

heavy industries like SPIC. There are many export houses and one heavy water plant there. The Vagai-kulam Airport, whose construction is nearly over, and is solely constructed for Tuticorin and suburban public is yet to be inaugurated. I request the Central Government to name the airport after the late Chief Minister, M.G.R. as M.G.R. Airport and arrange for its inauguration immediately, with air linking of Tuticorin with Bangalore, Madras and Trivandrum, to make the air services economically also viable.

(vii) Need to set up Doordarshan and Akashwani centres in Santhal Pargana, Bihar

[Translation]

SHRI SURAJ MANDAL (Godda): Mr. Speaker, Sir, the population of Santhal Pargana in Bihar has reached 40 lakhs. Sixty per cent of its total population belongs to Scheduled Tribes. However, no Akashwani and Doordarshan Centres have been set up there, so far.

Therefore, I would like to request the Government to set up Doordarshan and Akashwani centres in the Santhal Pargana.

13.06 hrs.

RAILWAY BUDGET, 1991-92—
GENERAL DISCUSSION
AND
DEMANDS FOR GRANTS
(RAILWAYS), 1991-92—Contd.

[English]

MR. SPEAKER: Now we shall take up further discussion on the Railways Budget and the Demands for Grants. (Railways). Shri Udaisingh Rao Gaikwad.

SHRI UDAISINGHRAO GAIKWAD (Kolhapur): Sir, at the outset I support the Railway Budget. I shall be very brief because of time limit and shall give a few suggestions to the Railway Ministry, mostly confining to my District Kolhapur in

particular and Maharashtra in general.

Kolhapur has got historical importance followed by its predominance in agriculture and industry. Its railway station is one of the oldest stations in India and centenary celebrations had already been observed. The Kolhapur railway station requires many improvements. Firstly, adequate staff should be provided to this station. Secondly, new Platform no. 3 needs shed. It should be covered, provided. The Railways have spent about Rs. 11 to 12 lakhs on railway dispensary building at Kolhapur. It is covered by a nice compound. It is a beautiful building. But unfortunately, since the opening of the building, it is closed. For the last three or four years, no staff has been provided to this dispensary. The Medical Officer and staff comes from Miraj to Kolhapur twice a week and treat the patients. And four hundred railway families are staying there. During the emergency they have to run to Civil Hospital, Kolhapur and practically this dispensary is closed. So, I still do not know as to why so much amount is spent on this dispensary, which is not working properly. I would request the Railway Minister to see and act upon it and also provide some staff to this dispensary so that four hundred families will be benefited.

Now I come to reservations. Kolhapur is the last station from Bombay and it is very close to Konkan. Inflow of passengers between Kolhapur and Konkan is quite heavy. But there is not much reservation facility here. Only a few berths are there. The reservation quota of First Class, A.C. Class and I Class is quite inadequate and it should be doubled.

I would like to bring to the notice of the hon. Minister one more thing, i.e., change of zone. At present there is a great difficulty in having reservation, settlement of claims and movement of goods traffic because Kolhapur is attached to South Central Railway and the headquarters of which is

[Shri Udaisingh Rao Gaikwad]

at Secunderabad. They have to get reservations and other claim settlements from Secunderabad. So, Kolhapur should be joined with Central Railway, which has got headquarters in Bombay.

Sir, I now come to loss of wagon loads and pilferage. There are many complaints in this regard from Maharashtra and more particularly relating to pig iron and coal, which is used in industry. Many claims have been settled. Yet there are many claims which are yet to be settled. But the fact remains the same that the industry requires raw materials to run the industry and not the compensation amount for raw materials. If this thing will happen again and again, then the industry will come to a full-stop and become sick. So, I would request the Railway Ministry that it should take a serious note of it and act strongly.

There is one more thing and that is one extra train from Kolhapur to Bombay. At present, there are two trains running from Kolhapur to Bombay. One is Sahyadri Express and the other is Mahalaxmi Express. Sahyadri Express takes 14 hours and Mahalaxmi takes ten hours. Even though these trains are running in the evening, there is one more thing that they have to stop at Mirage where the passengers get the connecting trains for Goa and Bangalore. If these trains are late, then naturally direct passengers suffer. So I would plead with the Minister that the only solution lies in running a separate superfast train between Kolhapur and Bombay sometime in the evening.

Lastly, I congratulate the Railway Ministry for giving top priority to the Konkan railway line which was a dream of the Konkan region. Also I feel that lack of funds must not stand in the way of constructing this line. So my request is that funds should be provided for this project.

These are a few suggestions which I wanted to make. Again I support the Railway Budget.

[Translation]

SHRI KASHIRAM RANA (Surat): Hon. Mr. Speaker, Sir, I would like to express my views on the Railway Budget for the year 1991-92 presented by the hon. Minister of Railways. First of all, I would like to thank the hon. Minister for fulfilling a long pending demand for including Surat and Sawai Madhopur Stations as stoppages on the route of the Air-conditioned Express plying between Bombay and Delhi. One suggestion that I would like to give here is that, when the Government has conferred the country's highest civilian award, the 'Bharat Ratna' on the late Sardar Patel to honour him for the services rendered by him to the country, it should also name this train after him, to perpetuate the memory of the late leader in the minds of the people. Further, this train runs three days a week. If the trains make their departure from Bombay on the days on which they leave Delhi, it would not only make the journey much more convenient to the passengers, but also remove much of the difficulties, they presently face. I would also say that enough attention has not been paid in this budget towards the passenger amenities. Though it has spread no effort to make their purses lighter. The Railways expect to collect Rs. 584 crores within eight months through the increase in passenger fares. The hike in the fares could have been justified, had the hon. Minister made some provisions for the improvement and expansion of facilities for the passengers. Whenever on behalf of the Passenger Associations we make a request for additional facilities to passengers, we are told that there is a shortage of resources and as such, they are not in a position to do anything at present. Consequently, daily commuters and other regular passengers face a lot of inconvenience and difficulties. The hon. Minister of Railways has not outlined any measure in the Budget, proposed to be undertaken to remove the difficulties faced by the passengers. Similarly, for a long time, there have been

demands for laying new railway lines and for conversion of Metre-gauge into broad-gauge lines. However, the hon. Minister of Railways has made it clear that conversion of the existing lines and laying new lines would involve an expenditure of near about Rs. 3005 crore and that the Railway Ministry is not in a position to incur such a heavy amount. Thus, we find that this Budget doesn't contain any proposal for the conversion of existing narrow-gauge lines or for laying new railway lines. Our area has a large network of narrow gauge lines, which needs to be converted into broad-gauge. There is a metre-gauge line between Palampur and Ahmedabad and the people who commute on that route face many problems, which we people, sitting in Delhi, cannot even visualize. Therefore, it is very essential that the conversion work, that has been put off for the time being should be re-started immediately. Financial constraints are not something new to us, it will be there in future too, but we should not compromise at any cost on the facilities to be provided to the passengers. Therefore, you should fulfil the demands of the public in this regard.

Too much burden has been placed on the shoulders of the passengers. When I went through the contents of the Budget proposals, I was astonished to find that 42 per cent of the total revenue is to be incurred on the pay and allowances alone. Only two per cent of the total revenue has been earmarked for developmental works which is very little. With this small amount, it would be impossible to improve even the existing facilities. Therefore, the money allocated for this purpose should be increased.

It is not that we haven't approached the Railway Ministry with these proposals, but they have always turned a deaf ear to our pleas. To cite an example, last year, a new train, 'Tapi-Ganga Express' was introduced. It runs twice a week. However, when

it was introduced, we were given an assurance that the frequency would be increased to four times a week. Although over a year has passed since then, it continues to run twice a week. Not only this, I also feel that this train should go via Allahabad, as it would prove immensely beneficial to the lakhs of people from North, who have settled down in Surat and Ahmedabad. Therefore, you should see to it that the Tapti-Ganga Express goes via Allahabad. We have repeatedly made our requests, in this regard to both the Railway Ministry and the hon. Minister of Railways. However, no such provision has been made in this Budget also. If the frequency of this train is increased to four times a week and if its route is diverted a bit to pass via Allahabad, it would prove to be very convenient and helpful to the Surat-based North Indians.

Seventy per cent of the total track route of Western Railway passes through Gujarat. There is a long pending demand for the transfer of the Western Railway headquarters from Bombay to Gandhi Nagar or Ahmedabad and it should be fulfilled as the demand is totally justified. In the context of this demand, I would like to draw the attention of the House towards a development that took place in the past. Many years back, a committee had made some recommendations to create (establish) new divisions at many places including Bhopal, Ambala and Ahmedabad. However, except in the case of Ahmedabad, all other recommendations were accepted. The Railway Ministry is yet to grant the status of a Division to Ahmedabad. Although, the demand for shifting the headquarters of Western Railway from Bombay to Ahmedabad has been there for a long time but the Ministry is yet to take steps in that direction. Ahmedabad is the (*de-facto*) capital of Gujarat and this long pending demand should be conceded at least on this basis but the Railway Ministry doesn't seem to be convinced so far.

[Sh. Kashiram Rana]

Mr. Speaker, Sir, alongwith all this, I would also like to draw the attention of the hon. Minister of Railways towards the fact that the conversion of the Veraval-Rajkot line from metre-gauge to broad-gauge was sanctioned long back. At the initial stages, the project was estimated to cost Rupees 12 crores, but today, it has gone upto Rupees 50 crores, but the conversion work is yet to be completed. Therefore, it is my humble submission that all efforts should be made to expedite it and complete the work.

Mr. Speaker, Sir, I was elected from the Surat Constituency. I would like to draw the attention of the hon. Railway Minister towards a very serious matter pertaining to my constituency. When this city had a population of just three lakhs, the Surat Railway Station had three platforms, and the number remains the same even today, although the population has risen to twenty lakhs. Moreover, during those days, only ten or twelve trains used to pass through Surat, but today the scenario has undergone a total change and the station caters to 30 passenger trains apart from innumerable goods trains. Unfortunately, apart from constructing a new platform, that too without any facilities, no steps have been taken to improve and expand the facilities, keeping in view the growing population and related issues. What I want to emphasise is that the existing station is too small to cater to a city with a population of 20 lakhs, a city which boasts of a number of industries including textiles, diamonds and Zari (Gold/Silver brocade), a city which is visited by a large number of people in connection with business. The problems currently being faced by the people would be alleviated to a great extent, if a new full-fledged station is built on the eastern side of the existing station. I request the hon. Minister of Railways to give a serious thought in this direction, because most of the railway stations located in South

Gujarat are very small. The Railway Budget hasn't mentioned any proposal to remodel these stations or to establish 'Model Stations'. Even the railway station in Navsari doesn't have adequate facilities. Recently, the Railway Ministry got contracted a ticket window and a waiting hall at an expense of seven to eight lakh rupees, but these minor improvements are not going to make much difference. There is a flourishing diamond industry there, thousands of people from outside have settled there and people from all over the country visit that place and it is very much necessary to build a new railway station on the western side of the existing station, where there is ample land, in order to provide adequate facilities to the people. The railway station at Navsari should be re-modelled on the lines of the stations at Bharuch and Ankleswar, because it has generally been observed that the small stations are not able to meet the requirements at the people.

Hon. Mr. Speaker, Sir, I will conclude after saying just one more point. This budget depends too much on fare hikes, so far as resource mobilisation is concerned. What I want to say is that there is ample scope for improving the efficiency of the railways. There are many ways in which we can check corruption and other malpractices. If we improve the efficiency of the Railways and check the ever growing corruption, we shall be able to mobilize enough resources that it won't be necessary to burden the common man. On the contrary, I also believe that if the efficiency is improved, We would be in a position to lower the fares and make life more comfortable for the common man.

Although, there was a recommendation to create the post of a Member (Stores) in the Railway Board, nobody has been nominated so far. Therefore, the Railway Minister should immediately nominate some one as Member (Stores) in the Rail-

way Board. Bunglings, embezzlement, and Mismanagement are the hallmarks of the functioning of railway stores located in many states and I believe that creation of the post of a Member (Stores) would prove helpful in putting an end to these malpractices and consequently it would improve efficiency, which in turn would not only enable the Railways to raise additional resources but also strengthen the national economy as a whole.

Mr. Speaker, Sir, I am extremely grateful to you for giving me an opportunity to speak.

[English]

SHRI SUNIL DUTT (Bombay-North): Sir, I am very grateful to you for having given me this opportunity to speak on the Railway Budget. I congratulate the Minister of Railways Shri Jaffer Sharief for presenting us such a generous Budget, keeping in view the economic problem of our country and specially the problems of the common man. There is no doubt that this Budget takes care of every section of our society. It also takes care of transport of our daily commodities of life from one place to another.

But, I may say that the Hon'ble Minister has shown step-motherly love to the suburban commuters of Bombay. The suburban train service in Bombay has shown profit throughout in the past couple of years. It was not, therefore, fair on the part of Railways to hike the fare of suburban railway's monthly passes. With the proposed increase the fare of second class long distance travel by quarterly pass will be increased by Rs. 40, and the first class quarterly pass will now cost Rs. 160. I would like to bring to the kind notice of the Hon'ble Minister that the people who travel by suburban trains in first class are not very rich people. They are mostly from middle class or higher middle class of

our society. They are mostly professionals. The daily commuters include professors, teachers, advocates, doctors, small businessmen, shop-keepers and business administrators. Most of them depend on their monthly salaries. Most of the rich people have their own conveyance and they do not depend on Railways.

The Central Railway has 65 to 67 nine-coach rakes and runs 1,050 trains. The Western Railway has 59 nine-coach rakes and runs 824 trains. Each train is supposed to carry one thousand people sitting and another one thousand people standing in the train. But, fortunately or unfortunately, the trains are always overloaded with a capacity of three to four thousand people. Sometimes people are hanging outside the door resulting in accidents. The Bombay Suburban Passenger Association has prepared a time-table by which we can run more trains in the same time limit and can provide better transport facilities to the passengers and can save a lot of human life. I wish that the Chief Electrical Engineer of the Railways could gather that information from them.

My request is to have two coaches, instead of the present one-and-a-half, for the ladies. Most of the ladies who commute by trains are working ladies and most of the time, they do not have a proper place to sit. I also request that either one full coach or at least one half-coach should be reserved for the disabled persons so that they could commute easily in the overcrowded trains, because ten per cent of our population are disabled persons.

It is generally said that the public transport is always cheapest—than the other private modes of transportation. But it is not true in the case of Railways. Railway transport is the most expensive today. I give the details by way of comparison. In Bombay an auto-rickshaw carries three people for a distance of

[Sh. Sunil Dutt]

1.6 kms. and it costs Rs. 4. That means Rs. 1.33 per person. More-over this is a door-to-door service. Similarly, a taxi, carrying four persons, costs Rs. 6 for a distance of 4.6 kms. That means Rs. 1.50 per person and that service is also a door-to-door service. But, to catch a train, one has to go to the station. With the present increase of fares, it costs Rs. 1.50 to travel in second class in a train of three to four thousand people. This is just to sit in the train for one-and-a-half kms. though the facility is very inferior. But if a person has to commute for one kilometre, even then he has to pay Rs. 1.50. By first class it costs Rs. 21 for a person in these overcrowded trains.

If you travel from Bombay to Pune by a taxi it will cost you Rs. 117. If you travel by ASIAD luxury bus of 52 passengers, it will cost you Rs. 52. But if you travel by first class in a train it will cost you Rs. 130 and Rs. 37 by second class. Therefore, my earnest request to the Hon'ble Minister is that the public transport should be made cheaper. I would request him not to impose an increased fare on the season tickets of Bombay suburban trains.

Secondly, I would request that the freight charges on milk transport should be reduced and the wide privatisation of the cleaning services that the Government is thinking of giving will definitely affect the weaker sections as well.

Lastly, Sir, I would like to bring to the kind notice of the hon. Minister that in my area Bandra, a very beautiful terminal is set up. But to have a linking road to the main road, there are a lot of hutments that will come in the way and they are required to be demolished. I would request the hon Minister that when those hutments are demolished proper compensation should be provided to those people who have been living there for many many years.

With these words, Sir, I thank you.

[Translation]

SHRI V.N. SHARMA (Hamirpur): Mr Speaker, Sir, I raise to oppose the proposals made in the Railway Budget. This is another document of the Congress Government which has been formulated to befool the people without paying little attention to their difficulties. A total demand for Rs. 23,000 crores, is being made in the Railway Budget out of which Rs. 7 thousand crores have already been sanctioned and Rs. 16,000 crores are being provided now.

[SHRI P. M. SAYEED in the Chair]

I think if wasteful expenditure is reduced by 20 per cent the deficit not only in the Railway Budget but also in the General Budget could be bridged over to a great extent. If we go through the annual report of the Railways and make a comparative study, we would find that Railways used to earn a profit of Rs. 15 crore in 1950-51 whereas today it is 173 crore. But at the same time, we should bear in mind that according to official figures the real value of rupee is only 9 paise and therefore in terms of money the profit should have been automatically Rs. 160 crore.

Similarly, the investment in Railways has gone up from Rs. 800 crore to Rs. 19,000 crore. In all other aspects the Railways has expanded its size. The number of engines has increased and their quality has become better. Diesel and electric engines have replaced steam engines. The number of railway coaches has increased manifolds. Similarly, the number of railway wagons has also increased. There has been tremendous hike in the freight haulage and passenger traffic and as a result the earnings of the railways has registered a marked increase. The per tonne freight rate per kilo-

metre which was Rs. 3.16 p. earlier is now Rs. 27.87 p. There is a 900 per cent increase in it. In spite of all this Railways have earned a profit of only Rs. 173 crore. The reason is that there is large scale corruption and over staffing in the Railways. The hon. Minister has said that he would try to 'trim' the organisation. Only this word throughout the entire Budget speech, provides a ray of hope and the hon. Minister deserves congratulations for using this word. But I doubt whether the hon. Minister can keep his word because he would not be able to remove even a single person. Generally slogans are raised here for reinstatement of employees. So far it has been the Congress culture also to provide employment to people at any cost whether there is efficiency or not, whether there is productivity or not. That is why I have my own doubts about the likelihood of the assurance given here being fulfilled.

Secondly, about corruption, I would like to point out to the hon. Minister, who had been the Minister of State for Railways earlier, that even his predecessors—Shri George Fernandes and Shri Abdul Ghani Khan Chowdhury—have admitted that corruption to the tune of over Rs. 2,000 crore is prevalent in the Railways.

Hon. Minister Sir, where are you going? Kindly listen to me patiently. Now I would like to submit what has been happening during your tenure. Some of the examples are:—

[English]

The Statesman dated 17th December, 1980, captioned 'Speed Money' and 'Red Alert', says:

"Varanasi has no coal depot. And yet the citizens' coal needs are met. How? From Mughalsarai, which is next door, of course.

Mughalsarai is reputed to be not only the biggest railway yard but also the biggest centre of goods pilfered from the Railways."

Indian Express dated 23rd August, 1980 captioned, 'Coolies—linchpin of Attari corruption' says:

"It is said that they have pooled in around Rs. 1,500 each to collect about 1.25 lakhs and are looking for the kind of official who could take the money and let Attari retain its glory. The stakes are high".

[Translation]

The Coolies are even ready to pay upto Rs. 10,000 each. This was a news item in 1980. They wanted to get the official transferred from Amritsar to Attari. This was happening at that time, now there has been much devaluation in the value of rupee. The coolies requested that the Attari Checkpost should be shifted to Amritsar itself.

[English]

Indian Express dated 16th November, 1982, captioned, 'Derailing corruption' says:

"The Railway Minister, Mr. Abdul Ghani Khan Choudhury has just ordered the scrapping of the North East Frontier Railway Service Commission on the ground of outrageous corruption."

"The Chairman of the RSC, Mr. B.P. Bhargava was transferred after highlighting grave irregularities in appointments following the 1981 examination. One of his predecessors, Mr. Ashraf Ali Khan, was sacked for gross misuse of powers."

