

- (vi) **Need to provide financial assistance to Bihar Government for paying compensation to farmers of Bhojpur district (Bihar) whose rabi crops have been damaged due to heavy rains and hailstorm**

SHRI TEJ NARAYAN SINGH (Buxar): Mr. Chairman, Sir, under Rule 377, I would like to raise the following matter: 'The rabi crop in Rajpur Buxar, Itarhi, Navanagar, Damraon, Semati, Brahmpur, Shahpur, Bihiyan, Jagdispur, Peeron, Sandesh, Sahar, Koilbar, Barhara and Arrah areas under Bhojpur district of Bihar has been damaged due to heavy rains and hailstorm in February end. The farmers of Bhojpur district have incurred a heavy loss running into crores of rupees. Each farmer has to spend a sum of Rs. 500 to sow rabi crop. Thus, the standing crop on one lakh acres of land of the farmers of Bhojpur district has been damaged. So I demand from the Central Government that it should provide financial assistance to the Bihar Government, so that it could provide a compensation of Rs. 500/- per acre to the farmers of Bhojpur district.'

- (vii) **Need to include 'Rajbhar' in the list of Schedule Castes**

SHRI RAM KRISHAN YADAV (Azamgarh): Mr. Chairman, Sir, I would like to raise the following matter Under Rule 377. 'Lakhs of people belonging to Rajbhar casts live in Uttar Pradesh and other states. In respect of social, economic and educational background, these people are as backward as the Scheduled Castes, but it is ironical that neither they have been included in the list of Scheduled Castes, nor the facilities provided to the Scheduled Castes under the constitution have been made available to them. I have come to know that the Maharashtra Government has included this caste in the list of Scheduled Castes, I would urge the hon. Minister of Welfare that keeping in view the above facts, Rajbhar caste should be included in the list of Scheduled Castes?'

- (viii) **Need to establish a Bench of Allahabad High Court in Western U.P.**

SHRI HARPAL SINGH PANWAR (Kairana): Mr. Chairman, Sir, Uttar Pradesh is a very big state. The High Court of Uttar Pradesh is situated in Allahabad. The residents of Western Uttar Pradesh, especially those residing in hilly areas, have to travel a distance of more than 600 kilometres to reach the Allahabad High Court. Many a times, mass-agitations have taken place and the lawyers have also gone on strike in support of the demand for setting up of a Bench of Allahabad High Court in Western Uttar Pradesh. With a view to providing inexpensive and speedy justice to the people, it is necessary that a Bench of Allahabad High Court is set up at a suitable place in Western Uttar Pradesh at an early date. Jaswant Singh Commission has already submitted a favourable report in this regard.

So, I would request the Central Government that in deference to the sentiments of the people, action should be taken to set up a Bench of Allahabad High Court in Western Uttar Pradesh without further delay.

12.34 hrs.

RESOLUTION RE. APPROVAL OF FIRST REPORT OF RAILWAY CONVENTION COMMITTEE, 1989.
RAILWAY BUDGET 1990-91 -GENERAL DISCUSSION
DEMANDS FOR GRANTS (RAILWAY), 1990-91
AND
SUPPLEMENTARY DEMANDS FOR GRANTS (RAILWAYS) 1989-90—
CONTD.

[English]

MR. CHAIRMAN: The House shall now take up Item Nos. 15, 16, 17 and 18 together.

I want to request all the Members to

cooperate with the Chair. The time left is very short. We are ready to accommodate most of the Members, we do not leave most of them. But they have also to cooperate only their points. It will be helpful to other also. I hope the Members will cooperate with the Chair.

Shri Palas Barman to speak.

[Translation]

*SHRI PALAS BARMAN (Balurghat): Mr. Chairman, Sir, while speaking on the Railway budget 1990-91, I feel that this budget has disappointed the people of this country. The people had much hopes and aspirations from the National Front Government, but this budget has failed to fulfill their aspirations. The people of West Bengal have remained deprived of both new railway lines and new railway trains. By raising the cost of platform tickets and by raising the second class railway fares and railway freights, the Government is losing the goodwill and support of the common man.

Sir, as a result of increasing passenger traffic in Sealdah. South Division, the number of trains specially between Sealdah and Canning and between Sealdah and Lakhikantapur has to be increased considerably. The Sealdah Canning line is single track. Doubling of this line is very necessary to meet the load. I draw the attention of the Hon. Minister to this demand.

