. KRISHNADAS (Palghat) : Sir, there is a train which is running from Trivandrum to Cannanore...(Interruptions)

[Translation]

MR. DEPUTY SPEAKER : I have already stated that in any case the discussion has to be concluded by tomorrow even if we have to set late. If today some Members get chance to speak, it is O.K...(Interruptions)

SHRI VINAY KATIYAR (Faizabad) : Mr. Deputy Speaker, Sir, today we should sit upto 6 O'clock tomorrow, we could sit late...(Interruptions)

MR. DEPUTY SPEAKER : O.K. Today, House is upto 6 O'Clock. You please conclude...(Interruptions)

MR. DEPUTY SPEAKER : What can ideas out it, the objection has been raised with House.

[English]

I am helpless.

SHRI NIRMAL KANTI CHATTERJEE : Sir, if there is objection to extension today, I suggest that instead of sitting till early hours tomorrow, it is better to have some extension so that that kind of pain can be avoided. Let us agree for some extension today...(Interruptions)

MR. DEPUTY-SPEAKER : When there is objection, I am helpless. We will have to sit tomorrow night.

SHRI NIRMAL KANTI CHATTERJEE : Sir, we can extend one or two hours today...(Interruptions)

SHRI SONTOSH MOHAN DEV : Sir, the decision was to sit up to 8 O'clock.

MR. DEPUTY-SPEAKER : That is why, I have received the message that if the House wants to sit, they can sit up to 8 O'clock or even up to late hours. But the House does not agree.

[Translation]

SHRI VINAY KATIYAR : Mr. Deputy Speaker Sir, please adjourn the House today at 6 O'clock. If we have to sit late then we shall sit late tomorrow.

[English]

SHRI SONTOSH MOHAN DEV (Silchar) : Sir, the BJP leaders accepted this. Shri Naik and Shri Sharma were there...(Interruptions)

[Translation]

MR. DEPUTY SPEAKER : O.K. today the House is upto 6 O'clock only. It need be, we shall sit late tomorrow.

[English]

Now, let him conclude.

SHRI N.N. KRISHNADAS : Sir, the train No. 6348, Trivandrum-Cannanore Express may be extended up to Mangalore.

Sir, I am sorry to state that there is not even a single Railway based industry in Kerala State. When late Rajiv Gandhi was the Prime Minister of this country, he went to Kerala and promised to provide one Railway coach factory at Palghat in Kerala. Till today the Government of India has not fulfilled the promise made by the then Prime Minister. Now, we understand that the promised coach factory was shifted to Punjab. We are not against Punjab. But to generate employment, it is absolutely essential that a coach factory, as promised, should be set up as soon as possible in Kerala.

So, the above mentioned details and statistics show how the Railway authorities are deliberately discriminating against the State of Kerala. The doubling of lines from Mangalore to Shoranur and Quilon to Trivandrum is a burning issue. Actually, it is the lifeline of Kerala. This is a burning issue of Kerala which has to be solved immediately.

As regards the proposed new line from Kuttippuram to Guruvayur, the last Budget provided Rs. 29 crore for this new line. This new line should be completed as fast as possible. Therefore, the Budget allocation for the doubling of the line and for the new line should be adequately enhanced in this Budget itself.

The new train to Kerala should be introduced very soon keeping in view the general goods of the people of Kerala. With these words, I conclude.

(Interruptions)

[Translation]

MR. DEPUTY SPEAKER : I request has also been made that should be extend the House for 10 minutes as such decision has been taken by the Business Advisory Committee.

THE FOOD MINISTER AND THE MINISTER FOR CIVIL SUPPLIES, CONSUMER AFFAIRS AND PUBLIC DISTRIBUTION (SHRI DEVENDRA PRASAD YADAV) : Mr. Deputy Speaker, Sir, my request is that the House should be extended for one hour, otherwise we will have to sit late tomorrow for a long time...*(Interruptions)*

MR. DEPUTY SPEAKER : O.K. Now every thing will be done tomorrow.

The House now stands adjourned till 11 a.m. tomorrow.

18.00 hrs.

*The Lok Sabha then adjourned till Eleven of the Clock on Wednesday, March 12, 1997/Phalguna 21, 1918 (Saka).*

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