Economic Times dated 6th May, 1983, captioned, 'CBI probe ordered' says:

"Of the 13,500 cases in category 25 screened so far, 6,076 appear to

[Sh. V. N. Sharma]

be involved in malpractices. Hence, the final panel was not permitted to be published though a provisional panel had been released earlier."

Indian Express dated 18th June, 1983, captioned, 'Irregularities in Allahabad RSC exam' says:

"The corruption-ridden Allahabad RSC had been under the control of Mr. Ashraf Ali Khan, a Congress (I) leader and former UP Minister. During his two tenures of five years and nine months, the jobs offered by RSC were "on open sale", according to the *Bhargava* report."

[*Translation*]

Shri Bhargava himself was one of the Railway appointees.

When Shri Bhargava brought the cases of corruption to light he himself was immediately transferred.

[*English*]

"According to Railway Board sources, the successful candidates belonged to areas from where most of the Railway bigwigs came. The districts producing a majority of successful candidates are Varanasi (Mr. Kamalapati Tripathi), Mathura (Mr. Ashraf Ali Khan, former Chairman of RSC, Allahabad), and Allahabad Pratapgarh (Mr. Abdul Khaliq, the OSD in Mr. Sharief's office, hails from eastern UP)."

Now, this is *Indian Express* dated 19th June, 1983 captioned "Railway selection racket-II, 2 RSC Chairmen Transferred". It says:

"The Allahabad RSC earlier had a former U.P. Minister and Congress I leader, Mr. Ashraf Ali Khan as Chairman from August 16, 1976 to October 25, 1981. He was sacked when it was discovered that appointments by the Allahabad

RSC had become such a farce that even a physically unfit person was appointed to a job which required strenuous physical work."

[*Translation*]

It was during his tenure that Shri Ashraf Ali Khan was sacked and Shri Bhargava was appointed in his place. Again it was on his complaint that Shri Bhargava was removed from office and Shri Ashraf Ali Khan was brought back into chair. You can yourself imagine what should we expect from such a person. I have hopes and I believe that the world survives on hope. I am sure you would learn from the past mistakes and would not push the country into a worse situation. I hope you would bring about improvements in the 'Mechanical Monster' so that we do not come across news items like 'Journey hellish nightmare for the poor'? At least something should be done for those about whom they claim that a lot is being done. Out of the total earnings of Rs. 584 crore, Rs. 200 crore is being collected from second class fare and out of the rest Rs. 384 crore, I could not get the exact figures—may be around Rs. 350 crore would be collected through fare hike. In this way that burden also falls on the poor. Government would not be able to get even 5 to 10 per cent from the fare hike on upper classes mainly used by so called rich persons whom you don't favour. I, therefore, would like to submit to the hon. Minister through you, to stop being hypocritical and instead of taking the name of poor again and again, do something concrete for their welfare.

SHRI NANDI YELLAIAH (Sid-dipet): Mr. Chairman, Sir, we are discussing the Railway Budget today. I would like to congratulate our honourable Railway Minister Shri Jaffer Sharief and Shri Mallikarjun. You are aware of the fact that most of the people in India travel by second class coaches and there is not much

hike in the second class fares and that is why I would like to congratulate Shri Jaffer Sharief.

All the Members participating in the discussion in this House say that their area is backward. If every Member considers his area backward, then which is the forward area? Every honourable Member who comes here after winning the election refers to his area as backward during the discussion.

I come from Siddipet parliamentary constituency of Medak district in Andhra Pradesh. Fifteen years back the then Prime Minister of our country Shrimati Indira Gandhi had won her election from Medak district and constituency in Andhra Pradesh. At that time Mr. M. Baga Reddy was the Panchayati Raj Minister. Mr. M. Baga Reddy has now been elected as a Member. At that time our Medak district of Andhra Pradesh was an extremely backward area. We requested Shrimati Indira Gandhi and the then Railway Minister Shri Kamalapati Tripathi for the construction of a new railway line. The survey was completed in 1980 and the construction of the 8 kilometre long line was also started the same year, but even to this day the 8 kilometre long line has not been completed yet, and I feel very sad about it. I was a Member of the previous Consultative Committee and I had asked this question in that capacity. The estimated cost for the construction of the line was rupees 5 crore. After the increase in the estimated cost and after it was discussed in the then Railway Consultative Committee, there was an increase of Rupees 10 crore. It was covered in vote on account, but I would like to submit to the hon. Minister that the estimated outlay for the construction of this line was shown as Rs. 95 crore. It takes six-hours to complete journey on this route. If the construction work is continuously done on this line for five years, it will take

five years for its completion. Honourable Minister of State in the Ministry of Railways who is present here has represented Medak district and he was elected thrice from that constituency. He also comes from Andhra Pradesh. I would also like to submit that the construction of this 8 km. line alone is not sufficient, but railway lines from Telapur to Peddapalli, Sanghareddi to Changa-reddi, Changa-reddi to Siddipet and Siddipet to Karimnagar should be started, because this railway line will cover two districts. Honourable Minister would be aware of the fact that there are no railway lines only in Siddipet and Karimnagar among all the districts of Telangana. In this backward area Patnecharubu is such a place where BHEL, IDPL and many subsidiary units are functioned there. Siddipet is the Divisional Headquarters. There are so many textile units, rice mills, other mills and it is a business centre also. When I visit my constituency, the people generally desire that they should be given maximum facilities of train service, telephones and post offices. I would request the Honourable Railway Minister who is once again holding the same portfolio that a railway line from Pattamchurubu to Sanghareddi may be constructed as early as possible.

We have got two trains for Andhra Pradesh, one is A.P. Express and the other is Dakshin Express. I would like to inform you that four trains leave Delhi for different city capitals—namely, Delhi to Calcutta, Delhi to Bombay, Delhi to Lucknow and Delhi to Gwalior. I would request you that a similar Shatabdi Express train may please be started from Delhi to Andhra Pradesh. I would request the honourable Minister that there should be a planning and a system in the Railway Ministry so that a map is prepared after a planning of the backward areas about the works to be done at various places, but we find that

[Sh. Nandi Yellaijah]

Railway Ministers come and try their best for introduction of trains towards their own area and construction of railway line in their own area. Such a thing should not be allowed under the democracy. Every member is elected to Lok Sabha after contesting elections and this House should provide justice to all. It is not proper that the trains are introduced and lines are constructed only in the areas belonging to the Railway Ministers. I do not know as to what type of work is done by the Chairman of Railway Board. Members of Parliament who have spoken before me have also said these things.

Mr. Chairman, Sir, I would like to say a few words about the departure time of A.P. Express. The present departure time of the train is such that two days are wasted. This train leaves for Delhi from Secunderabad in the morning and arrives here at 8.30 a.m. I would request the honourable Minister that Secunderabad-bound train leaving Delhi should leave at 8 or 9 instead of 2.30 p.m. so that we can spend the night in train instead of sleeping at home after taking our dinner. If you could change the time schedule, there can be some saving of time instead of wastage of it.

Now I would like to make a submission about my own area. A local train runs between Ailookanam to Maindchal which is a distance of only 30 kms. I would like to inform you that the distance between Maindchal and Manoharabad is 10 Kms. and the people of Manoharabad have to travel to the city with milk and vegetables. There is no train facility for these people there. The distance between Maindchal and Manoharabad is 10 kms. A representation for extension of this line has also been given. We request the honourable Minister to pay his attention towards this problem. I request that a train should be started

from Secunderabad to Bhongir. A large number of people including bank employees and businessmen come to Hyderabad daily by train. I would, therefore, request the honourable Minister to start a local passenger train from Bhongir to Hyderabad.

Mr. Speaker, Sir, I would conclude my speech with one more point. In my State of Andhra Pradesh there is Yadagiri Gutta which comes after Balaji Tirupati Devasthanam temple. It is in our district Nalgonda. Many people from Hyderabad and Secunderabad numbering in thousands visit this shrine weekly to have a darshan of the deity. There are some such railway crossings which create tremendous difficulties to the passengers and the public.

I would request the honourable Minister for the construction of an Overhead bridge there as these bridges have been constructed at Keratabad and Begumpett, so that there is some facility for the passengers.

Mr. Speaker, Sir, lastly, I would end my speech with a request to allocate funds for the ensuing year for construction of railway line from Telapur to Sangareddi which is the headquarters of Medak district. The construction of railway line should not stop at Telapur. With these words I conclude my speech.

[English]

SHRI N. DENNIS (Nagercoil): Sir, while supporting the Railway Budget, I wish to make a few points. In spite of the increase in the cost of fuel and other inputs, a surplus Budget has been presented. Considering the present economic circumstances, the Railway Budget is softer than expected of it.

Though there is increase in the fare and freight rates, yet the increase is modest and it is not hard. The in-

crease in the second class fares is only nominal. The increase is mainly on the upper class passengers who can afford to pay.

Regarding the freight rates, the exemption is extended to essential commodities which is a step in the right direction. There is no change in the rates of platform tickets reservation charges and superfast surcharge. The increase is needed for carrying on the developmental activities of the railways and also to stabilise its financial position.

The emphasis on electrification and also on extension of computerisation to more places and track renewals are welcome features in the Budget. The matter of concern is that there is no proposal to start any new train service, no proposal for any new railway line and no proposal for any new gauge conversion.

I wish to point out that no attempt is made to remove the regional imbalance. There are very few projects in Tamil Nadu. But adequate allocation is not made for the speedy execution of these projects. An amount of Rs. 17.1 crores is allotted for Madurai broad gauge line. But there is no provision for its extension up to Maniachi and thereby to Tuticorin. This is a very important project but the execution of this work is very slow. It would take years if the allocation is low like this. The economic development of the Southern part of Tamil Nadu depends on this project. Therefore, top priority has to be given for this project in view of the commercial importance of the location of Tuticorin and other places located in this State.

Again for Madras, the targetted date of completion of this project between Madras Beach and Luz was 1991.

14.00 hrs.

Only meagre allotments are made. Against the last year's allotment of Rs. 14.85 crores, this year only Rs. 13 crores were allotted. Last year only Rs. 10 crores were spent on this work and the work is very slow. It would take years, if the allocation is too like this. Thousands and thousands of tourists are visiting the Kanyakumari—which is a tourist centre—to see the sun set and sun rise to see the southern most part of our country to see the place where three seas meet and other places of tourist interest and also to offer worship in the famous Bhagavathy Amman temple.

For the promotion of national integration, Kanyakumari should be linked with direct express trains to different parts of the country. At present, there are only three Express trains that are directly going to different parts from Kanyakumari. Instead of introducing more and more trains to Kanyakumari, the trains that are being operated have been taken away.

For instance, the Kannanore Express which was originally operated from Kanyakumari goes only upto Trivandrum. This has to be restored as the passengers are facing lot of difficulties and inconvenience because of its stoppage.

Similarly, Madras-Trivandrum mail, Madras is the State Capital of Kanyakumari district. Now the people of Kanyakumari cannot go directly by the same train, though there is a B.G. railway line up to Kanyakumari. On different occasions, this extension of Madras Mail upto Kanyakumari was put in the time-table but, in the last minute it was given up due to political pressure. Some other Express trains, originally proposed to go upto Kanyakumari were also given up in the last minute. Guwahati-Trivandrum train

[Sh. N. Dennis]
proposed to go upto Kanyakumari, in the name of Vivekananda Express, reminding the memories of Vivekananda who meditated at Kanyakumari, was also stopped in the last minute. Similar is the case with Ahmedabad-Trivandrum Express which was originally intended to go upto Kanyakumari. The Kerala Express has to be extended to Kanyakumari.

The terminals at Kanyakumari are not being adequately utilised. It is over-crowded at Trivandrum. Some trains terminating at Trivandrum can be extended to Kanyakumari which is only 85 Kms. from Trivandrum. Railway lines go beyond the barriers and the operation of trains services should be in the national interest and for the overall convenience of passengers.

Another point I would like to bring to the notice of the hon. Minister is that there is a proposal for establishing a Coaching Complex at Nagercoil. It has an extensive area of 98 acres of land with infrastructural facilities and other conveniences. It is also an industrially backward area.

Another thing I would like to point out is about manning at level crossings. There is an unmanned level crossing at Palliady in the Trivandrum-Kanyakumari Railway line.

The present policy of the Government is that expenses for manning should be met by the local people or by local bodies or by the local Government. The local people won't meet the expenses and the local bodies are also financially not in a position to meet such expenses. The Government of the State won't take interest in such cases. So wherever manning of level-crossings is essential, the Railway Department has to make arrangements for the same. Either manning at the level-crossings has to be done or overbridge has to be provided. An overbridge should be provided at Palliadi.

There are demands for opening of new railway stations at Tenkankuli

and Parvathipuram in the Trivandrum-Kanyakumari railway line. These demand have to be taken into consideration and implemented.

There is also a demand for conversion of metregauge lines to BG lines along Madras-Vellipuram and Trichy-Madurai which covers the centre of Tamilnadu. It also connects important towns of Tamilnadu. That work has to be taken into consideration.

The casual workers who are engaged in the construction works, after the completion of a particular line, are sent out of work. They are not given any work even in the new projects. In the Trivandrum-Kanyakumari railway line such persons are in large numbers. They should be accommodated. It was considered by the Government that railway passes would be given to the ex-MPs. A decision has to be taken for issuing railway passes to ex-MPs.

An announcement was made for the operation of a superfast day express train between Madras and Tirunelveli, via Trichy and Madurai. That has to be implemented.

The running time of trains should not be more than the running time of the buses. The difference in the facilities and conveniences between first class and second class compartments should be reduced and minimised. In the second class compartments there is no water facility, cleanliness is not upto the mark, toilet is not clean, light arrangement is not adequate. All these will have to be taken into consideration.

Electrification of Kanyakumari-Ernakulam is a necessity—I would like to stress on that. Vaikai train that goes from Madras to Madurai should be extended to Tirunelveli.

SHRI A. CHARLES (Trivandrum): Kanyakumari was a part of Kerala. All these would be done if

Kanyakumari is handed over to Kerala.

[Translation]

SHRI RAJNATH SONKAR SHASTRI (Saidpur): Mr. Chairman, Sir, I am grateful to you for giving me a chance to speak on the Railway Budget. Sir, this Railway Budget has been presented here by my old colleagues Shri Jaffer Sharief and Shri Mallikarjun. So, I do not want to criticise these friends but I am constrained to say that the Budget proposals generate a feeling of utter despair and are without any direction.

A deficit of Rs. 512 crore was shown in the Interim Budget and the main Budget shows deficit to the tune of Rs. 584 crore. If we take the current programmes and schemes into account, this deficit may go up to Rs. one thousand crore. I have been observing in the Parliament for the last many years that whenever the Railway Budget is presented, it shows a deficit and the details thereof given. I have seen that whenever there is a deficit, the Ministry of Railways raises the rates of freight and passenger fare to cover the deficit. This time the passenger fare has been increased very skilfully. Earlier in 1989-90 there had been an income of Rs. 10739 crore on account of hike in the rates of freight and passenger fare and this time our hon. Minister has raised Rs. 2100 crore for covering this deficit. Thus there has been the total extra income of about Rs. 12655 crore. I think this is injustice. This shows that the economy of the Railways is in shambles. Fortunately, this time both the Railway Ministers are experienced fellows. Had they been attentive towards these circumstances, the hike in the rate of freight and fare could have been avoided. One of our friends has pointed out just now that there would be no need of raising the fares and freight rates

if the corruption in the Railways is mitigated. I saw in a report that the number of the ticketless travellers was very high in 1989. That year, a sum of Rs. 13 crore 25 lakh of fine was collected from ticketless travellers. Likewise, a sum of Rs. 15 crore 83 lakh of fine was collected in the year 1990-91 from ticketless travellers. 81,622 and 35,155 persons were arrested during the last year and the current year respectively for indulging in malpractices and punished. These arrests show the income of Rs. 175 crore. I think there has been a surplus income of Rs. 2,000 crore. Today, as Shri George Fernandes has admitted and I recall that in 1982-83 when discussion was going on on the Railway Budget Shri Jaffer Sharief had stated in reply to a question that corruption was rampant in Railways. Thus, both of them accept it. The hon. Minister should draw the attention of Minister of Planning to the fact that the allocations for the Railways in the successive Five-Year Plans have been going down. In the First Five-Year Plan there was 15 per cent allocation for the Railways, in the second plan the percentage was 11, in the third plan it was 7 per cent, in the fourth plan 5 per cent, in the sixth plan 5.2 per cent and in the seventh plan 6.3 per cent. Thus, we see that the allocation for the Railways is going down continuously. I think that the hon. Minister of Railways should talk to the Minister of Planning for getting the allocation raised. There is much corruption in the Railways though it is rampant everywhere in the country but it is on the high side in the Railways. I was going through a report of 1988 in which it is mentioned that 9,327 cases of corruption were found. The number of such cases in 1989 was 10,730 and in 1990 the number was 9,886. In just 35 months 29,983 cases of corruption were found in the Railways. Such a large number of corruption cases in the Railways is a matter of surprise. I request the hon. Minister to look into this.

[Sh. Rajnath Sonkar Shastri]

I would like to say something about a particular case as Shri Jaffer Sharief who happened to be a Minister of Railways earlier is present. I was going through an old case. Shri ()* is a high officer in the Railways. According to other officers of Railways his appointment to that post had been made by Shri Jaffer Sharief in 1982-83. ()* is the highest officer of the department and he indulges fraud and strange are his ways that in the Prime Minister's office..

[English]

SHRI CHIRANJI LAL SHARMA (Karnal): Mr. Chairman, can an officer be attacked by name?

[Translation]

SHRI RAJNATH SONKAR SHASTRI: The issue has already been made public. This issue has been discussed here also. It is not so significant. The hon. Minister has also admitted that he is innocent. A canteen is run by ()* in the Prime Minister's office in which ()* appointed a person.

MR. CHAIRMAN: Please, do not quote name.

SHRI RAJNATH SONKAR SHASTRI: After his appointment that Manager continued to draw his salary for five to six months without attending office and when this matter came to light, the other officers stated that his appointment had been made by Shri Jaffer Sharief. Though Shri Jaffer Sharief refuted this charge by saying that he did not know anything about his appointment. And that fellow was transferred. But this is a matter of surprise that he has assumed the office of Minister again and that the same fellow is still retaining that higher post. He was posted earlier at Allahabad and now

he has been transferred to Delhi. I would like to request the hon. Minister to clarify this. There are many such bunglings.

THE MINISTER OF RAILWAYS (SHRI C. K. JAFFER SHARIEF): I do not know the person about whom the hon. Member is talking of. He may be one of the thousands of Railway employees. I had appointed a scheduled caste girl, the daughter of an ex. M.P. from Bihar, who is now no more. Today, I am a Minister but tomorrow I may be an M.P. or a former Minister. The Director of Estate was throwing out the belongings of that girl's family. And that girl came to me weeping and I arranged a job for her. Today, she is in the Railways and she is an allottee of a quarter now. I have made this appointment. You may object to it if it is wrong.

SHRI RAJNATH SONKAR SHASTRI: I congratulate the hon. Minister for this good deed. I am well acquainted with his gentleness. Earlier he had arranged contracts to run canteen for some jobless persons.

SHRI DAU DAYAL JOSHI (Kota): It means the charge levelled by the hon. Member is wrong.

SHRI RAJNATH SONKAR SHASTRI: The case pertained to ()* He has said that he did not appoint that fellow. Yet the hon. Minister should look into it as that fellow is corrupt.

[Translation]

Mr. Chairman, Sir, I will take two or three minutes more. There is wide-spread corruption in the catering Department at Varanasi. I would like to mention one of the examples regarding corruption. Three groups of fruit vendors were operating at

*Not recorded.

Varanasi Railway Station. The concerned officials had found that the contractors belonging to two of these groups were corrupt and hence their contracts were terminated. But two contracts were revived later on without the sanction of the Chief Commercial Superintendent or his office. One contract has not been awarded so far. There is provision for sale of miscellaneous articles. There are four or five vending contractors each at the Railway stations of Mughalsarai, Allahabad, Lucknow and even at Kanpur, but only one corrupt individual has been awarded all the vending contracts at Varanasi. When I drew the attention of Shri Mallikarjun to it, he said that he was looking after catering. Sir, I am handing over to you the relevant papers. It is necessary to root out corruption there.