Sir, my constituency is Balurghat. As a result of partition of the country, West Dinajpur is a newly formed District. Balurghat is the District headquarters. From here people have to travel a distance of 130 or 140 Km. to Madra to catch a railway train. Even after 43 years of independence there is no railway connection at Balurghat. We have received unaccounted flood of assurances over the years. In 1984 due to the efforts of the then Railway Minister of Eklakhhi -Balurghat

railway line was approved and the foundation-stone was also laid. Some work on this project costing a small amount of money has also been done. The budget allocation for this was only Rs. 1000/- last year. This year also it is the same. This actually is a laughing matter. The people of this District which is adjacent to the Hilli area of Bangladesh, hear the whistle of trains and also see the smoke of railway engines running in Bangladesh across the border nearby. It is possible to construct this Eklakhhi-Balurghat railway connection if a small amount of money is sanctioned and that shall have to be sanctioned. This District of neglected North Bengal is mostly inhabited by Scheduled Castes, Scheduled Tribes and socially and economically backward people. On behalf of these neglected people of a backward District I appeal to the Hon. Railway Minister to immediately restart this ongoing Eklakhhi Balurghat Railway Project which has the approval of the West Bengal Government and also to complete it expeditiously. This urgent necessity may kindly be made a reality.

In the end I appeal that in view of the large increase in the number of railway passengers and their miserable condition, it is very necessary to introduce two passenger trains in North Bengal. One, from New Bongaigaon to Howrah Janata Express which was running earlier. During the last devastating floods this train was discontinued. This must be restored immediately. Another express train from new Cooch Bihar to Sealdah is also very necessary and should be introduced early. I do not want to prolong my speech. I, therefore, thank you and conclude my speech.

SHRI HARIBHAU SHANKAR MAHALE (Malegaon): Mr. Chairman, Sir, railways are the backbone of India's economy and so its development is necessary. Railways are one of the main means of transport. It is essential that the Government pays attention to the problems being faced by people who travel

[Sh. Haribhau Shankar Mahale]

in it. Second class fare has been increased, it should be reduced. The price of platform ticket should not be increased. The price of the platform ticket should be reduced to Re. 1 from the proposed Rs. 2.00.

Mr. Chairman, Sir, through you, I want to raise a matter in this House. Campa Cola company is in illegal occupation of railway land near the New Delhi railway station. Crores of rupees as licence fees has been due towards them for a long time. That company is a Congress (I) sympathiser and the owner is a friend of the leader of that party. That is why no action has been taken against them so far. Action must be taken against them. If a poor man had been in this situation, he would have been fined Rs. 500. The time of rajas and maharajas may be over in India but our railways have their own raja and maharajas. A lot of money spend on them and so they must be transferred. The recruitment committee should consist of Scheduled Caste and Scheduled Tribe representatives. The posts which are reserved for Scheduled Castes and Scheduled Tribes but are vacant should be filled up immediately. The office of the Bhartiya Aadim Jaati Sevak Sangh is in Delhi. Dr. Rajendra Prasad, Shri H.N. Kunzru and Shri Morarji Desai had headed this institution at one time on the other. Since 1953, the Chairman and the Secretary were given a free first class pass and second class pass respectively. From 1970 onwards this practice was stopped. This facility should be started again. No attention has been paid to running of trains in tribal areas. Nasik and Dhuliya districts are both tribal districts. A new railway line is needed from Mansad to Malegaon, Nardana. Nasik Road and Valsad are also important places. Construction of a new railway line should be considered for this area. Previously, people came to Nasik to perform obsequies for ten days and for pilgrimage but today it is an important industrial centre. So I feel that it is necessary that trains

running between Delhi and Bombay halt at Nasik. In Nasik, as in Allahabad, a religious festival is organised. Therefore, I request that trains should be provided with a stoppage at Nasik also. A large quantity of onions and grapes is produced at Nasik and sent to Delhi, Calcutta and Bangalore. It is very difficult to transport the goods. So attention should be paid to this aspect also. No railway facility has been provided in tribal areas and when there are plans to do so, no funds are available. Will the tribal areas get railway facility only after dooms day has passed? The Maharashtra Government has sent the Maharashtra Rail Project to the Central Government for approval. Through you, I request the Central Government to grant its approval for this project.