I will resume my seat after making my last point. The ticket examiners are not recognised as running staff although they were included in the category of running staff before 1947. What was their fault? The Britishers charged them with helping the freedom fighters and thus they were excluded from the category of running staff and this position is obtaining even today. This is a serious matter of great consequence. I would like to draw your attention to this matter.

Sir, the work of gauge conversion on Varanasi-Bhatni, Varanasi-Chhapra lines has been going on for the last ten years. The gauge conversion work on Varanasi Bhatni line has been completed somehow, but work on Varanasi-Chhapra line is yet to be completed. I would request the hon. Minister to get this work completed early. Secondly, before the gauge conversion on Varanasi-Bhatni line, the trains of metre gauge line were running providing transportation facilities to lakhs of people of Sadat,

Jakhnian and Daullahapur. These people had got a lot of facility. These people got trains for Varanasi throughout the day from morning to evening. But after the introduction of broad gauge trains, the people of Jakhnian, Sadat and Dullahapur are facing a lot of difficulties. There is no train available to them.

Sir, I would like to submit that no express train is available from Jalalpur station, which is gateway to Varanasi, Jaunpur and Lucknow. A stoppage of Varuna Express should be provided there. Lastly I would like to submit that Jaunpur is an important station. A yard has been constructed there after spending lakhs of rupees, but Bombay Mail has not been provided a stoppage there. Washing of trains is also undertaken there. There is no catering arrangement in the 'Sharamjivi Express'. D.L.W., Varanasi is a big establishment, but it has become a den of corruption. There are irregularities in appointments. Public money to the tune of billions of rupees has been invested in the D.L.W., but officials are indulging in gross irregularities. The Minister should kindly look into it also. In my constituency, Sidhauna halt has been closed long back. It may kindly be reopened.

[English]

SHRI BASU DEB ACHARIA (Bankura): Mr. Chairman Sir, I thank you for giving me this opportunity to speak on the Railway Budget.

Sir, this Budget has been prepared as per the directions of the International Monetary Fund for which enough indications are there. And because of this direction, a decision has been taken to privatise some of the sections of the Railways, particu-

[Sh. Basu Deb Acharia]

larly, catering section, engineering section and conservancy department. We oppose this move of Railways if any department of the Railways will be privatised by the direction of the International Monetary Fund. There is also a move to reduce the strength of the Indian Railways. Indian Railways was once the biggest employer which used to employ about one lakh of unemployed youth. Now, this biggest employer has taken a decision to reduce its existing staff and employees.

Sir, I oppose the hike in fare and freight rates which is stiff.

There is no expansion work. Construction of new lines or gauge conversion is also not there. Even the programme for electrification has been slashed.

A decision was taken long back in the year 1973 to phase out all the steam locomotives and to speed up the electrification work in the Indian Railways. Since then, the production of steam locomotives was stopped. A programme was taken up to phase out steam locomotives and by the end of this century, all the steam locomotives would be eliminated. But till the end of the Seventh Five Year Plan and till the end of the last financial year, only one-tenth of the route kilometres of Indian Railways is electrified. Also, not a single kilometre of metre gauge traction has been electrified so far.

There is a need for electrification of at least important routes in the Indian Railways. But in the current year's Budget, we do not find any such programme. Such programmes are not likely to be taken up in the near future also. I would like to mention about the Howrah-Madras line which is a very important route, via Kharagpur and Vijayawada. Upto Kharagpur, the line is electrified. If the Kharagpur—Vijayawada section

is also electrified, then Howrah—Madras route will be electrified completely.

Similarly, Bandel—Katwa electrification work was demanded in this House a number of times. With regard to Agra-Midnapore line, Agra-Kharagpur section should be electrified.....

SHRI C. K. JAFFER SHARIEF:
How do I carry out all this work, if you oppose my Budget?

SHRI BASU DEB ACHARIA:
I am coming to the resource mobilisation because we are all one on resource mobilisation. The Planning Commission will have to find resources. You cannot always tax the poor passengers. You have to spare them and find out some other ways and means for raising your resources.

I have just now mentioned that a decision was taken to phase out the steam locomotives and to close down all the steam locosheds. There are a number of workers engaged in the steam locosheds. They are called the coal and ash handling workers. Though they are on contract work, they are doing perennial nature of work, for the last 20 to 25 years. They mostly belong to the Scheduled Castes and Scheduled Tribes. There are hardly 5,000 such workers left now. When all the steam locomotives are eliminated and all the steam locosheds are closed, all these workers who belong to the weaker sections of our society and whose work is of a perennial nature, will be thrown out of employment. At least their absorption into the Railways should be considered. In the year 1990-91, there was a report as to how many workers would be left and how many would be thrown out of employment. As per the report, there are as many as 4,000 to 5,000 workers. Many of them have already surpassed the age also. So, the Railway Minister should consider this section of workers also, who belong to the Scheduled Caste and Scheduled

Tribe community. When steam locomotives will be eliminated and steam loco sheds will be closed down then they will be sent out of the employment. Then the problem of reinstatement will come.

Sir, a case was very vociferously raised in this House a number of times. One is about the reinstatement of the victimised workers and another is about giving recognition to unions of the Railways. Sir, these workers were dismissed in the year 1981 for their participation in a strike. In 1973 there was an agreement to reduce duty hours to ten hours. Though there was an agreement in this regard but that agreement was not implemented. Then they had to go on strike. Hundreds of workers were dismissed. They are still out of jobs.

There were a number of judgements by the Central Industrial Administrative Tribunal in favour of these dismissed workers. Central Industrial Administrative Tribunal opposed the dismissal order passed by the Railway Administration but in spite of that these workers were not reinstated. The former Railway Minister Shri George Fernandes issued a very categorical and unambiguous order to reinstate these workers on 8th September, 1990. Then a Statement was also issued on 22nd November, 1990 but that order was not implemented. This issue was raised in this very House by all sections of the House and we demanded that the victimised dismissed railway employees should be reinstated. Shri Janeshwar Mishra was then the Railway Minister. He also made a Statement and assured that these workers would be reinstated. I have got a copy of the proceedings of the House dated 22nd February, 1991 wherein Shri Janeshwar Mishra has commented on the reinstatement of these victimised workers and also about giving recognition to Railway Protection Force Association.

Sir, the Railway Protection Force had their Association but this right to form Association was withdrawn by an Act enacted by this House in the year 1987. In both the cases, Shri Janeshwar Mishra stated in this very House and I would like to refer to his speech:

[Translation]

“MR. SPEAKER, Sir, the Government has taken a decision, particularly in case of R.P.F. Association, as already stated by me.”

[English]

I have got a letter from Shri Janeshwar Mishra written to Shri Kumaramangalam who is now a Member of the Council of Ministers.

He wrote to Shri Kumaramangalam. “Please refer to your letter dated 25-2-91 regarding an indefinite hunger strike on 27th February, 1991 at 11 A.M. for restoration of recognition to Railway Protection Force Association. As you are already aware, during discussion with you, I have indicated the Government’s sincere concern about the demand of the said Association. It has been decided to grant recognition to the Association subject to the prescribed formalities. In view of this decision, you will agree that there is no need to go on any fast as contemplated.

I would therefore request you to kindly co-operate with us in this matter.

With regards.

Sincerely,

Sd/-

(JANESHWAR MISHRA)”

MR. CHAIRMAN: I would request you to co-operate with me also.

SHRI BASU DEB ACHARIA: This is what he had said on the floor of this House.

[Translation]

I have already stated the decision taken by the Government in the matter. As regards the employees dismissed during the last agitation, my colleague Shri George Fernandes has already said that as the Railway Minister, he had issued orders to reinstate them. He had also placed the matter before the Cabinet and the Cabinet had also given its approval to it, when it was bowing out. Therefore, the President directed that the decisions taken by that Government just before quitting should be reviewed by the new government. The then Prime Minister, Shri V. P. Singh rescinded that decision of the Cabinet. When we enquired from the officials about the non-implementation of that particular decision, they told us that as the B.J.P. had withdrawn its support to the government on the day this decision had been approved by the Cabinet, the tenure of that government was virtually over.

SHRI TEJSINGHRAO BHONSLE (Ramtek): Mr. Chairman, Sir, he has to speak on the Railway Budget and he has come with a written speech. He is reading his speech. He should be asked not to read his speech. This is my point of order.

[English]

MR. CHAIRMAN: There is no point of order.

[Translation]

It is going to be a difficult proposition to accept certain demands relating to workers today in the name of R.P.F. personnel.

These demands would be raised on that day also when interim budget of Railway is discussed.....(Interruptions). Should we ask them to concede

all the demands today or some of them be left for that day also. (Interruptions) Thus, we think that these will be considered on 5th when there would be a discussion on Railway budget.....(Interruptions)

[English]

SHRI BASU DEB ACHARIA: This was done on 6th and not on 5th. So, on 6th, he came and made a very categorical statement that those victimised workers would be reinstated. He made this statement on the floor of the House. I would like to know from the hon. Minister what he is going to do regarding the decision taken by the previous Ministry on the recognition of the RPF Association and also on the reinstatement of victimised or dismissed railway employees in the year 1981. May I know whether they will be reinstated or not.

Sir, I also thank the hon. Minister for giving some amount to facilitate the introduction of Dhanbad-Tatanagar Express.

I thank the Minister for this. There is one important line for conversion from narrow-gauge into broad-gauge. Purlia is one of the backward districts of our country where a majority of the people belong to SC & ST community. There is a Purlia-Kotshila 31 km narrow-gauge line. A demand was made for its conversion into broad-gauge long back. I have been making this demand since 1980. Only Rs. 7 crores are required for its conversion. Why can you not make a provision for its conversion in this Budget? If you convert this line into broad-gauge, then Purlia will be connected with Bokaro with the result that the economy of this district will be improved.

A number of trains have been withdrawn. One of them is Hatia-Kharagpur Fast Express. It was withdrawn on the 15th August last year. When this train is not being introduced, at least Hatia-Howrah Express Train should be introduced. A proposal for

this train has come from the Zonal Railway to divert that train via Adra-Bankura. The hon. Minister can consider that proposal.

I again request the hon. Minister to reinstate all those railway employees who were dismissed and consider the recognition of RPF.

[Translation]

SHRI D. D. KHANORIA (Kangra): Mr. Chairman, Sir, I would like to draw the attention of the Railway Minister towards Himachal Pradesh. There are two railway tracks of about 300 Kms. in length in Himachal Pradesh. Both of them had been constructed before 1930. One railway track is from Kalka to Shimla and the other is from Pathankot to Joginder Nagar. During the period of 44 years after Independence, only 10 kms. of railway line from Nangal to Una has been constructed. According to the provision in this budget, about 105 kms. of railway line from Una to Talwara has to be constructed. No work has been undertaken on it till date. During the current year, a provision of two crores of rupees has been made in the present railway budget, and with this amount hardly 5 or 10 kms. of railway track can be constructed in the hilly area of Himachal Pradesh. I request the hon. Minister to increase this provision in the budget so that railway track from Una to Talwara could be constructed at the earliest. There is a narrow-gauge line from Pathankot to Joginder Nagar via Kangra. Approximately ten lakh people of Kangra and Chamba region who travel to places outside the State have been provided reservation facility from Jammu-Tawi, which is 200 kms. away from Kangra. In addition about 75,000 personnel of the armed forces also get reservation from there and if they entrain from Pathankot, they do not get any reservation. Some passengers have to face a lot of difficulty when they have to travel in the lower class compartments as

they do not get reservation for their journey from Pathankot. I would like to urge upon the Railway Minister that the Station Masters of Jwalamukhi Road, Palampur and Baijnath Pathraula stations in the Kangra Valley should be granted reservation quota so that the people of Kangra and Chamba could get reservation in trains passing through Pathankot.

Only one Express train is running in the Kangra Valley. One train which may be named as Dhauladhar Express may be introduced so as to facilitate movement of people.

Generally people travel by buses in Himachal Pradesh, but in the absence of Railway crossings, smooth flow of road traffic is hindered. I request the Railway Minister that railway crossings should be constructed at all such places wherever such a demand has been made. I would write to the Railway Minister about it.

There is a narrow-gauge line from Pathankot to Joginder Nagar which should be extended upto Kullu so that the people of Kullu and Mandi Districts could get the benefit of railway facility. I would like to tell the hon. Railway Minister that there are places in Himachal Pradesh where people have not even seen a Railway train or a railway engine. I would like to submit to the hon. Minister that he should pay his attention to this matter and maximum length of railway track should be laid there.

The distance from Kalka to Parvanoo is only two kms. Parvanoo is an industrial and marketing centre of Himachal Pradesh. Goods are transported from there to other parts. Traders have to spend a tidy sum on transportation of their goods for this distance of just 2 kms. I, therefore, request the Railway Minister that a broad-gauge line of 2 kms. length from Kalka to Parvanoo may please be laid so as to facilitate movement of their goods. One through carriage

[Sh. D. D. Khanoria]

from Pathankot to Kalka may be attached with any train whether Kashmir Mail or any other train for the people of Kangra and Chamba, who have to visit Shimla so that people are provided a direct rail link to Shimla.

There is no lighting arrangement at Railway Stations in Himachal Pradesh. Though platforms are there, yet there is no light, there is no facility of drinking water, and there are no canteens. I would request the Railway Minister that passenger amenities such as lighting, drinking water and canteen may please be provided at these railway stations. I have to say this much only. I hope that Railway Minister will look into these matters and with these words, I thank you very much.

[English]

SHRI PALA K. M. MATHEW (Idukki): I rise to support the basic approach and the content of the Railway Budget. By and large, I feel that this is a very reasonable Budget for which I congratulate the hon. Railway Minister.

In the grim economic situation prevalent in the country one naturally expected that this Railway Budget would be heavily burdensome. But it is less harsh than anticipated.

I would like the hon. Minister to take note of a few things which I would suggest. Because of paucity of time I want to confine myself only to the essential points. One danger inherent in the Railway Budget is that shortly it may turn into a bitter dose because of the very serious consequences of devaluation and also the Budget presented yesterday.

Sir, there is only meagre increase in the fares of the ordinary passenger trains. But there is a steep increase in the fares of Express and Mail trains. The majority of the ordinary

commuters are travelling by Express or Mail trains because of the increased social and economic mobility in modern life. So, I feel that the increase in Express and Mail II Class rates would affect the ordinary commuters to a very large extent.

The impost of increase on upper classes can be appreciated because that would affect only company executives, businessmen, and top officers, and others whose expenses are ultimately reimbursed by the tax-payer and consumer.

The general funds from the General Budget may not be sufficiently supportive of the heavy demands of the Railways. The Railways have to raise their own resources. That is well and good. But that is no justification for the increase. The increase of Rs. 11 per head per year in freight rate cannot be justified in a country like India where 47 per cent of the people are poor. The revenue earning freight traffic aggregated to 318 million tonnes as against the revised target of 316 million tonnes. This shows that the Railways are on their own and could be comfortable without squeezing the ordinary passengers. These increases add fuel to the inferno of inflation. Even the concession or exemption on certain essential commodities will not produce any softening result as expected because of the compulsions of prevalent general economic situation in the country. And that will create chain reactions on prices, which will be naturally enhanced.

The severe hikes for the mobilisation of resources could have been avoided by stepping up (1) operational efficiency, (2) cost control, (3) productivity and other (4) fiscal and structural measures.

The Budget would have been heartily welcomed by all if firm steps had been taken to renew (1) ageing rolling stocks; (2) speed-up gauge conversion (3) expedite electrification;

(4) improve passenger amenities; (5) ensure punctuality; (6) modernisation of old dilapidated coaches; (7) extend and expand more lines to States like Kerala; (8) end corruption; and (9) effect a decline in the ratio of their operating expenses to earnings.

Sir, I take very strong exception to the way in which Kerala has been treated in this Budget. I would conclude by saying a few words.

Kerala is mainly a consumer State depending on other States for the import of various manufactured articles. Therefore, the transportation problem in Kerala is comparatively far more acute.

No new lines are provided for Kerala. There is a provision only for completing the Alleppey—Kayamkulam and Trichur—Guruvayoor line. There is nothing for the Malabar area.

And only very little fund is allocated for doubling lines in Kerala.

For Quilon—Trivandrum doubling, Rs. 70 crores are required, but Rs. 5.5 crores only is set apart. No outlay is made for Kayamkulam—Trivandrum doubling.

Though doubling between Kayamkulam and Quilon has been proposed in 1989-90 Budget at an estimated cost of Rs. 34 crore, the outlay proposed was only Rs. 1 crore. Nothing more is provided for in the Budget. No allocation is found for the much-needed doubling of the 307 km. Shornur—Mangalore line.

Doubling of the 40 km. Kayamkulam—Trivandrum line must be completed without further delay.

The Ernakulam—Alleppey Quilon Coastal railway line and the Ernakulam—Kottayam—Quilon central line should not be considered as double lines or parallel lines. Both of these should be doubled separately. Kayamkulam has to be linked to major

cities soon because of the on-coming thermal power station.

I request that works on Alleppey—Kayamkulam be completed quickly and Kayamkulam—Quilon, Quilon—Trivandrum and Shornur—Mangalore be taken up without delay.

I request the Railway Minister to sanction the following lines and projects at the earliest:

1. Angamaly - Kumaly - Madurai railway through the middle of Idukki District.
2. Angamaly - Pathanamthitta Ranny Hill railway to Achencoil.
3. Kottayam - Sabarimala railway.
4. Extension of Bombay - Konkan railway upto Angamaly.
5. One more Kerala-Delhi train daily.
6. Electrification of Erode-Trivandrum line.

An expert committee has already recommended this electrification. Kerala has offered concessional power tariff also for this Rs. 126 crore project.

The amenities in the dirty, dilapidated coaches running through Kerala must be radically improved. One must travel from Trivandrum to Cannanore to see the wretched condition of the trains and of the poor commuters. All these must be rectified within a time bound programme.

I also suggest that free passes be issued to all the ex-MPs without any discrimination relating to the length of time which they have served or any other discrimination.

MR. CHAIRMAN: Your predecessor had announced that ex-MPs would be provided free passes.

SHRI PALA K. M. MATHEW: I also suggest that the freight on milk carried by railways should be given up. The proposal to privatise scavenging in the railways should also be given up because that affects the poor.

With these comments and suggestions I congratulate the Railway Minister for bringing such a good Budget and I support the Budget.

SHRI CHIRANJI LAL SHARMA (Karnal): In the face of tragedy that is being enacted I long held my peace. But now the growing sense of indignation nay responsibility towards the people I represent has impelled me at last to open my lips and to lay before this House certain views which have long been crying for utterance.

I stand here to support the Railway Budget. But at the same time, I must say that in the matter of allocation northern region is being completely ignored for reasons not known. Yesterday, while the Finance Minister was delivering his speech at the fag end he has made an observation that he would look at the editorials of the press.

15.00 hrs.

Sir, I am making a reference on this very topic 'Northern region ignored':

"Of the 34 new lines, gauge conversions and doubling of tracks proposed in the budget, only three pertain to the Northern Railway with bulk of investment and development going to central India and southern states.

According to these proposals, of Rs. 910 crore to be spent during the current financial year for new lines, doubling conversion and electrification, the northern region's share is less than 5 per cent. It is stated that a provision of Rs. 2 crore has been made for laying a broad gauge line between Nangal

Dam and Talwana, Rs. 17.20 crore for a line between Jammu Tawi and Udampur and another Rs. 2 crore for a line between beas and Goindwal.

Interestingly, not a single project on electrification finds mention in the budget proposals for the northern region although a provision of Rs. 235 crore has been made during this year. The only project that has been mentioned pertains to the Delhi-Ambala-Ludhiana section whose estimated cost is Rs. 136 crore. The Railways has allocated a meagre sum of Rs. 241 crore for this electrification project.

According to Railway Ministry officials, most of the projects have gone to southern states in general, Andhra Pradesh and Karnataka in particular, and Maharashtra and central India. While the Prime Minister hails from Andhra Pradesh, the Railway Minister represents Karnataka. The two other heavyweights—Mr. Arjun Singh, Union Human Resources Development Minister, and Mr. Sharad Pawar, Defence Minister—belong to central India and Maharashtra, respectively.

Of the 34 new lines, 20 relate to VIP areas and States. The remaining 14 lines which fall in other regions have got small tracks and meagre funds. No doubt, the North-Eastern Frontier Railway has also got eight lines and Rs. 70 crore but this is largely due to defence requirements and pressure of circumstances."

Simply because we do not find any representation in the Cabinet, our rights should not be ignored at least in the matter of development. I have quoted the press report in this regard. I would submit that this discrimination, this injustice must be undone by giving concrete and positive relief to the people in the Northern Region.

Another thing which I would like to remind the hon. Minister is that his

predecessor, Shri Janeshwar Mishra, had made a categorical and positive statement on the floor of the House that railway passes would be given to ex-Members of Parliament. I do not want to repeat it time and again. Members of so many parties have already stressed on this point. I request the Railway Minister that he must honour the commitment and respect the assurance given by his predecessor.

15. 03 hrs.

[SHRIMATI MALINI BHATTACHARYA in the Chair]

Thirdly, I would like to say that some senior officers give shabby treatment to Members of Parliament who represent lakhs of people. I say this from my own personal experience. I do not think it proper to name that particular officer. I want to mention here one incident. A Class-IV of my constituency was transferred from Nilokheri to Tughlakabad, for no fault of his. He came to me for getting his transfer cancelled. I tried to contact the senior officer on telephone for two days—not once, not twice, not thrice, not four times, but eleven times and every time the reply was that he had gone to the Railway Board or that he was busy in the meeting or that he had not come and so on. When I rang up, I was asked as to who was calling? I disclosed my identity and then after a jiffy I was told that the officer had gone here and there. Are we beggars? We are not beggars. We represent lakhs of people. We can expose such officers by naming them not only here on the floor of the House but also in the public. These bureaucrats are not gods in the shape of men as to feed every individual born on this earth. We do not beg anything from them. We have a right to ventilate the grievances of the people we represent. Shall I write to the hon. Minister for the grievance of a Class-IV employee? He says he was on Territorial Army duty to Ludhiana. His A.S.M. made

a false complaint and he was sent from Nilokheri to Tughlakabad. It was for this purpose that I wanted to talk to that officer. We do not want any favour to be showered upon us. We do not beg anything from them. But certainly we have a right to represent the people and to ventilate their grievances. I would also talk to you personally, Sir. It will not be in the fitness of things for me to name that particular officer. I wish to remind him that I have been a Minister myself and I know how the Government is run. This bureaucratic approach of the officers must change, this behaviour of theirs must change and they should know that the Members of Parliament are representatives of the people. They have the right to ventilate the grievances of the people and are here to help in redressal of their grievances. They are officers and they must hear with an open mind.

Madam Chairman, Delhi is overcrowded. This is the capital of the country. All offices of the Central Government are located here. Not thousands but lakhs of people are daily passengers from all sides—from Palwal side, from U.P. side, from Rohtak side, from Gurgaon side, from Faridabad side, from Karnal-Sonepat side—and you know the difficulties they are facing. They do not find proper trains. I am talking of Jhelum Express which runs between Delhi and Jammu Tawi. I travel by this train from my constituency to Delhi every now and then and I know the fate of the daily passengers. This train has eighteen bogies. Two are occupied by armymen. They are not to be disturbed. Two are A.C. Sleeper coaches. Most of the remaining ones are three-tier. Long journey passengers are there. If a commuter enters that compartment, he is charged Rs. 800 to Rs. 1,000 as penalty which is too much. If two more bogies are attached to this train, that is, the Jhelum Express, this will give a good relief to the commuters travelling on that line.

[Sh. Chiranji Lal Sharma]

Punctuality in the running of trains is very much lacking. I make a special reference of Moori Express. This Moori Express is religiously late, not once in a week but eight times in a week. It is never in time. This train is known as Moori Express but it is worse than a passenger train. I would request the hon. Minister to institute an inquiry into the reasons as to why it has become the practice of the runners of this train to run it late. Trains are running late not by one hour or two hours but sometimes by twelve hours. I have had a personal experiences several times. I rang up the Railway enquiry No 131 and asked about Moori Express. They said, Sir, it is coming a bit late, just by half an hour. I went to the railway station and found that the train was to come after three hours. This is how the information is made available to us, i.e. the Members of Parliament. I said: gentleman, you should have told it over telephone. He said: "Well, I am not to be blamed. This is the information that was received and now it is coming late by about three hours." This is what I experienced personally. This practice of late running of trains has to be deprecated and discouraged, and punctuality must be observed.

Sir, I invite your attention to another instance of discrimination towards me and my constituency headquarter. The Amritsar Superfast which leaves Delhi at 2.20 p.m. It stops at Sonapat which is about 27 miles from here, it stops at Panipat which is about 50 miles from here and it also stops at Kurukshetra. Kurushetra and Panipat used to be Tehsils of Karnal district. It stops even at Rajpura which is a Sub-Divisional Headquarters. Karnal is the only railway station, a district headquarters with a population of about two lakhs, where it does not halt. I find no justification in this. When it can stop at a distance of 27 miles from Delhi, that is, at Sonapat, why can't it stop at

Karnal? So, I would request the hon. Minister to remove this discrimination. People rebuke me. People rebuke me saying that: "Panditji, you are representing the constituency consecutively for the fourth term and you cannot have even this much done for us?" Many times I travel by train. Whenever I travel by train, I am surrounded by my voters and supporters who mention about their grievances. I would request the Hon'ble Minister to kindly order for the stoppage of this train at Karnal. We may write any number of letters; but the reply that comes is: "The matter is being looked into". And after a couple of months the reply received is: "Sorry, this cannot be done". It is wisely said that courtesy costs nothing. I reiterate that when stoppage is being provided at smaller stations, stoppage at Karnal should also be provided. This will tantamount to extending courtesy to the people of Karnal.

I would now come to Ekta Express and Unchahar Express which are express trains running between Delhi Ambala and Kulka also. Stoppage for Ekta Express should be provided at Samalkha, Gharonda and Nilokheri stations. Stoppage for this train has recently been provided at smaller stations like Shahabad, Markanda etc. I have been crying hoarse about this and making representations to the concerned authorities. If it is not possible and practicable, because Ekta Express has just to reach Chandigarh at 10.15 A.M., then Unchahar Express may be provided stoppage at Samalkha, Gharonda and Nilokheri because this train goes to Ambala and then stays there for the whole day. This can certainly provided some relief for the commuters.

MR. CHAIRMAN: Please wind up.

SHRI CHIRANJI LAL SHARMA: Madam, with due apology and with all humility I request that I may be allowed to say a few words pertaining to my constituency.

MR. CHAIRMAN: Be brief.

SHRI CHIRANJI LAL SHARMA: Jammu Tawi Super fast is another which was introduced about a year back which leaves Delhi in the morning. There is another train that goes to Jammu Tawi at night. Vaishno Devi temple is very well known. Hundreds of pilgrims visit this place and can board this train at Karnal. I would, therefore, request the Hon'ble Minister that Jammu Tawi Super fast should also be provided stoppage at Karnal. People hardly get seats in the train leaving at night.

The 1-DU train is a passenger train which may please be provided diesel engine. The 2-DU train running between Delhi and Ambala takes a lot of time to reach Delhi because it stops for fifty minutes at Panipat and for another one hour at Sonapat. If the running time can be cut short, it will certainly give a big relief to the Delhi-bound passengers and those who shuttle between Panipat, Karnal and Delhi.

I now come to the difficulties being faced by the pass-holders that is Monthly Season Ticket holders. It was only three days back that I was travelling by a passenger train. Purposely I went by that train. When the train stopped at Gharonda station, about two hundred people came and complained to me that: "Panditji, passes are not being issued by the Railway staff". I called the Assistance Station Master and enquired about the matter. He said that they were not telling the truth. I then asked him if two hundred people were not telling the truth and he alone was telling the truth. I further said that they are crying hoarse that they had to travel daily and they were not getting this much of facility. Then the railway official said that they were short of staff. Therefore, if that be the practical difficulty of the Railway staff, I request the Railway Minister to take it up.

I then come to the issue of level crossing. There is an old manned level crossing at Taraori, which is a historic place, on the Northern Railway. The manned railway crossing is very old. I request that the modern system should be introduced and the old railway gate removed and the road widened for easy traffic. I now come to the issue of reservation of berths.

SHRI AMAL DATTA (Diamond Harbour): The Railway Minister is not here.

THE MINISTER OF STATE OF THE MINISTRY OF COMMUNICATIONS (SHRI RAJESH PILOT): I am noting down the points.

SHRI CHIRANJI LAL SHARMA: I request the Railway Minister that reservation of at least 4/6 berths should be provided at Karnal and Panipat stations for the long distance trains like Dadar Express, Jhelum Express, Deluxe etc.

MR. CHAIRMAN: There are Members of some parties who have not spoken at all. I request the Hon'ble Member to wind up.

SHRI CHIRANJI LAL SHARMA: I have not spoken during the last two-three years on Railway Budget. (Interruptions) I do not know I was called so late, and I anticipated that as and when I speak there will be a bell from the Chair asking me to wind up. So, I will take only one minute.

MR. CHAIRMAN: No, no. Certainly: Sir, that is not true. Let there be no debate on this. Please wind up.

SHRI CHIRANJI LAL SHARMA: So, Madam, railway sheds should be constructed on platform Nos. 2 and 3 at Panipat and Karnal.

I hope and trust that the Railway Minister will kindly consider favourably all the points raised by me. With these words, Madam, I conclude.

SHRI H. D. DEVEGOWDA (Hasan): Madam Chairman, I know the constraint of the time. So, I do not want to elaborate on the Railway Budget, but I want to draw the attention of the august House to the fact that one of the senior Members while he was speaking in the House quoted an Editorial of a paper where it was mentioned that Karnataka has been shown favouritism because Minister coming from Karnataka State was responsible for such favouritism. In this connection, I would like to draw the attention of this House to show how Karnataka has been treated vary shabbily and how step-motherly treatment has been given to Karnataka. In all the seven Plans after Independence, about Rs. 28,000 crores has been spent for the development of railways. About the achievement of railway route in kilometres, for 10,000 kilometres area, the national average is 89.70, whereas in respect of Karnataka it is 24.30, in respect of Kerala it is 140.00 and in Andhra Pradesh it is about 105.10. I am only quoting these figures in respect of Southern States to show how Karnataka has been discriminated, how it has been treated shabbily and how step-motherly treatment has been given to it so far as the railway development there is concerned. (*Interruptions*) The Minister is there, I know the capacity of the Minister, I know he is a capable Minister, but unfortunately the circumstances have not helped him to take any step towards the development of railways in Karnataka. We have given five Railway Ministers from Karnataka. But unfortunately the State of Karnataka has been totally neglected. Nowadays there is a separatist tendency from the federal structure. This type of step-motherly treatment is the root cause of all these things. I am sorry I do not want to make any remarks on this issue. You must know that I am Indian. But unfortunately, if the step-motherly treatment is continued to be given by the Central Government, the people of the State have to think twice whether they should support our political system.

I want to tell the House how electrification of routes has been ignored in Karnataka. So far as electrification is concerned, I want to draw the attention of this House to the fact that not even a single kilometre has been electrified in Karnataka whereas in Tamil Nadu—I have no jealousy, I do not want to have any grouse for the development that is going to take place in Tamil Nadu, but my grouse is that not even a single kilometre of electrification has been done in Karnataka. Why is there such a discrimination? Mr. Minister, I know even though you are capable enough to deal with the matter, unfortunately the circumstances now might not have helped you to solve these problems.

Sir, from Madras to Jolarpet electrification has been completed, from Madras to Trichy it has been done, from Madras to Vijayawada it has been done, from Jolarpet to Salem the work of electrification has been taken up now. But why not from Jolarpet to Bangalore? Is Bangalore not an important place? Has it not found a place in the railway map of India?

So far as electrification is concerned, in all the seven plans there is an achievement of about 10,000 kilometres electrification, but unfortunately in Karnataka not even a single kilometre of electrification has been done.

So far as the industrial development of Mysore is concerned, the credit goes to late Shri Devaraj Urs. Now, I would request the hon. Minister to include electrification projects from Jolarpet to Bangalore and Bangalore to Mysore in the Eighth Five Year Plan. I am saying that the metre gauge line from Goribidnu to Bangalore have been converted into broad gauge which is hardly about 40 kms. Then, the conversion of Bangalore-Mysore metre gauge line is in progress and is yet to be completed. If this is completed, then it will come to about 190 kms, whereas the country has got 34,000 kms. of broad

gauge. So, I press the hon. Minister to include the following metre gauge conversion in the Eighth Five Year Plan, that is the existing metre gauge line from Mysore to Chamrajnagar should be converted into broad gauge. Then, a fresh broad gauge line should be sanctioned from Chamrajnagar to Mettupalayam in the Eighth Five Year Plan. This is a pressing demand of the people of Karnataka for the last 30 years. Then, the Meeraj-Bangalore metre gauge line should be converted into broad gauge in the Eighth Five Year Plan. One of the new lines which should be included in the Eighth Plan is Hariharakuttu railway line. It is also longleft desire and Hubli-Karwar line also should be included in the Eighth Five Year Plan. These are all issues which are pending for the last 40 years. Now, Kaiga project and the Seabird project naval base have already been established. The hon. Prime Minister has made it very clear that 1-4-1992 is going to be the deadline for finalisation of the Eighth Five Year Plan. I do not want to blame the hon. Minister for not having included these works in the current year's budget because of the difficult financial situation in the country. But, while framing the next railway budget for the year 1992-93, he must keep in mind the injustice that has been done to Karnataka all these years and include all the above works in the next year's budget. He should also include all these works in the Eighth Five Year Plan.

Sir, the people of Karnataka are always very sober and peace-loving. But, if all the above works are not going to be included in the Eighth Five Year Plan and also in the Annual Plan for 1992-93, I would like to caution that they would have no other option except to start a peaceful agitation against the Central Government and fight for justice.

MR. CHAIRMAN: The hon. Minister has agreed to speak at 4.00 p.m.

instead of 3.30 p.m. So, I would request all the Members to be as brief as possible when they rise to speak.

SHRI AMAR ROYPRADHAN (Cooch Bihar): Madam Chairman, while speaking on the Railway Budget discussion, I must say that I oppose the passenger fare and freight hike. I also oppose the idea of privatisation of catering and other services.

Madam, through you, I would like to draw the attention of the Railway Minister towards the NF Railway which is the most neglected railway in the Indian Railways. It is the most neglected in the railway map of the country. Particularly, North Bengal which is within the jurisdiction of NF Railway is the most neglected part. The people of this area are to see the train but not to board it. They will not get a chance to board the train towards Calcutta or Delhi, unless they travel on the roof. If you get a chance, even if you board it, then you have to stand throughout.

The condition of the coach is so worst that it is far worse than the chicken box. All of us know, how the regional forces, separatist forces and secessionist forces are developing and spreading their ugly hands in North-eastern region and surrounding areas. In this context, the Railways should pay more attention. But I am sorry to say that nothing has been done in the Budget.

Yesterday, the hon. Minister of State for Railways, Shri M. Mallikarjun spoke loudly about the electrification. May I ask the Railway Minister, how many kms. have been electrified in the NF Railway, after 45 years of independence? The answer is 'No'. The worst coaches are put in the NF Railway. New coaches will first run either in Northern Railway or Eastern Railway and then those will be placed at the disposal of NF Railway. In Darjeeling Mail, Kamrup Express, Kanchen Junga Express, NE Express, Tin Sukia Mail you will find new coaches.

[Sh. Amar Roypradhan]

Regarding punctuality of train, in the NF Railway zone, trains are running late from two hours to twenty four hours. The Railway Minister and his officers speak of speed of the train at 130 kms. or 100 kms. per hour. In the NF Railway Zone, the Mail or Express train run at the average speed of 40 kms. per hour. But you are charging our people the same rate as it is being charged to the people who travel in the trains at the speed of 100 kms. per hour. Is it justice? We should be ashamed of this.

There is a longstanding demand from the NF Railway zone people that let there be a train from New Cooch Bihar to Calcutta. This demand has come not only from my side, not only from Cooch Bihar side but also has come from the West Bengal Legislative Assembly. It is a unanimous proposal. It was passed in the West Bengal Legislative Assembly. It was not only supported by the CPI(M), CPI, FB and RSP but also by the Congress people of that area. But you did not do anything about it. In the Cooch Bihar area, there are about 2,000 acres of land only with the facility of terminus and hauling. You can start a pair of trains from New Cooch Bihar to Calcutta.

At least you have agreed to the demand of the North Bengal people for running Kanchenjunga Express from Sealdah instead of Howrah. But you should know that this train was introduced for the North Bengal Calcutta passengers.

SHRI SOMNATH CHATTERJEE
(Bolpur): By what time will it start?

SHRI AMAR ROYPRADHAN:
That is the question. It is mainly for the North Bengal people to see that it is connected to Calcutta. Now it has been extended to Gauhati but when this train reaches New Cooch

Behar, it is a most night about 4 A.M. That means, you will have to spend the night at the railway station where there are no facilities and amenities for the passengers. I would, therefore, request the hon. Minister to change the time of this Kanchenjunga Express and at least it should start from New Cooch Behar at about 7 A.M.

Regarding Balurghat railway line, it has been mentioned and talked about many times. This time the hon. Minister is kind enough to allot only Rs. 1,000. If only Rs. 1,000/- is sanctioned, I do not know how much time it will take to complete this project. It may take 100 or even 1,000 years. Shri A. B. A. Ghani Khan Chowdhary, the then Minister for Railway sanctioned Rs. 3 crore for this project and some earth-work has been done. But now all this work has been abandoned.

I would make a request to the hon. Minister. You please make a big sign-board and put there the words that "In ancient times, there was a proposal for construction of a railway line from Eklakhi to Balurghat by Shri A. B. A. Ghani Khan Chowdhary, Minister for Railways." There is a foundation-stone laid by Shri A. B. A. Ghani Khan Chowdhary, the then Minister for Railways, Government of India. He is from the Congress-I. You put the sign-board and it will be just like a monument for that purpose. I would request the hon. Minister to please think over the matter again and do the needful so that Eklakhi and Balurghat railway line may be completed for the benefit of the Scheduled Caste and Scheduled Tribe people who are mostly living in that part of the country. It is a backward area. It is within North Bengal, mainly populated by Scheduled Caste and Scheduled Tribe people.

I would request you fervently for a railway line for the district headquarters of Balurghat to Eklakhi. If it is not done, the people of that area

will be fed up with the railway administration.

With these words, I would like to oppose the Budget.

SHRI SOMNATH CHATTERJEE (Bolpur): Although that hon. Railway Minister belongs to the Congress Party, he is a good man and we all like him. He is very sympathetic, I know. I have got one proposal to remind him. That is the proposal for doubling the railway line from Khana to Sainthia Junction. This is a very important part of the Sahibgang Loop. The whole area, Birbhum district, Western part of West Bengal, is served by this railway which runs on single line. During Janata Dal, we had made a demand for survey which has been a long-standing proposal. A survey was made. In the survey report, the Railway Minister has strongly recommended that this line should be doubled because it is causing serious inconvenience. I implore the hon. Minister kindly to look into it. Shri George Fernandes had assured us that it will be included in the Eighth Plan. Mr. Pranab Mukherjee is also very much concerned. This is for your kind information. You can also take up the matter with him. He will support me, I am sure. He belongs to the district of Birbhum. This is a proposal. I earnestly request you kindly to consider favourably so that this may be taken up and included in the first year of the Eighth Plan. Shri Jaffer Sharief, I request you that when you have a little time away from Bangalore, please come with me to Shantiniketan, the birth-place of Tagore. Have you ever been there?

SHRI C. K. JAFFER SHARIEF:
Yes.

SHRI SOMNATH CHATTERJEE: Good. Please come once more. Then you will see the difficulties that are faced by the commuters there. Shantiniketan is one of the

tourist spots there. Foreigners also come there. If you come, you will see what great difficulty they are facing because of the single-line. The trains are being delayed; their punctuality is totally lost because they have to give the siding for crossing. Everytime, trains are being delayed. Adequate number of trains cannot be run. This is an one-track of railway-line where there is an Up-train, but no corresponding Down-train is there because they cannot find timings for crossing. This is a unique situation. The 404-down train is not running whereas only the 403-Up-train is running. This is a peculiar train. The train runs only on one side. This is a very serious situation. We have been meeting the General Manager. We are requesting him everytime. A standard reply comes, you know. The only thing is that recently there have been agitations like the *Rail Roko* agitation and things are happening which we don't want. I have spoken to the Railway Users' Association and the Passengers' Association. They are holding patience at my request. I have told them that we shall take up the matter with the new Government. When I saw Shri Jaffer Sharief has become the Railway Minister, I said that it would be considered sympathetically—no doubt he is a helpful honest man.

Therefore, Mr. Chairman, Sir, through you, I make a particular request to the hon. Railway Minister to consider my request. There is no expansion of the railway system in that part of India since Independence. What can we do? Unless we have a Railway Minister from that area, there is no new train. One Railway Minister was there. But he was despatched unceremoniously. Therefore, I have to approach you. I am sure you will do the needful. I request you to kindly take this into consideration.

Sir, I will take only one minute more. The Kanchenjunga Express should have a stoppage at *Gushkara*, which is a Municipal Town with a

[Sh. Somnath Chatterjee]

population of nearly 80,000 people. They have no Express Train, Mail Train which is stopping there. It is affecting its economic prosperity. Non-stoppage of train is very seriously affecting the area. One-minute stoppage can be given there.

Last but not the least ~~is~~ about the Katwa-Bandel Electrification.

[COL. RAO RAM SINGH in the Chair.]

15.37 hrs.

MR. CHAIRMAN: Next, Shri Anbarasu to speak.

(Interruptions)

SHRI YAIMA SINGH YUMNAM (Inner Manipur): Sir, I am representing a party. I have not been given a chance.

MR. CHAIRMAN: All right, I will give you a chance.

(Interruptions)

SHRI ANBARASU ERA (Madras Central): Sir, I rise to support the Railway Budget which is under discussion. But, Sir, I am unable to support it wholeheartedly because I find that a large number of hon. Members started expressing their grievances that their region was neglected; no new trains have been introduced; funds have not been allotted etc. (Interruptions)

MR. CHAIRMAN: Please don't interrupt. The names have been given to me by the party, I will call out those names. If anybody else wants to speak, if there is time, I will certainly give time. Please don't interrupt.

(Interruptions)

SHRI ANBARASU ERA: Yet, Sir, I appreciate the hon. Railway Minister because he was able to submit this Budget within the shortest

span of time. But contains a lot of imbalances and hence I call the Budget as an half baked bread. I find Tamil Nadu is completely neglected—in particular Madras City which is one of the most important Cities a Metropolitan City is neglected. The congestion is untold. I request the hon. Railway Minister to visit Madras City to find out how the people are suffering there. There is a peculiar situation in Madras City. You will find there is only one gate for entry and exit. You cannot find this system either in Calcutta or in Bombay or in Delhi. There are two gates—one for entry and the other for exit. But in Madras City, there is only one gate.

Another peculiar situation is, there are 14 platforms in Madras City. But you cannot find a connecting foot-over bridge there. The connecting foot-over bridge has not been constructed. I think, a survey was conducted about this project and it was approved also. Even I took up this matter during the last session with the then hon. Minister for Railways. He said that some funds would be allotted. But I do not know what has happened to the project. This project should be taken up immediately for the construction of a foot-over bridge connecting all the 14 platforms and also shifting the parcel office somewhere else. This is the most needed and most important thing.

The Mass Rapid Transit System was started in the year 1983 with an allocation of about Rs. 108 crores. But for the last seven years, the progress has been very very slow. They have only been able to construct the line for about five kilometres. The total stretch of line measures only about eleven kilometres. They have not allotted sufficient funds for the completion of this eleven kilometre line. They have been able to complete the work on only five kilometre stretch of line. In this Budget, I find only Rs. 13 crores allocated for this

project. I do not know how they will be able to complete this project with this Rs. 13 crores. Hence I demand to allot at least Rs. 100 crores. What I feel is, whatever projects they have taken up whatever new lines or any other project is introduced by the railways, there should be a time-bound programme. For every project, the Railway Ministry should have a time-bound programme. Otherwise, there will be many complications like the escalation of price and so many other things come in with the change of Government and other political interests. Therefore, the Railway Ministry should have a policy to have a time-bound programme for whatever project they want to introduce. For Madras City suburban trains are not sufficient. At Bombay suburban railway systems, there are number of trains to cater to the needs of the suburban people on the same pattern of Bombay suburban Railway System and if some more new trains are introduced—for example, from Madras to Avadi, Madras to Tambaram, Madras to Thiruvallur, Madras to Chengalpet, and Madras to Kanchipuram—this congestion can be very easily tackled. I, therefore urge upon the hon. Minister to introduce some more suburban trains to cater to the needs of the people.

Another point which I would like to impress upon the hon. Minister through you is about a new railway line to be introduced upto place called Sriperumbudur where our late lamented Prime Minister Shri Rajiv Gandhi was assassinated. This place has become a tourist centre, rather a pilgrimage centre. I request the hon. Minister to make note of this point that the place Sriperumbudur where the late lamented leader Shri Rajiv Gandhi was assassinated has become a tourist and a pilgrimage centre. Everyday at least one thousand people visit this place. Therefore, I demand from the hon. Railway Minister that there should be a new railway line from Madras to Sriperumbudur connecting Kanchipuram to cater to the needs of the

people who visit Sriperumbudur. Of course, you may call it a Rajiv Gandhi special or Rajiv Gandhi Memorial special or you can give some name to it. I request the hon. Minister to implement the construction of a railway line from Madras to Sriperumbudur connecting Kanchipuram to cater to the needs of the people.

Sir, I hope our Railway Minister is aware that there was a big agitation in Tamilnadu. When late lamented, Shri Rajiv Gandhi, was the Prime Minister, he inaugurated a Railway Station at Maraimalai Nagar and he named it as Kamaraj Railway Station. Though Rajiv Gandhi inaugurated it, invitation cards were printed, tickets were printed, and we all participated in that function, the then DMK government which was in power had overnight removed the board and said the name cannot be changed without the consent of the State Government. Due to politicising the issue, naturally, the Congress Party took up a very big agitation and nearly one lakh people were arrested. In fact, I was one of the victims. We were taken to Central Jail and I was beaten up and thrown from the Central Jail. I request the hon. Minister to take up this issue and to re-name Maraimalai Nagar Railway Station to Kamaraj Railway Station.

Another point which I would like to impress upon the Railway Minister is that the increase in the second class fare is not justified, whatever may be the case. I wish you should not hit the poor people below their belt. I request you to withdraw the same, whether it is a one rupee increase or fifty paise increase. I request the hon. Minister to withdraw the increase, that is contemplated for the second class fare. It is my humble request, Sir.

MR. CHAIRMAN: Please wind up.

SHRI ANBARASU ERA: Sir, in the Railway departments, corruption is rampant. God only should save the department! In ICF (Integral Coach Factory), which is situated in my constituency, for recruitment to one post of *Khalasi* Rs. 25,000 is taken previously. I was told that now they are collecting gold coins. They are not satisfied with the money and so they are taking gold coins from the poor people. *Khalasi* post is being given to those who could give four or five souvenirs.

I had a bitter experience. I had forwarded some of my applications to the present CPO of the ICF and later on, he had replied to me saying that none of them were selected because everything was computerised. I am not ready to believe these cock and bull stories.

(Interruptions)

MR. CHAIRMAN: Please wind up.

SHRI ANBARASU ERA: Whoever they want to help, they are manipulating everything and they are collecting money. So much bribe is involved in these things, I request the hon. Minister either to shift the CPO or a CBI probe should be made against the recruitment of *Kalasis* and other posts.

It is a welcoming feature that the Railway Finance Corporation is going to float debentures certificate or shares. Further, I would like to suggest you to call the industrialists like Tatas, Birlas and Ambanis and ask them to invest some money. By giving them incentives and by providing income-tax exemption, you should try to mobilise the resources from those people. This way let them take part in the nation building task; let them invest money in this nation building task. Lack of funds cannot be an excuse for not introducing new trains and launching new projects.

Mr. Pandian representing Madras North has told me that Royapuram over-bridge is not yet completed. I, therefore, request that necessary action may be taken to complete the Royapuram over-bridge. (Interruptions)

MR. CHAIRMAN: Please wind up. I would request you to let the other Members speak.

SHRI ANBARASU ERA: Sir, the Tirunelveli Express is just like a goods train. Kindly take note of this. It is like a vantage train. I demand that the speed of the Nellai Express to be increased... (Interruptions)...

MR. CHAIRMAN: Shri Kabindra Purkayasth.

SHRI KABINDRA PURKAYASTH (Silchar): Mr. Chairman Sir, I don't like to devote my time on the general discussion. I want to raise the problems of the north east particularly which is ever neglected since the independence of the country. Because of this, fragmentation in this region has cropped up threatening the integrity of the country.

In the budget speech of the hon. Railway Minister, he did not mention any scheme for the north east. In the north east broadgauge has gone upto only Guwahati. It needs to be extended upto Dibrugarh covering the whole State.

The area from where I have come is known as Barak valley. There is only one metregauge line and that also has gone totally to the hilly area covering 150 kms. There are 37 tunnels on the way constructed during the British regime and they have been time-barred now. So the trains are running with risk. In that connection there was a demand since long for converting this line into a broad-gauge one. Once in 1986 a survey was made by a company named RITES. They gave an estimate for

Rs. 644 crores but that was not accepted by the Government. This line connects not only the Barak valley but also Mizoram, Tripura and Manipur states. So this is a very strategic point of the country. In this respect I demand that the Railway Minister should look into it and this metre-gauge line which has gone through the hilly sections should be immediately converted into a broadgauge line. Pending conversion of this line, it is our demand and it is the demand of the people that for the present line which is running with risk immediate funds should be allotted for thorough repairs so that the people may travel with safety.

There are only a few trains running in this line and only two trains are running from Silchar to Guwahati. Out of that one train, Kachar Express was suspended during the month of April due to floods and that has not yet been restarted. I wish to draw the attention of the hon. Railway Minister to pass orders for running Kachar Express immediately.

One train runs upto Tripura State and this train runs from Kumarghat to Lunding. It is also our demand that this should be extended upto Guwahati so that directly a person can travel from Tripura to Guwahati.

In Barak valley there are several small lines. In those lines trains are not running properly and regularly. One line is there from Karimganj to Dullabcherra and that train has been suspended for reasons not known to us. In other lines also trains are not running properly and regularly. So I draw the attention of the Railway Minister to look into these matters promptly.

There is a public demand that Karimganj to Dullabcherra line be extended upto Rampur which covers the entire tribal and backward area.

There is a junction named Badarpur which is connecting all the three States namely Tripura, Mizoram and Manipur. It is the demand from the people of this valley and other States also that there should be a divisional office at Badarpur for the smooth running of the trains and also for conducting the railway business there.

These are the most important demands which I would like to place before the hon. Minister. Considering the present situation prevailing in the north-eastern region, I think, he will look into this matter. This is my appeal to the hon. Railway Minister.

SHRI YAIMA SINGH YUMNAM (Inner Manipur): Sir, I rise only to urge the Government to think seriously of connecting Imphal, the Capital of Manipur with a railway line. It is in the remotest place of this country—in the eastern part of the country—bordering with Burma which is a foreign country.

MR. CHAIRMAN: The hon. Railway Minister has kindly agreed to extend the time for this discussion. Now, he will reply at 4.30 p.m. So, I request the Members not to take more than four to five minutes each.

SHRI YAIMA SINGH YUMNAM: While requesting the Government to connect Imphal with a railway line, I would like to make a few points.

Firstly, the scenic beauty of the State was described by our beloved Prime Minister, Shri Nehru. When he visited Manipur for the first time, he said that it is a 'Jewel of India'. It is on the record. Subsequently, when he again visited Manipur, he described it as 'a granary of India'. That was with reference to the paddy produced in that area in large quantities. Again, Manipur was described as the 'Kashmir in the East', by him. So, this scenic beauty of the State

[Sh. Yaima Singh Yumnam]

has been denied to the people in the rest of the country because of the inconvenience in coming to that place. People, mostly the tourists from foreign countries, like to visit Manipur because of this scenic beauty. For this they have to depend on air journey only. Air journey also costs nearly about Rs. 6,000 to and fro from Delhi to Imphal. It is very difficult for them to afford this high expenditure. In the absence of a railway line to Imphal, those people suffer and the people of Manipur also suffer.

The State of Manipur produces a large number of teak wood and other forest produce which are required to be exported from Manipur to other parts of the country. It will be convenient, if they can be transported by rail. This project will be a paying one and a revenue earning one also. Not only this; if Manipur is connected by a railway line, it will be helpful for the defence of the country as well. In the last war, Britishers had experienced the difficulties in the absence of a railway line for the movement of the military personnel. They were to be transported only by trucks and buses. We also have to depend on the railways for the movement of the defence personnel. It is a must for the country. It is a must not only for Manipur, but it is for the whole country. It is in the interest of the country that Imphal must be connected by a railway line. That is my submission.

While speaking on the cut-motions, I would like to point out the difficulties that are there. One of them is the difficulties faced by the passengers for catching train at Dimapur. There is an Out-Agency at Imphal. Passengers can book their tickets there for travelling by train from Dimapur.

16-00 hrs.

We have to cover a distance of more than 200 kilometres from Imphal. It

is a day's journey. We have to reach Dimapur and from that place, we have to take a train. The passengers have to book their seats at Out-Agency but the Out-Agency has no authority for reservation of berths. So, the passengers have to face lot of difficulties. They cannot avail of the opportunity of getting any reservation for their journey. It has become very difficult for these people in the State of Manipur. I would request the Hon. Minister of Railways to look into this matter so that these difficulties could be redressed.

As the time at my disposal is very short, I now come to conversion of metre-gauge line from Laming to Jiribam via Silchar into broad-gauge line. I request the Railway Minister to take it up so that it can be converted into broad-gauge line.

I would also like to request the Hon. Minister to constitute a committee which will look after the welfare of the railway users at Jiribam and Silchar.

I would request the Minister to convert the Guwahati-Tinsukhia metre-gauge line into broad-gauge line.

Lastly, the difficulty is about our language Manipuri. The people are struggling for its inclusion in the Eighth Schedule of the Constitution of the country.

SHRI SUDHIR SAWANT (Rajapur): Mr. Speaker, Sir, at the outset I would like to express my deep gratitude to the Government and the Hon. Railway Minister for having allocated Rs. 51 crore for the Konkan Railway Corporation. Konkan railway was a long-standing aspiration of the people. With the commissioning of the Konkan railway, the development process, which had eluded the area for the last 40 years, would start.

Having said this, I have seen the pace of work on the Konkan railway. It is far from satisfactory. If the work

has to be completed in the given time of five years, then some things are required to be done. That is what I would like to emphasise here today.

First and foremost, the major beneficiary state of the Konkan Railway Project is Maharashtra as 423 kilometres of the railway line passes through this State which is the most backward area of this region of the country, that is, Konkan, which is hilly. There are about 73 tunnels and 146 major bridges to be constructed for this railway. No work has been started on this aspect as yet. So, I would request the Railway Minister to concentrate the work on these tunnels and bridges. Otherwise, the project will be delayed.

As the Konkan area is the most backward area in the country, I would also request the railways to concentrate on the work in this region. In this area, you will not find any able bodied population here. The demography is such that there is no person of age-group between 25 to 60 years whom you can find here because the population has to go to Bombay for their work or to find employment. So, it is requested that the railway line should be given priority and work should start from the northern side, i.e., from Bombay towards the South and in Karnataka from Mangalore towards Karwar. Goa is already with a railway line. No purpose will be served by starting the work in all sections. The former Railway Minister, Shri George Fernandes had promised that the local people from this region will be employed in the corporation and they will be given priority. But this has not been done as yet. Since this is a joint venture company, and since there is no other source of employment in this area or no other industry, the people of this area must be given priority and employed in it. Since 423 kilometres of railway line is going through Maharashtra, a proportionate percentage of population

of that area must be employed in the Railways.

Secondly, the port cities in the second phase of Konkan Railways, must be given proper attention. Why cannot we concentrate on the port towns which have no communications for connecting the Railways to the port towns? So, I would request that in the second phase, port towns should also be brought in the Konkan Railway Project.

Another point which I want to make is that one has to travel 200 to 250 kilometres for reservation and only then, one can travel by train. No booking facility is available in this area. Now, Railways must concentrate and provide booking facilities at three places, namely, Sawantwadi, Kankavli and Lanja. Only then people who are living in this region can avail the facilities provided by the Railways.

I have taken very little time to project the problems of this area which is a very backward one. Once again I emphasise here that concentration must be given for the areas of Maharashtra and work must start from Bombay side. There is a tunnel of 6.44 kilometres length. This is going to take a considerable period of time and work must be started in this tunnel. Otherwise, the project will overshoot the time when we cross nearly ten years.

[Translation]

SHRI ANKUSHRAO RAOSAHEB TOPE (Jalna): Mr. Speaker, Sir, it is after a persistent effort that you have given me this opportunity for which I am grateful to you. The network of Indian Railways is the largest in Asia and second largest in the world. We are proud that even in the wake of economic crisis, the hon. Railway Minister has presented a surplus budget. I congratulate him for this, especially because he has exempted the essential commodities from

[Sh. Ankushrao Raosaheb Tope]

freight hike and has kept the hike in second class passenger fares to the minimum. The increase in the passenger fare is rupee one upto 400 kms. and Rs. 5 beyond 400 kms. which is nominal. Therefore, I must congratulate him for this.

Mr. Speaker, Sir, so far as safety measures are concerned, there is no doubt that the number of accidents have come down. From 2131 in 1961, the number of rail accidents have come down to 540 in 1989-90. However, this figure too is on the higher side. There is, therefore, an urgent need to bring the number of accidents further down. Four causes have been given for the rail accident. Failure of railway staff is responsible for 67.6 per cent of accidents. Failure of other persons is responsible for 10 per cent of accidents. Under the failure of equipment, rolling stock is responsible for 8.7 per cent, tracks for 4.3 per cent and electricity for zero per cent of accidents. For 3.1 per cent of accidents, sabotage has been described as the cause and combination of all factors account for 0.7 per cent of accidents. What I mean to say is that failure of railway staff is responsible for 70 per cent of accidents. This is one factor to which the Railways should pay utmost attention. This is all I want to say in this regard.

Ten new trains have been introduced and 314 kms. of new railway line is claimed to have been laid. For this I congratulate the hon. Minister, Mr. Chairman, Sir, Marathwada is the most backward region in Maharashtra. The people of this region do not know what is broad gauge line and what is national highway. In his Budget Speech, the Hon. Minister has spelt out the programme for conversion of railway lines into broad gauge lines. Under this programme, Manmad-Parbhani and Parli metre gauge railway line is proposed to be converted into broad gauge line. It includes provision for Manmad-Aurangabad too. The work upto Aurangabad will

reach the stage of completion next year. Next to Aurangabad comes Aurangabad-Parbhani section. But this section has been left out and the new Marathwada line has been included in it instead. There is a proposal to convert the Palbham-Purna-Adilabad metre gauge line into broad gauge. I am not against conversion of this line, but the conversion of Aurangabad-Parbhani railway line which is 200 kms. long should also be taken up. It has been ignored as it has been included in the Third phase. In its place, a new railway line, as stated above, has been included. The Hon. Railway Minister may kindly pay attention to it.

Mr. Chairman, Sir, my constituency Jalna is the biggest commercial centre of Marathwada. It is situated at a distance of only 60 kms. from Aurangabad. The work relating to conversion of railway line from metre gauge to broad gauge should be extended beyond Aurangabad so as to cover Aurangabad-Parbhani section which has been left out for the present and has been included in only phase III. I would request the Hon. Minister to take up this extension work.

Jalna and Khamgaon are big commercial centres of Marathwada and Vidarbha respectively. 10-15 years back a survey for connecting both these places through railway line was conducted. Subsequently, the Railway Department said that it was not feasible to lay railway line there. Both these areas are backward and hence, I would request that survey should be conducted afresh and these places should be connected by a railway line. If it is done, it will pave way for the development of these backward areas. I would request the Hon. Minister of Railways to pay attention to it. There is a railway line named Parli-Beed-Ahmednagar railway line in Marathwada. My colleague Smt. Keshrabai Samaj Krisagar had mentioned about this line yesterday saying that it is very necessary to carry out a survey for this line. I would also

request the Hon. Minister to pay attention to it. matter and provide more funds for the track conversion.

Besides, there is lack of facility of reservation. World famous caves of Ajanta-Ellora are located near Aurangabad. Tourists from all places visit these caves, but reservation facility neither for first class nor for second class is available from Aurangabad and Manmad. I would request that attention should be paid in this regard also. With these words I support the Railway Budget and express my thanks to you.

[English]

SHRI MORESHWAR SAVE (Aurangabad): Mr. Chairman Sir, first of all, I have to express my gratitude to the hon. Minister through you for his commitment and for keeping the target as far as the Konkan and Aurangabad-Manmad lines are concerned.

Secondly, I would like to draw the kind attention of the Hon. Minister to the sad plight of the season-ticket holders in Bombay and other places. As a matter of fact, the Minister should go into the details of difficulties which the season-ticket holders are undergoing at present. In view of this, I would suggest that he should reconsider the fare increase in season tickets.

I would also like to draw his attention to the quality of service at the canteens of the railway stations as also in the trains. The quality of service is deteriorating day by day. I would like the Minister to look into the matter personally.

I now come to track conversion from Manmad to Aurangabad which is likely to be completed by December end.

Similarly, the same track line is to be extended up to Parbhani, as well as Adilabad and Parli. I would request the Minister to look into this

Next point is regarding the false claims that are being settled at the moment through railways at different points. I welcome the steps which are likely to be evolved out of the strict vigilance by Railways.

Kachiguda-Jaipur Express should be extended up to Delhi. I would request that Parbhani-Aurangabad gauge conversion should also be included and more funds should be provided for this.

The Division office of South Central Railways is proposed at Nanded. I request that the proposed Division Office should be located at Purna instead of Nanded because the land price is very high at Nanded and all the infrastructure for the proposed Office is available at Purna. In view of this I would request the Hon. Minister to shift the proposed Division Office at Purna instead of at Nanded.

Aurangabad being a tourist centre. I would request the Hon. Minister to develop it as a model station.

I would also like to request the Hon. Minister to consider conversion of Mirej-Latur Road.

Finally, I would like to speak on some of my cut motions.

1. 13 Dn/14 Up Janata Express between Bombay and Madras should be resumed.
2. More quota of berths and seats should be provided for Aurangabad in Jammu Tawi Express and Karnataka Express.
3. Computerised railway booking should be provided at Aurangabad which is a big tourist centre.
4. There is a need to undertake the projects highlighted in the

[Sh. Moreshwar Save]

status paper on Bombay suburban rail system.

5. There is a need to study the feasibility of underground suburban railway network in Bombay in view of heavy traffic and lack of space for additional railway tracks and also the possibility to link Karanja and Trombay through shorter route.
6. There is to need to extend Bombay suburban line, upto Dahanu Road.

Finally, before I conclude, I would request the Hon. Minister to consider Aurangabad Station as a Model Station and also consider the completion of Manmad—Aurangabad railway line before the end of December.

KUMARI FRIDA TOPNO (Sundargarh): Sir, I support the railway Budget proposals. My congratulations to the Railway Minister for presenting the Budget which is not harsh to the middle-class and the poor. But it is a matter of regret that once again Orissa could not get due consideration in the Railway Budget. The Western Orissa, a Tribal dominated region has been completely over-looked in the Budget. I appeal to the Hon. Minister to provide funds for connecting railway line from Jharsuguda—Sundargarh—Jashpur to Ranchi covering the Tribal belt of Eastern India to enable the overall development of this region. The district headquarters of my constituency, Sundargarh is not connected with Railway link.

I would appeal to the Hon. Minister to provide necessary funds for the improvement of Rourkela Railway Station.

Thirdly, Western Orissa has got only one Express Train connecting the Capital of India. So, I request the Minister to improve the condition of Utkal Express since the train never runs in time, every day, it is late by

three to four hours. Very often, it is cancelled. Often there is no water supply in the coaches. I request the Railway Minister to kindly see that the condition of Utkal Express train is improved.

Fourthly, I request the Railway Minister, through you, Sir, to introduce a Super-fast Train from New Delhi to Rourkela on a daily basis. Besides this, Patna Express and Amritsar Express that are running up to Tata Nagar should also be extended up to Rourkela.

Fifthly, the oldest Railway Station in my constituency Panposh requires immediate renovation.

Sixthly, an over-bridge may be constructed at Kukda Gate near Bondomunda railway yard on Rourkela-Bisra Road and one at Basanti Colony, Rourkela in my constituency.

[Translation]

SHRI SRIPAL SINGH YADAV (Sambhal): Mr. Chairman, Sir, I think the rich are becoming richer and the poor are becoming poorer and this is evident from this Railway Budget also. Once upon a time Sambhal was capital of the Mughals and was a very important city. The Divisional Railway Manager has cancelled four trains running between Sambhal and Moradabad. Those are 1 SR; 2 SR and 3 SRM; 4 SRM. This has caused great inconvenience to the passengers.....(Interruptions) The Chandausi Railway Station is an important station in my area. There is a Training College for Northern Railway. Top officials of Railways are sent there on training. Adequate training facilities are not available there. I want to submit that there is not even a single Express train between Moradabad and Lucknow via Chandausi.

My suggestion is that the Janata Express, Dehra Express and Sayeed Express should be routed through

Chandausi instead of Rampur. Similarly 375 UP and 376 DN Roza-Delhi passenger train should be diverted via Chandausi. There is a Link Express between Dehradun and Allahabad. A stoppage of this train should be provided for two minutes at Bahjoi station. This does not involve any expenditure. The Railway training college in Chandausi was established in 1925. In all there are about 4000 employees in this college and on the station. A small hospital is there but a lady doctor should be appointed there and an Ambulance should be provided. No proper medical facilities are available there. The RMS facility at Chandausi Railway Station has been withdrawn. The RMS facility should be restored there. According to the orders of the Railway Board Instructors are appointed there for a period of four years and thereafter they are transferred. A high level committee was set up under the Chairmanship of Mr. Justice Kagroo. It suggested that Instructors with long and varied experience should be appointed, even if they have crossed 58 years of age i.e. the age of superannuation. I would like to submit that the post of Instructor should be made a cadre post and persons should be appointed on the basis of selection. Besides their salaries should be fixed according to the recommendations of the Fourth Pay Commission. At present there are lot of disparities in the pay and allowances paid to the Instructors. Last year also I had raised this point and today I repeat it that Sambhal is an important city from industrial point of view. It should be linked with Gajraula by a rail line. Similarly, Sambhal should be linked with Lucknow via Chandausi. Last year also it was stated here that one thousand new railway lines would be laid every year. I would like to submit that provision should be made for it and Gajraula should be linked with Sambhal.

SHRI RAMASHRAY PRASAD SINGH (Jahānābād): Mr. Chairman,

Sir, I would like to submit to the hon. Minister that Railways plays a vital role in the all round development of the country and therefore, it has a significant place in our economy. The State which does not have sufficient railway network remains backward. I want to submit about one such backward state. The Patna-Gaya railway line has been laid by the Britishers. But even today there is no double line on this section. When Shri Madhavrao Scindia was the Railway Minister, he had admitted that the construction of a double line on this section is pending because of resource constraints and had assured the House that it would be definitely done. When this has to be done then why it is being delayed on the pretext of resource constraints. By doing so we are keeping Bihar backward. The question of expansion of new Patna Railway Station has been raised many times but the Government has not paid any attention to it.

There was a narrow gauge line between Fatha and Islampur. Now there is no train on this route. Lakhs of people are facing lot of inconvenience. Earlier they used to reach Patna by just paying Rs. 5 only but now they have to spend Rs. 15-20 to reach there. The entire area is backward. I would like to suggest the hon. Minister to revive the Fatha-Islampur narrow gauge line and extend it upto Bodh Gaya because Bodh Gaya is a place of tourist interest and we earn foreign exchange from there. There is no rail link to that place. This should be included in the Eighth Five Year Plan and the construction of Gaya-Patna double line should also be expedited. One of the reasons of the growing terrorism in the area is backwardness of that region and the terrorists have even established a parallel Government in the area. Wherever dual policy has been adopted, the same thing is happening because at many places there has been excessive expansion of railway lines, whereas at some places practically nothing has been done. Government should

[Sh. Ramashray Prasad Singh]

take note of such a situation. Due to this imbalance, people throughout the country living in backward regions are going towards terrorism. Therefore, you should pay your attention towards this problem. Patna-Gaya rail line should be doubled.

I would like to draw the attention of hon. Minister to one more problem that no education facility has been provided to the children of Railway employees of Jahanabad and also there is no provision for medical facility to them. I would, therefore, suggest that Railway Department should open its own school and hospital so that the children of Railway employees could get the education as well as medical facility. With these words I conclude my speech.

[English]

MR. CHAIRMAN: The Hon. Railway Minister will now reply to the debate.

[Translation]

Earlier the time fixed for the reply of the Minister was half past three, then it was extended to 4 O'clock and now it is already 4.30. Now the Railway Minister will reply to the Debate and thereafter, two or three more items would be taken up.

[English]

There are two or three items more. The hon. Railway Minister will now reply.

[Translation]

SHRI SATYNARAYAN JATIYA (Ujjain): Mr. Chairman, Sir, I wanted to make a submission to the hon. Minister just for one minute.

[English]

MR. CHAIRMAN: Now I request you to sit down let the hon. Minister speak.

[Translation]

The Members of your party whose names were submitted by the party have already spoken. Now you allow the hon. Minister to reply.

SHRI SATYNARAYAN JATIYA: Please allow me a little.....

[English]

MR. CHAIRMAN: Please sit down.

THE MINISTER OF RAILWAYS (SHRI C. K. JAFFER SHARIEF): Sir, at the outset, I thank all my colleagues for participating in the debate and offering their very valuable suggestions. I would like to assure the hon. Members that all their valuable suggestions will receive my attention. I may not be able to cover all the points that have been mentioned. More than about eighty to ninety Members have participated and they have given their points. Of course some of the suggestions, especially of those Members who have spoken just now are not before me, but all of them are being taken on record. I will be writing to them separately. Here, I will be dealing with only a few points.

It has become my most challenging task to present this Railway Budget at a time when the country is facing a very adverse economic situation. There is a pressing need for financial discipline and also for resource mobilisation. I have attempted to frame the Budget in such a way that the financial viability of the Railways is maintained and at the same time an undue burden is not cast on the community. The discussion generally reflects the understanding of my effort and I am deeply grateful to the House for that. There have been some very valuable suggestions. I shall try to meet the different points of view that have been expressed.

Sir, when the fares have been increased it is but natural that the Members should reflect the mood of the people and they have expressed their concern and mentioned the improvements that they would like to see in the area of passenger amenities. I agree with the hon. Members that there is a lot to be done in this field in order to make travel more comfortable. Acting in this direction, soon after taking charge of this Ministry, I tried to improve the punctuality of the trains. When I have to speak about the punctuality of the trains, I think the august House will appreciate if I tell them that political instability leads to lot of compromises.

My esteemed predecessor is not here now. I mean Shri George Fernandes. During his time he has sanctioned about four hundred halts to some trains. His successor and my immediate predecessor, Shri Janeswar Mishra, had given about 100 halts. So, the total number of halts given in the period of one year and eight months or so comes to 500. If a passenger has to travel from Trivandrum to Guwahati you can imagine as to how many days it will take.

In addition to that, the general law and order situation reflects on the railway system. Overcrowding, alarm chain pulling, defects in the coaches, not properly maintained locomotives and such other administrative deficiencies are also there. That is different. But how can we compromise with the system which is causing problems to the long distance passengers in reaching their destination? Even during the course of this debate, I found a lot of Members asking for halts at innumerable places.

Sir, to begin with, on the Motion of Thanks to the President, our Prime Minister had rightly said that today we have to function on the basis of consensus. So, I would like to go by what my friends advise me. The point is whether I go on

adding many more halts so that the Superfast, Fast, Rajdhani Express and the Mail trains become passenger trains or these trains are meant for long distance passengers.

Some friends from the other side said that the trains in the north Bengal area are running at the speed of 40 kms whereas the other trains are running at the speed of 100 kms. Why should the people pay the same fare which they are paying for the train which runs at the speed of 100 kms for the train which runs at the speed of 40 kms? It is not for me to find an answer. It is for you to find an answer. You should order me as to what I should do. I am prepared to obey that ...*(Interruptions)*

SHRI NIRMAL KANTI CHATTERJEE (Dum Dum): Will that position valid for 691 retrenched employees also? ... *(Interruptions)*

SHRI BASU DEB ACHARIA: There was consensus in this House for reinstatement of those workers... *(Interruptions)*

SHRI BASU DEB ACHARIA: On two issues—reinstatement of victimised workers and recognition to RPF Association—there is no two opinion in this House...*(Interruptions)*

MR. CHAIRMAN: Kindly do not interrupt.

(Interruptions)

SHRI C.K. JAFFER SHARIEF: When I come to that subject, you can raise it...*(Interruptions)* I would request the hon. Members to bear with me. I have listened to them very patiently, and I have even conceded with you, Sir, with the mood of the House, by accommodating more Members to express their problems because I wanted to educate myself more about their problems. So,

[Sh. C. K. Jaffer Sharief]

I would like them to show some understanding and allow me to deal with the issues that are before me.

Sir, I was mentioning about punctuality. Soon after I took over this Ministry, I had directed the Ministry that every official at different levels will have to take responsibility of certain trains and they should monitor them. Certain stations they will have to monitor like cleanliness, drinking water facilities, running of trains, maintenance of trains etc. It is not as if the Railway Minister or the Railway Board or the Zonal Railway will have to look after everything. Everybody in the system will have to look after these things with a certain amount of responsibility and he will be responsible for all that. This kind of message has already been sent. I am glad to inform you that today 82 per cent punctuality has come back. I can assure the House that the drive will continue.

SHRI NIRMAL KANT CHATTERJEE (Dum Dum): What exactly does he want to convey by stating that they are 300 per cent punctual? Are they arriving before time?

SHRI C. K. JAFFER SHARIEF: They are arriving at the right time. May be due to a technical reasons there may be delay in the case of one or two trains. But generally they are arriving on time. If you find fault with this statement of mine, I need to be educated. I want guidance from you so that I can take measures.

One of the hon. Members has pointed out that the Railway plan outlay shows a major increase over the last year. It was such a small increase that in real terms when we take into account inflation, there is actually a fall in the outlay. Perhaps, they may be quite true but there no alternative. The railways have lost four-and-a-half months of the current year so

far as additional resource mobilisation is concerned. To that extent, a shortfall in our contribution to the plan became inevitable. Since the general revenues are also affected for the same reasons, they are also not in a position to compensate. It must also be noted that the duration of the time over which adequate plan progress could be maintained, has also been somewhat curtailed. As a result, it will not be easy to utilise fully a higher plan outlay in the current year. I shall make every possible effort to see that the Eighth Plan allocation for the railways is determined so that the railways are able to meet their obligations to the travelling public and the economy. I expect that this will be reflected in the plan outlays of the next few years.

The Members are naturally interested in the new lines and gauge conversion in their constituencies and regions. So there is a serious problem. This debate may be over today, but we are bound to have many more such debates in the coming months. A large area of our country remains under-developed which needs infra-structural support of railway network. Regarding laying of new lines I wish to point out that each kilometre of new railway line costs Rs. 1 crore, conversion into BG lines costs Rs. 75 lakhs and electrification costs Rs. 40 lakhs.

SHRIMATI GEETA MUKHERJEE (Pansakura): Is this before devaluation or after devaluation?

SHRI C. K. JAFFER SHARIEF: Before.

...(Interruptions)...

MR. CHAIRMAN: I would request the hon. Members kindly not to interrupt.

...(Interruptions)

SHRI GUMAN MAL LODHA (Pali): What about Ahmadabad—Delhi broad gauge conversion from metre gauge for which we have already offered that the entire finances would be arranged by us. If you issue railway bonds for the purpose of arranging the funds so that Bombay is connected with Delhi directly for the convenience of passengers and development of area as well as for goods traffic both?

MR. CHAIRMAN: These points should have been raised during the Debate. The hon. Minister has made a detailed note to each and every point that the Members raised. If you interrupt in between like this then chain of thoughts will be broken. I would, therefore, request you not to interrupt when he is speaking.

SHRI C. K. JAFFER SHARIEF: Sir, what I want to request the hon. Members is—as I have shown a keen interest to get educated from you—perhaps I am one among you, I am not somebody else—whatever I have been able to get from the side of the Administration are also matters of detail which you will be able to know so that when you participate next or when you ask and try to go and explain to your constituents, you will be able to explain it properly. So, what I would request you to give some patient hearing.

I was telling the conversion of MG to BG lines costs Rs. 70 to 80 lakhs per km. At the same time, we need an amount of Rs. 3,000 crores to complete the on going project on which we have already incurred some expenditure. It should be remembered that the annual allocation is only to the tune between Rs. 350 crores and Rs. 400 crores over the year. This being the constraint of the fund position, I am of the view that first we should step up our allocation towards on going projects so that the projects are completed and the benefits start flowing to the people.

SHRI AMAL DATTA (Diamond Harbour): Regarding this I gave a suggestion to follow the Konkan Railway pattern ... (Interruptions).

SHRI C. K. JAFFER SHARIEF: I will come to the Konkan Railway projects also.

SHRI AMAL DATTA: Not that question. So many lines are waiting. Why don't you take that pattern... (Interruptions).

SHRI C. K. JAFFER SHARIEF: Shri Amal Dattaji, I have understood you. What you are saying is to accept that concept. When I will come to Konkan Railway, I will explain the position so that you will be able to help me in that ... (Interruptions). By this I do not mean that the new projects should not be taken up. It is my endeavour that with the improvements in financial position, we will be taking up projects for under developed areas.

There is a problem between MG and BG lines. A large area of our country still has got metre gauge system. I do not know how many centuries it will take for me to get it converted fully. I personally feel because I am not speaking the administration language here—I am speaking as one of the representative to the people here—the administration has a fear that when there is a pressure to get an MG line converted into BG line, they do not take the necessary interest to maintain this MG line or upgrade the MG line as the pressure is mostly on conversion of lines. Why this pressure? The pressure is that the metre gauge line has not been able to create that kind of confidence in the investors as it should, whether it is a private sector investor or a public sector investor. The investment comes only where there is a broad gauge line. Without the broad gauge line, the other economic development does not come. So, naturally, since there is more demand for conversion and the

[Sh. C. K. Jaffer Sharief]

Government, from time to time, went on taking up certain metre gauge lines for conversion, the system feels that since they do not know when they are going to get into this, so, let them not waste the money. As a result, the metre gauge has suffered. Here I am trying to go into details. May be, sometimes we will have to take hard decisions.

Some Members referred about my association with the Railways between 1980 and 1984. Even in those days when my attention was engaged with this problem, I personally felt this and also discussed it, when we brought about the new concept of BOXN wagons, heavy locomotives and bulk commodity movement from one end to the other, that we cannot just ignore the metre gauge lines. Metre gauge lines are as good as broad gauge lines. The only bottleneck in the metre gauge lines is the transshipment areas. Where the loading has to be transferred from one system to the other, there it creates lot of problem. Maybe, we may have to think of certain new technology whereby we are able to remove this bottleneck and make the metre gauge system as efficient as the broad gauge system. I have asked the administration to study it and I am going to sit with them. I am prepared to even discuss with some of the Members who have some knowledge and experience about these issues, who can educate me on this. One idea is that the metre gauge system is as good as the broad gauge system and upgradation of the metre gauge will, more or less, cost nearer to the broad gauge. So, there is again an element of doubt. If the upgradation of the metre gauge is going to cost nearer to the broad gauge, why should there be metre gauge? Why not we should go to the broad gauge? And to take up broad gauge, we do not have enough funds. So, naturally, because of resource constraint, the process will take centuries. This is where we

will have to address ourselves whether we can make this metre gauge system as efficient as broad gauge system and create confidence in the investors, whether it is private sector investor or public sector investor, so that the investment can flow to those areas, those backward regions where the metre gauge system exists and that infrastructure can also be utilised and economic development in those areas takes place.

Now I will come to what my friends were talking about the Konkan Railway. I am sorry, my esteemed friend Mr. George Fernandes is not here. Mr. Amal Datta, who has lot of insight to the economics of the public sector, has just now mentioned that we should accept the concept... (Interruptions).

SHRI AMAL DATTA: Accept the pattern of financing, not the railway.

SHRI C. K. JAFFER SHARIEF: Let me complete. The other day Mr. George Fernandes spoke and he tried to create an impression as if he has achieved a very big thing and his contribution is so great. It is very strange. Three Congress-ruled State Governments in the South—in Karnataka, Maharashtra and Goa—are parties in equity shares to this Konkan Railway. I agree with Shri Amal Datta on this. He could have made a breakthrough because both the than Finance Minister Prof. Madhu Dandavate and Dy. Chairman of Planning Commission Shri Ramakrishna Hegde were his friends. He could have managed to get the bottleneck removed. Generally Ministry of Finance and Planning Commission do not agree to get into this concept. It is a good idea if it is workable. I am just telling you.

It will tell what happened in this project. This project is to be completed by 1994-95. The equity is Rs. 119 crores for the year 1990-91.

They have spent Rs. 40 crores. But for the year 1991-92 we have given about Rs. 51 crores. The Hon'ble Member was trying to doubt that with the change of Government, whether the Government has changed the mind and also about the bond scheme whether we are having second thoughts or doubts. Let me clarify. Today we raise the bond—I am telling just for the information of Shri Amal Datta—and the moment you float the bond and have the money, the interest is charged. If for any technical reason the project does not get completed by 1994—not for financial reason assuming that we will meet fully the financial requirements—then the interest will get accumulated. How do we pay back that interest? This was one doubt which was worrying the administration since the concept and particularly when Railways has got resource constraint. I am glad to say that the Finance Minister and the Prime Minister have been very kind and the bond scheme is being cleared and we are going to finance the project without any obstacle and the project will continue.

The Hon'ble Member not only spoke on the floor of the House but he went to Bangalore and made a statement that he will agitate. He also mentioned about Bagaha-Chhitauni Project. The participation of three Governments is there in this project and they are the Government of India through the Ministries of Railways and Water Resources and the State Governments of Uttar Pradesh and Bihar. The Government of India, Ministry of Railways has made the payment. The Government of Uttar Pradesh has partly met the demand but the Government of Bihar—the Government of the Party to which he belongs to—has not paid a naya paisa, during 1990-91.

17.00 hrs.

He does not go to Bihar and say that 'I will agitate here'. You go to

Bangalore and say, 'I will agitate here.'

(Interruptions).

SHRI BASUDEB ACHARIA: The Government is not paying royalty on coal.

(Interruptions).

SHRI C. K. JAFFER SHARIEF: Do you want me to speak on that?

SHRI AMAL DATTA: You have to understand and appreciate.

SHRI TIRAT BARAN TOPDAR (Barrackpore): You have done incalculable harm to Bihar.

(Interruptions).

SHRI E. AHAMED (Manjeri): That means, when V. P. Singh was here, injustice was done to Bihar.

SHRI C. K. JAFFER SHARIEF: Let me tell you one thing.

SHRI TIRAT BARAN TOPDAR: I am not from Bihar, still I am saying it.

SHRI C. K. JAFFER SHARIEF: There is no question of any debate among ourselves. After all there are many parliamentary Committees which go into the records and scrutinise everything. Only posterity will tell that whenever there has been political instability in the country it has resulted in what. Posterity will decide about it.

Hon. Members Shri Anna Joshi, Shri George Fernandes, Dr. Kartikeswar Patra and Shri Surya Narayan Singh spoke on the need to end malpractices in Railways. Mr. Fernandes referred to the Vigilance Conference held in October 1990. The declaration adopted by the Conference required implementation of the Action Plan to fight the malprac-

[Sh. C. K. Jaffer Sharief]

tices, preventive vigilance aspect and take quick effective action in investigation and disposal of the cases.

17.02 hrs.

(SHRI SHARAD DIGHE in the Chair).

Sir, on the question of malpractices, I must tell you one thing. I was listening to the debate and I presume—although I have been in this House for a long time, this is my sixth term, every time when we get elected and come here, we speak for our people, for our region, for the development of the area and certain things which we consider in the national interest are most important and vital. What surprise and shock I had when an hon. Member was referring to 1980-84 when I was Minister of State for Railways. He was quoting from some press cuttings saying 'this has been, that has been and that has been...' I do not know whether he was speaking for the people, whether the people gave him the mandate for that to refer to the old press cuttings rather than demanding something new for his people. Let me, Sir, make use of this opportunity to tell that any contractor or any official, if he thinks that by feeding information to Members he will try to cow me down, I have already told that I am not a permanent Railway Minister here. Nobody is permanent. Government will go and Government will come, but as long as we are here even if it is one day, my basic interest will be the interest of the people which is uppermost in my mind. And nobody can try to bully us with this kind of feed back or try to blackmail the Government or anybody who would like to work for the people.

[Translation]

SHRI RAJVEER SINGH (Aonla): Hon. Minister, has spoken about the welfare of Railway employees. We

may kindly be informed as to what he has said in the Railway budget about reinstating the Railway employees. Last time an assurance was given to delete the section 14(2) in the interest of Railway employees, which has not yet been implemented. What action is he taking in this regard?

SHRI C. K. JAFFER SHARIEF: He please sit down. I will reply to his point later on.

(Interruptions).

[English]

Mr. Fernandes also mentioned about.....(Interruptions) I am not yielding.

(Interruptions).

MR. CHAIRMAN (SHRI SHARAD DIGHE): No interruptions please. Sit down.

[Translation]

SHRI DAU DAYAL JOSHI: He kindly inform the House as to who has intimidated him and who has threatened him?

SHRI C. K. JAFFER SHARIEF: It is on the record. He may go through it.

(Interruptions).

[English]

MR. CHAIRMAN: Please do not interrupt; let him complete his speech.

SHRI C. K. JAFFER SHARIEF. Sir, when he was referring to Vigilance Commission, he has talked about certain mismanagement of land use in the Railways. Certainly, that is an area where we have to look into. I am going to have some better arrangements for the land management in the Railways. Even Shri Amal Datta also has mentioned that

the Railways could make use of the land available for more productive purposes. I also have the same idea and I would see as to how best it can be used in the larger interests of mobilisation of resources and for the benefit of the people. We will avoid any such area of corruption, if it is being misused.

SHRI SOMNATH CHATTERJEE: It can be used for social forestry.

SHRI C. K. JAFFER SHARIEF: That is also a good idea. Sir, Shri Ram Naik raised the question of over payment to wagon builders. He has promised to write a letter to me giving the details. Points similar to those mentioned by him during the discussion have been brought to my notice by Shri Ashwini Kumar, a Rajya Sabha Member in early April this year. The wagon prices are fixed based on the recommendations of the Chief Advisor (Accounts) of the Ministry of Finance. It is an independent agency. Following the same lines, as adopted by the earlier committees, he has recommended an overhead percentage for the private sector at 182 based on the average of 10 wagon builders. The public sector is to be given a 10 per cent build-up over this and the percentage for the public sector would be at 200. As far as the capacity utilisation is concerned, the Chief Advisor (Cost) has adopted actual capacity wherever it was in excess of 90 per cent and a norm of 90 per cent was adopted wherever it was less. After examination, it was felt that no over payment was involved. However, I am waiting for the letter of Shri Ram Naik to examine the matter further in the light of any new facts that may be brought out.

Sir, Shri George Fernandes and Shri Ram Naik have proposed that the secret ballot system should be followed for recognition of unions. I have to state that this is a larger

issue covering the entire labour sector. (Interruptions)

SHRI TIRAT BARAN TOPDAR: If you introduce it in Railways, that will be followed by others.

(Interruptions)

SHRI C. K. JAFFER SHARIEF: You cannot expect everything from me in 10 days' time. You must give me some time to study and discuss with others. On policy decisions, you cannot expect me to commit suddenly. I will have a dialogue with other friends and see what we can do in the matter.

Sir, again Shri George Fernandes took exception to my statement about trimming of the work force. Many hon. Members also expressed their apprehensions about this. Let me assure the House, that when I am speaking about the trimming of the work force, it does not mean trimming the labour. I have come from a poor family and I know how difficult it is to find a job. If you have to trim the system, you have to start it from the top. If I do it from the top, I do not think anybody should find fault with it. Let us see how it works. I can assure you, there is no question of throwing them out of employment. We are not going to throw the workers on the street. We will get them re-deployed somewhere by giving them necessary training.

SHRI BASUDEB ACHARIA: I raised the question of contract workers in the steam locomotives who have to handle with coal and ash.

SHRI C. K. JAFFER SHARIEF: Well, we have already said about the workers from steam locomotives. We will not send them out. We will use them somewhere by giving them necessary training.

Now I come to the other question about the reinstatement of staff who

[*Sh. C. K. Jaffer Sharief*]

were dismissed or removed from service. At this juncture, I can assure the Members that I will examine these cases sympathetically...*(Interruptions.)*

SHRI BASU DEB ACHARJA: There is no question of examination. The decision was taken by your predecessor and in this very House it was announced. It was already decided. You should implement it.

SHRI NIRMAL KANTI CHATTERJEE: If you are considerate enough, then what the previous Government had decided, you implement it. *(Interruptions.)*

SHRI SOMNATH CHATTERJEE: There are no two opinions on this. The entire House is in agreement. Mr. Kumaramangalam is here. He had supported it in the House. *(Interruptions.)*

MR. CHAIRMAN: Please sit down. Please listen to the Minister.

(Interruptions.)

SHRI SOMNATH CHATTERJEE: Sir, I would like to remind the hon. Railway Minister that on this issue, there was no division in the House when it was last raised. I remember, Mr. P. R. Kumaramangalam sat in the Well of the House also for this. Mr. Shri Jaffer Sharief, hon. the Railway Minister who then sitting on this side of the House had taken up this matter and also supported this case. It was known to us because the announcement was made in the House that Shri George Fernandes had taken a decision and issued the orders. But that was not allowed to be implemented because the Motion of Confidence was pending. Then, Mr. Janeshwar Mishra made a commitment on the floor of the House as the Railway Minister, "We shall implement the decision". Shri P. R. Kumaramangalam and other friends withdrew from the Well

of the House after the assurance was given.

I would earnestly plead with the hon. Railway Minister. I know there may be some constraints. But knowing him well, I am sure, he will see that those Railway employees who were dismissed under rule 14(ii) without any enquiry, should be reinstated forthwith. Please implement the decision. The decision has already been taken. If the Railway Minister is trying to reopen the issue that will create difficulties. The only thing is, it is for you to give effect to the decision already taken. You cannot go on changing the decision simply because there is a change in the Railway Minister. Then there is no value to the commitment made to this House by successive Railway Ministers. The entire Congress Party then supported us. Therefore, I would plead with the hon. Minister to please make it clear now that he will implement the decision. The question is the date of implementation.

[*Translation*]

DR. LAXMI NARAYAN PANDEY (Mandsaur): Mr. Chairman, the decision has already been taken. We simply want to know whether he is going to implement it or not.

SHRI RAJENDRA AGNIHOTRI (Jhansi): Mr. Chairman, an assurance had been given to the House in this regard. Shri Kumaramangalamji is sitting here. At that time he had come to the well of the house and the then Minister Shri Janeswar Misra had given a firm assurance that the employees who were removed from service during the strike, would be reinstated, and the wards of those who have reached the age of superannuation would be given employment. We may kindly be informed whether he is going to implement the decision or not.

[English]

SHRI BASU DEB ACHARIA:
You should give a categorical assurance.

MR. CHAIRMAN: It is now fair that you listen to the hon. Minister also. Please sit down.

[Translation]

SHRI BASU DEB ACHARIA:
TRI: There is nothing left for further discussion. Mr. Chairman, there has already been a lot of discussion in this very House in the last Lok Sabha and this matter was raised by the Congress party. There was consensus in the entire house about this issue. What is now left for further discussion. *(Interruptions)*

[English]

SHRI BASU DEB ACHARIA:
I refer to a letter from Shri Janeswar Misra to Shri Kumaramangalam regarding recognition to a Welfare Association. *(Interruptions)*

SHRI C. K. JAFFER SHARIEF:
I would appeal to hon. Members to bear with me. I am sure all the learned Members will correct me if I am wrong. I have never said anything negative. I only said that I would assure the hon. Members that I will examine this case sympathetically.

(Interruptions)

SHRI NIRMAL KANTI CHATTERJEE: I am inviting Shri Kumaramangalam to join us. *(Interruptions)*

SHRI C. K. JAFFER SHARIEF:
Please bear with me.

SHRI BASU DEB ACHARIA:
Now we are to implement that order.

[Translation]

SHRI RAJENDRA AGNIHOTRI: Mr. Chairman, Sir, there was consensus in the House on this issue during the last Lok Sabha. The hon. Railway Minister had given an assurance in this regard, that the employees who were removed from service during the nation-wide strike, would be reinstated and the children of those dismissed employees, who have now reached the age of superannuation would be given employment. This decision has already been arrived at unanimously. The former Railway Minister had assured the entire house that orders for their re-instatement would be issued. The hon. Minister should give a categorical answer in this regard. *(Interruptions)*

[English]

MR. CHAIRMAN: Why do you repeat? Let the hon. Minister reply.

SHRI RAM NAIK (Bombay-North): On this point, the Railway Minister has not accepted the demand made by us. His attitude is anti-labour and that is why this BJP Group is walking out in protest.

17.19 hrs.

(Shri Ram Naik and some other hon. Members then left the House.)

SHRI NIRMAL KANTI CHATTERJEE: Please tell us what you want us to do. We do not want to walk out.

SHRI C. K. JAFFER SHARIEF:
Please bear with me. *(Interruptions)*

SHRI TARIT BARAN TOPDAR:
We require that the order passed earlier should be implemented. Let him declare that the order will be implemented. *(Interruptions)*

SHRI SOBHANADRESWARA RAO VADDE (Vijayawada): How long will they evade its implementation? We want a categorical assurance today. (*Interruptions*)

SHRI C. K. JAFFER SHARIEF: Sir, I am very much amazed about this. I do not know why Members should feel that only they have the humane feelings for a worker as if we are not, as if we do not know the poverty, as if we do not have our families....(*Interruptions*)

SHRI SOBHANADRESWARA RAO VADDE: Only you have removed them from service. (*Interruptions*)

SHRI C. K. JAFFER SHARIEF: Please bear with me. Let me tell you one thing. In this House, no political party can be irresponsible because everyone had a Government. Do they expect the same kind of commitment? Did they commit to the Opposition the same thing when the Opposition demanded it? They were in the Government. (*Interruptions*)

Please bear with me. What is it that I have said? I have said that I will sympathetically examine it and it means that I want time. If you do not understand that, if you expect the Government to categorically say because there is some commitment, what can I do? (*Interruptions*)

THE MINISTER OF STATE OF THE MINISTRY OF COMMERCE (SHRI P. CHIDAMBARAM): Let him finish his reply. (*Interruptions*)

SHRI C. K. JAFFER SHARIEF: We have seen every Government how it has functioned, how it has met the commitment of the other side. Don't tell all these things to me. (*Interruptions*)

SHRI P. M. SAYEED: The point is that he will consider it sympathetically. But he wants some time. (*Interruptions*)

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): Sir, it is not possible to implement any order passed by the previous Government. They must know that. We want to consider it. They should also respect it. (*Interruptions*)

SHRI NIRMAL KANTI CHATTERJEE: We wanted to give you time till the Budget discussions. Now you will have to give an assurance. (*Interruptions*)

SHRI AMAL DATTA: What is there to consider? You should say when it will be done. Only you have to consider when it will be done. Please clarify that point. (*Interruptions*)

Why can he not say that he will do it? When will he do it? It has already been committed to the House. How can he say that he will consider it? What is there to consider any more? He can only say when he will consider it to be implemented, how soon it will be implemented. (*Interruptions*)

SHRI C. K. JAFFER SHARIEF: Shri Amal Datta. I can understand this from a new Member, not from you. (*Interruptions*)

SHRI AMAL DATTA: I do not know whether you have understood what we are saying. This is the unfortunate part of it. We want to make you understand what we are wanting from you. It is no longer an open question. How can you say you will consider it? Please tell whether you carry out this commitment or not? It was decided by the earlier Government. You have only to commit and say when you will do it.

SHRI BASU DEB ACHARIA: This is a question of mere implementation. That is all. (*Interruptions*)

SHRI NIRMAL KANTI CHATTERJEE: Were you not a Member when this question was being decided

unanimously in this House? After that you took office. You knew how passionate the entire House was on the question of reinstatement of these people. You were aware of that. And now you ask us to appreciate that you too are as sympathetic as the rest of the Members of the House are. We agree. But you have already been allowed this much of time. Even when you were presenting the Railway Budget, we wanted an assurance from you. The answer which was given to us by your fellow Members including Shri Kumaramangalam was that when the reply time would come, we would get the answer. Can that answer be 're-examination of the problem'? (*Interruptions*) We are prepared to concede to you. We are as sympathetic as anybody else today. But then the answer should be, "yes, the Government decide to reinstate them without any condition." That is the only kind of answer which suits you. (*Interruptions*)

SHRI TARIT BARAN TOPDAR: What is your difficulty in it? (*Interruptions*)

SHRI NIRMAL KANTI CHATTERJEE: Why can't you as a veteran Member of this House decide to implement it? (*Interruptions*).....

SHRI AMAL DATTA: Do you stand by the commitment given to this House? (*Interruptions*)

MR. CHAIRMAN: Please listen to him.

(*Interruptions*)

SHRI RAM KAPSE (Thane): It is a continuous affair. How can you negate it?

(*Interruptions*)

SHRIMATI GEETA MUKHERJEE: May I propose a compromise formula? (*Interruptions*) Will you listen to my compromise proposal? (*Interruptions*)

SHRI AMAL DATTA: If you do not believe us, you get the proceedings and check it up. (*Interruptions*)

SHRI P. M. SAYEED: Let him complete. (*Interruptions*)

MR. CHAIRMAN: Please listen to him. He might go a step further. (*Interruptions*)

SHRI C. K. JAFFER SHARIEF: This morning, when some Members were speaking from the other side, they mentioned everything elaborately. Had the Members been here, they would have heard it.

Shri V. P. Singh's Government of which Shri George Fernandes was a Member, no doubt took decision and took up to the Cabinet and the Cabinet passed. But, thereafter since the Government had lost, decision was rescinded. (*Interruptions*) Please bear with me. (*Interruptions*)

SHRI NIRMAL KANTI CHATTERJEE: What happened after that?

SHRI C. K. JAFFER SHARIEF: I would request at least the senior Members who know the functioning of the Government to tell others..... (*Interruptions*)

SHRI C. K. JAFFER SHARIEF: Please bear with me. No doubt, Shri Janeshwar Mishra might have made an announcement here.

SHRI BASU DEB ACHARIA: Not might have made; he made a categorical assurance on the 6th of March, 1991. (*Interruptions*)

SHRI C. K. JAFFER SHARIEF: I can tell you only one thing. You wanted to score a point over me to impress the workers outside. You have done that. (*Interruptions*)

17.32 hrs. At this stage, Shri Basu Deb Acharia and some other hon. Members came and stood on the floor near the Table

MR. CHAIRMAN: Please go back to your seats.

17.34 hrs. *At this stage, Shri Basu Deb Acharia and some other hon. Members went back to their seats.*

SHRI C. K. JAFFER SHARIEF: Sir, I thought that I am a member of the family and if a young brother says something in a good spirit, not meaning anything, in a lighter vein, they will be considerate. I did not know that they will get so much offended. All that I was trying to explain was ...*(Interruptions)*... that the procedure which has to be completed is not yet completed. It has to go to the Cabinet again which needs time. That is all I wanted to say when I said that I have sympathetic consideration. *(Interruptions)*

MR. CHAIRMAN: Let him go to other points.

[Translation]

SHRI RAJENDRA AGNIHOTRI: Mr. Speaker, Sir, at least they should fulfil the commitment made by the Railway Minister of the previous government. Further, they can do whatever they are doing.

[English]

MR. CHAIRMAN: This is enough now. Let him complete the reply.

SHRI SOMNATH CHATTERJEE: I am trying to resolve this. I appreciate what he has said that the formalities will have to be completed because it requires the formal Cabinet approval again. Let him assure the House that he will go soonest to the Cabinet with his recommendations for acceptance and for its early implementation. Let him say that. Merely saying that he will take it to the Cabinet is not enough. He should go with his recommendation and if his recommendation is rejected we would not accept that. He has to mentioned a date and fix a date for its implementation. *(Interruptions)*

MR. CHAIRMAN: I think the assurance is sufficient. Let us go ahead.

(Interruptions)

MR. CHAIRMAN: A minister cannot assure as to what he will say in the Cabinet because it is all confidential proceedings in the Cabinet. Therefore I think this assurance is sufficient.

(Interruptions)

17.39 hrs. [MR. SPEAKER in the Chair]

SHRI C. K. JAFFER SHARIEF: I personally feel that I am the most unfortunate because I remained only a worker and I did not become an advocate like him.

SHRI SOMNATH CHATTERJEE: As a worker you should be candid. Don't try to play with workers. You should be candid enough to say, yes that commitment will be maintained and the formality of Cabinet approval will be taken and I shall announce in the House the date of implementation. We want that.

(Interruptions)

SHRI C. K. JAFFER SHARIEF: Sir, the learned legal luminary knows that it is a collective responsibility. *(Interruptions)*

SHRI SOMNATH CHATTERJEE: I only wanted an assurance that he will go to the Cabinet and he himself recommend for its acceptance. That does not depend on the Cabinet and joint responsibility. Let him give a commitment that he will recommend for its acceptance. *(Interruptions)*

SHRI P. M. SAYEED: He has gone on record saying that he will take it sympathetically. What more do they want? *(Interruptions)*

SHRI A CHARLES: Mr. Speaker, Sir, we want a ruling from you. *(Interruptions)*

MR. SPEAKER: Mr. Railway Minister, please take your seat. Hon. Members, please take your seats. I think you are putting forth your points of view very forcefully and rightly. Nobody can.....

(Interruptions)

SHRI NIRMAL KANTI CHATTERJEE: Sir, we fail to elicit a simple answer from him. That is what we are trying to get. (Interruptions)

MR. SPEAKER: If you do not want to be helped, I cannot help you.

(Interruptions)

SHRI C.K. JAFFER SHARIEF: Sir, I honour the sentiments expressed by hon. Members regarding their concern for the *safai karmachari* working on the railways. (Interruptions)

[Translation]

SHRI RAJENDRA AGNIHOTRI: Mr. Speaker, Sir, during the tenure of the previous government you were also part of this House. The whole House was unanimous on this point and the then Government had fully assured this House about it and when the hon. Railway Minister was presenting the Railway Budget, this issue was raised... (Interruptions)... you will have to assure this House in this regard. Sir, this question was raised when Railway Minister was presenting the Railway budget and he was reminded about the commitment made by the Railway Minister of the previous Government... (Interruptions)... The whole House was unanimous on this issue and this assurance was given that... (Interruptions)... The employees dismissed during the strike would be reinstated and the wards of those employees who have already been retired would be given jobs. The whole House had supported this move with one voice and the then Railway Minister Shri Janeshwar Mishra stated that it will be brought before the Council of Ministers after completing

all the process in this regard. The present Railway Minister had been apprised about it by the hon. Members when he presented the Rail-budget. Now, he is backing out from this. The House will not tolerate such things.

(Interruptions)

[English]

MR. SPEAKER: Hon. Members, please take your seats first. Are you in a mood to hear what I am going to say?

SOME HON. MEMBERS: Yes, Sir.

MR. SPEAKER: I think, the point which you were making was that it should be discussed in the Cabinet.

(Interruptions)

MR. SPEAKER: You are again jumping up.

(Interruptions)

MR. SPEAKER: You are again getting up.

(Interruptions)

MR. SPEAKER: I will request Mr. Chatterjee to speak.

SHRI SOMNATH CHATTERJEE: Sir, it is a case of dismissal of several railwaymen under Rule 14(2) which precludes any inquiry and show-cause. We have been demanding reinstatement. The Janata Dal Railway Minister Mr. George Fernandes, had announced that he had issued the order for their reinstatement. It had been approved by the Janata Dal Cabinet. Then, it appeared that it was rescinded because the BJP had withdrawn its support. (Interruptions)

SHRI RATILAL VARMA: It was not on that point. (Interruptions)

SHRI SOMNATH CHATTERJEE: That was what he had told. Then, the matter came up again. When the next Government supported by the Congress Party came, Mr. Janeshwar Mishra, ex-Railway Minister, also made that commitment on the 6th of March, 1991, on the floor of this House. *(Interruptions)*

It was a unanimous demand from all sections of the House. My esteemed colleagues, Mr. Kumaramangalan, Mr. Harish Rawat—I believe, Mr. P. M. Sayeed also—and others came to the well of the House because the feeling was so high that the railwaymen were being unjustly treated. It did happen. Only after Mr. Janeshwar Mishra gave a categorical assurance about the implementation of the decision, the House accepted it and they went back to their seats.

Now, we raised this matter again when this new Government came. It was said that in his reply that the Railway Minister would deal with this. We expected that the decision for implementation will be given. Today, he has said, "He will consider the matter sympathetically." Then, after this pressure, he now says: He will have to take it to the Cabinet.

We say very well that the formality of the Cabinet approval has to be there. We understand that. But let him give a commitment that he will recommend to the Cabinet acceptance of this proposal, that is, reinstatement.

AN HON. MEMBER: How can he give it?

SHRI SOMNATH CHATTERJEE: He can give it—it is not a question of joint responsibility—and that he will ask for earliest implementation of the commitment, namely, reinstatement of these employees who are out of job for eleven years. We want this categorical assurance.

(Interruptions)

MR. SPEAKER: I am going to help both of you. It is an important point.

(Interruptions)

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI M. MALLIKARJUN): If I recollect my memory, Mr. Janashwar Mishra himself committed to this House: "I have to go to the Cabinet." This is what we have told today. *(Interruptions)* You go and refer it to the Library. *(Interruptions)* Mr. Janeshwar Mishra himself assured that he has to go to the Cabinet.

(Interruptions)

MR. SPEAKER: I would request the Members not to interrupt me when I am speaking so that I can help both the sides to resolve this issue.

(Interruptions)

MR. SPEAKER: If the Hon. Minister has said that 'I am going to consider this matter sympathetically', you can take it that it is an assurance on the floor of the House.

(Interruptions)

MR. SPEAKER: This is the legal position. And if he has to help you and do something sympathetically, all that is necessary for this purpose is he is expected to consult his Members in the Council of Ministers and he is expected to take an appropriate decision. I think, this should be more than sufficient.

(Interruptions)

MR. SPEAKER: If you are playing upon words, that is a different thing. If he has said that 'I am going to consider this matter sympathetically', it is an assurance given on the floor of the House.

(Interruptions)

MR. SPEAKER: It is not necessary now.

(Interruptions)

MR. SPEAKER: Please understand.

MR. SPEAKER: Now, if the Minister makes a statement on the floor of the House, you say that he is making a statement on the floor

of the House. His very words, which he is using on the floor of the House, are statements. And you have to attach importance to it. It does not mean that 'I assure you' means 'I assure you'. If he says that he is going to consider it sympathetically; it is an assurance which can be looked into by the Assurance Committee in that Committee meeting. It is not an issue.

(Interruptions)

SHRI NIRMAL KANTI CHATTERJEE: I would like to draw your attention exactly on this point. It is a commitment to the House. We want him to say that while he has given a commitment to this House, that will be honoured. We want nothing else. Let him say that that commitment will be honoured. That is all we want now. (Interruptions)

SHRI SOMNATH CHATTERJEE: Sir, in view of your understanding and observation and for our respect to the Chair, we shall wait till the first of August. (Interruptions)

SHRI C. K. JAFFER SHARIEF: Sir, I am grateful to you. I honour the sentiments expressed by the hon. Members regarding their concern for the *safai karamcharis* working on the Railways and the plea that privatisation of this activity may lead to their exploitation. Therefore, I have decided that this area will not be privatised... (Interruptions)... I share the anxiety of the hon. Members regarding the Budgetary support for the Railways as an important infrastructure. Overall constraint of resources in recent years has resulted in lesser Budgetary support in the Seventh Plan as compared to previous Plan periods. It is hoped that when the Eighth Plan is formulated, higher Budgetary support would be extended with due regard to the needs of the Railways for providing adequate transport effort for the economy.

Sir, let me repeat to the august House that basically I am a passenger. I have kept this fact in mind while formulating the Budget. (Interruptions)

SHRI RAM KAPSE: What about the sub urban railway? You have not referred to it as yet.

SHRI JAFFER SHARIEF: I had referred to it but you were not here. I must adopt your realistic objective approach rather than making announcements rolling out in succession. There is nothing to bargain for a passenger. I must be sincere and honest to the people outside and Members here. I seek their sympathy in the overall interest of the economy of the country so that this system runs efficiently.

SHRI SAIFUDDIN CHOWDHURY: May I draw the attention of the hon. Minister? A commitment was given by the then Railway Minister during the Janata Dal Government regarding a suburban section in the Eastern Railways. Bandel-Katwa was made a suburban section 20 years ago. But it has not been developed so far. The commitment given was that electrification programme will be undertaken there. I had talked to you and you were kind enough to listen to me sympathetically. The people there are really expecting that you will make a commitment and include it in the works programme. We know that it is miserable travelling on that line. You have to do something for them. May I expect a commitment in this regard?

(Interruptions)

MR. SPEAKER: If you do not have the information, please send it to the members later.

SHRI C. K. JAFFER SHARIEF: We have asked the Planning Commission. We may await their reply. (Interruptions)

SHRI SAIFUDDIN CHOWDHURY: This is a kind of reply that is expected. But he was searching for the papers to give a proper reply. Why don't you give him time to search the papers?

SHRI RAM NAIK (Bombay-North): Prof. Kapse, some other members and I have demanded a separate independent autonomous corporation and a zone for the Suburban Railway of Bombay. That point has not been replied to. We have also demanded the withdrawal of the hike in the fares of Suburban railway...*(Interruptions)*

MR. SPEAKER: If he has not responded, you can take it that at present he is not doing it.

SHRI RAM NAIK: But with regard to the separate and independent zone, he can reply. He can say whether he considers it or not...*(Interruptions)*

MR. SPEAKER: If you all speak like this, it is not proper. Please take your seats.

(Interruptions)

[Translation]

SHRI DAU DAYAL JOSHI: Mr. Speaker, Sir, the hon. Minister has not mentioned anything about Bombay Suburban Railway in his reply. I request that hon. Minister should give the reply of that part also. *(Interruptions)*

[English]

SHRI C. K. JAFFER SHARIEF: I have already stated that I have received more than 80 to 90 points. I have assured them that I will be writing to them separately.

SHRI P. M. SAYEED: Mr. Speaker Sir, because of your timely arrival, we have averted a serious railway accident here.

I just want to remind the hon. Minister about one thing. His predecessor Shri Janeshwar Mishra made a commitment on the floor of the House that ex-MPs would be given railway passes. As you know, every Member of Parliament is a prospective ex-member of Parliament.....

MR. SPEAKER: Well, we would very much like you to be in the House always.....

SHRI P. M. SAYEED: Therefore, I would request Shri Jaffer Sharief to make a comment on these railway passes for ex-Members of Parliament.

SHRI C. K. JAFFER SHARIEF: Why talk of the commitment of Shri Janeshwar Mishra only? One day or the other, all of us are going to be ex-Members of Parliament. To honour this commitment is more to my advantage. Now I would like to mention only this much. I am quite sympathetic to this view. There are certain norms which are to be taken into consideration to decide this issue. First, we should go into those norms. I can only assure you that I will try to come back to you very early with all sympathy. *(Interruptions)*

SHRI SRIKANTA JENA: I too request the hon. Minister to listen to me with kind and sympathetic consideration. You know the Railway Department have continuously neglected Orissa, specially the South Eastern Railway. We have been demanding Daitari-Paradeep new line and the Railway Minister said that the priority will be given to the backward regions. The Government of Orissa has been continuously approaching the Railways authority that this should be taken up in the 8th Five Year Plan. May I request the Hon. Minister to include this Daitari-Paradeep line because the Commerce Minister will also agree that this line helps in the export of goods. May I request the Minister to consider this sympathetically. May I also request the Railway

Minister to include some portion of Kharagpur-Cuttack railway line for electrification.

MR. SPEAKER: Mr. Minister you please note down all the points and at one go you can reply.

SHRI SOMNATH CHATTERJEE: Most humbly, may I request the Hon. Minister to find out the slips of papers. He is loosing them, I find. Will you please reply about the Khana-Saintia line shortly because we have to write to our people may I also request him to consider it sympathetically.

SHRI BASU DEB ACHARIA: Sir, the hon. Minister has not mentioned anything about giving recognition to RPF Association. An order was issued by the former Railway Minister Shri Janeshwar Mishra and a Statement was also made in this very House.

While taking part in the discussion I also referred to a letter from Shri Mishra to Shri Kumaramangalam regarding restoration of recognition to RPF Association. That order has already been issued. Decision has already been taken. I referred to that letter today.

I would like to know whether the Railway Minister would consider along with reinstatement of victimised dismissed railway employees the restoration of recognition to Railway Protection Force. An order has already been issued. So, no money is involved in it. I would like to know whether the Railway Minister can make this commitment in the House or not.

MR. SPEAKER: Time is already over. I think the House will continue till the item under discussion is disposed of.

(Interruptions)

MR. SPEAKER: Mr. Minister, you please note down all the points and at one go you can reply.

SHRIMATI GEETA MUKHERJEE: Sir, through you I would request the hon. Minister, who is a very good friend of ours to examine Tam-lur-Digha railway line which is outstanding for a long time and which was actually proposed during Shri Ghani Khan's tenure, I hope he will answer this.

[Translation]

SHRI DATTA MEGHE (Nagpur): Mr. Speaker, Sir, the Vidarbha Express train runs 2-3 days in a week. It should run every day. The Bombay Express also needs attention of the Railway Board. I have written many letters regarding Kamthi-Wadi defence line but nothing has been done in this regard. Nagpur has a big railway station. There was proposal for opening another booking office after constructing a new platform, on the side of Cotton Market but nothing has been done yet in this regard. I request you to expedite this matter.

[English]

MR. SPEAKER: I think that Members just want to say that some railway line should be started. I would request the Members to write to the Minister and I would also request the Minister to reply to them.

[Translation]

DR. LAXMI NARAYAN PANDEYA: Mr. Speaker, Sir, I would like to suggest that the hon. Minister should give written replies to those cut-motions which have not been answered in the House.

MR. SPEAKER: He mentioned it a number of times in his replies. He has himself stated it.

(Interruptions)

[English]

MR. SPEAKER: A number of cut motions have been moved by Members to the Demands for Grants (Railways) for 1991-92. Shall I put all the

cut motions to the vote of the House together or does any hon. Member want any particular cut motion to be put separately?

I think, they agree to it.

I shall now put all the cut motions which have been moved together to the vote of the House.

All the cut motions were put and negatived.

SHRI SOMNATH CHATTERJEE: We want to give them a little chance to behave. Therefore, we are not pressing them for vote.

MR. SPEAKER: I shall now put the Demands for Grants (Railways) for 1991-92 to vote.

The question is:

“That the respective sums not exceeding the amount shown in the fourth column of the Order Paper be granted to the President of India out of the Consolidated Fund of India, to complete the sums necessary to defray the charges that will come in the course of payment during the year ending 31st day of March, 1992, in respect of the heads of demands entered in the second column thereof against Demand Nos. 1 to 16.”

LOK SABHA

List of Demands for Grants (Railways) for 1991-92 Voted by Lok Sabha

<i>No. of Demand</i>	<i>Name of Demand</i>	<i>Amount of Demand for Grant on Account voted by the House on 11-3-91</i>	<i>Amount of Demand for Grant voted by Lok Sabha</i>
1	2	3	4
		Rs.	Rs.
1.	Railway Board	3,69,09,000	7,38,17,000
2.	Miscellaneous Expenditure (General)	24,37,58,000	48,75,16,000
3.	General Superintendence and Services on Railways	173,30,99,000	346,61,99,000
4.	Repairs and Maintenance of Permanent Way and Works	351,43,01,000	688,36,02,000
5.	Repairs and Maintenance of Motive Power	274,98,71,000	549,97,42,000
6.	Repairs and Maintenance of Carriages and Wagons	371,10,34,000	735,20,67,000
7.	Repairs and Maintenance of Plant and Equipment	185,80,79,000	357,07,57,000
8.	Operating Expenses — Rolling Stock and Equipment	290,73,11,000	581,46,22,000
9.	Operating Expenses — Traffic	562,15,41,000	1,124,30,83,000

1	2	3	4
10. Operating Expenses-- Fuel		638,48,01,000	1247,50,03,000
11. Staff Welfare and Amenities		127,80,31,000	255,60,62,000
12. Miscellaneous Working Expenses		194,01,82,000	363,53,65,000
13. Provident Fund, Pension and other Retirement Benefits		323,18,52,000	646,37,03,000
14. Appropriation to Funds		1040,66,67,000	2316,33,33,000
15. Dividend to General Revenues, Repayment of loans taken from General Revenues and Amortization of Over-Capitalization		8,73,54,000	1138,26,46,000
16. Assets—Acquisition, Construction and Replacement			
Revenue		16,00,03,000	29,00,07,000
Other Expenditure			
Capital		1861,45,16,000	4217,15,19,000
Railway Funds		800,79,36,000	1584,58,71,000

The motion was adopted.

18.06 hrs.

THE APPROPRIATION (RAILWAYS) NO. 3 BILL*

THE MINISTER OF RAILWAYS (SHRI C. K. JAFFER SHARIEF): I beg to move for leave to introduce a Bill to authorise payment and appropriation of certain sums from and out of the Consolidated Fund of India for the services of the financial year 1991-92 for the purposes of Railways.

MR. SPEAKER: The question:

“That leave be granted to introduce a Bill to authorise payment and appropriation of certain sums from and out of the Consolidated Fund of India for the services of the financial year 1991-92 for the purposes of Railways.”

The motion was adopted.

SHRI C. K. JAFFER SHARIEF: I introduce **the Bill.

MR. SPEAKER: The Minister may now move the Bill for consideration.

SHRI C. K. JAFFER SHARIEF: I beg to move:

“That the Bill to authorise payment and appropriation of certain sums from and out of the Consolidated Fund of India for the services of the financial year 1991-92 for the purposes of Railways, be taken into consideration.

MR. SPEAKER: The question is:

“That the Bill to authorise payment and appropriation of certain sums from and out of the Consolidated Fund of India for the services of the financial year

*Published in the Gazette of India, Extra Ordinary Part II, Section 2, dated 25-7-1991.

** Introduced with the recommendation of the President.