Secondly, there is a demand for the stoppage of Punjab Mail at Nandgaon. I request for the stoppage of the Punjab Mail at Nandgaon.

I am grateful to you for giving me an opportunity to speak.

[English]

PROF. N.G. RANGA (Guntur): Mr. Chairman Sir, one of the ablest members of the Ruling Party was appointed as the Railway Minister. I thought that some special attention would be given to the Railway Budget and Railway affairs by the Cabinet as well as by the Government. But what we find now is only a skeleton representation of the Government on that side and a skeleton representation of the Press Gallery also, that too on the third day, the last day of the discussion and when Items Nos. 15 to 22 are being put together before the House.

I wish to congratulate my hon. friend, Mr. George Fernandes, who is not present here today, on assuming this Railway Ministership. He has been espousing the cause of the railway workers for a long time and we have been hoping that railway workers would come in for a good share of Government's

generous attention which we do not find in actual practice .

Secondly, I am glad that the Status Paper has been circulated this time. Certain questions on policy have been placed before the public as well as Parliament for discussion and decision. Thirdly, I find not enough attention being paid to the needs of the North-eastern States. There are seven States in number. We have had special mention for the last three years on what the Government proposed to do in order to develop the railway communications there. This time, it has been neglected hopelessly. We would have liked to know and we would like to know even now as to what special steps are being taken for provision of money, material and personnel in order to develop the railway communications in the north-eastern frontier where seven States have taken shape and their elected representatives are running the local Governments. It is most important. And it is true that the railways have to be developed in most of the other areas also. But this region ought to be given the first priority. I am ashamed to think that even now the Railways are carrying on with narrow gauge railway lines. Sometimes, we were assured and the country was assured that narrow gauge was going to be given up. Why is the Government still hanging on with this? May I expect the hon. Minister to extend his suggestion for the removal of narrow gauge and converting all meter gauge lines into broad gauge lines and develop new railway lines in all other areas wherefrom the demands are coming? We can follow one or many new devices for raising capital for financing these projects. My hon. friend has come forward with a good suggestion. One such suggestion was made by me nearly 30 years ago, when I was a Member of the other House, when Lal Bahadur Shastri was the Railway Minister. Then I said that we should invite the cooperation of the local Governments, even the local boards and some sections of the private enterprise, to come forward and contribute to the raising of the finances for developing all these new railway

lines. I was not for managing these new lines but only for financing them. My hon. friend has come forward with some such suggestion. I welcome it. I want him to go ahead with it and invite the cooperation of local Governments and through the local Governments of other social elements which are willing to advance finance for the development of our railways.

I would like to have a special Cabinet Sub-Committee to be formed with the Ministers for Railways and Surface Transport so that we are able to have a coordinated transport system in our country for the railways, waterways and the sea. In that case, it would be possible for us to link many places which cannot be linked at present between the railways and the roads as also the waterways.

Thirdly, I want special attention to be paid by my hon. friend, who is a specialist in labour affairs in regard to the migratory labour. So many Members hailing from Scheduled Castes and Scheduled Tribes are pleading for special additional representation for them on the railways passengers associations. I support them. At the same time, today from Bihar so many workers go to Punjab, from Orissa they go to Assam and other areas, from Konkan and other areas they go to Bombay etc. especially during heavy seasons for employment in agriculture as well as industry. No special efforts are being made in order to ensure minimum possible facilities for these people in regard to shelter, at least in such centres where they congregate first of all before they think of going to various places in the neighbourhood for labour. I have already made a suggestion in writing and the Railway Board and the officials there have given the usual unsatisfactory bureaucratic reply. But special shelters have got to be built up. Crores and crores of rupees are being spend on the improvement of railway stations with all the luxurious things, But certainly priority should be given for the construction of these shelters. They are needed throughout the year in

[Prof. N.G. Ranga]

different seasons. For different activities, labour are on the move all the time and they have got to be provided this minimum facility.

Another thing is that as in other country, special labour trains have got to be run during busy seasons from one part of the country to another and the railway people know from which places to which other places migratory labour move during agricultural season and during such seasons, special labour trains have got to be run.

Then, the cost of the platform ticket is being raised. I am very much opposed to that. On the top of it, these facilities have got to be provided.

Further, second class fares have been raised. I do not think it is reasonable. But it anyhow, they have to be raised, at least for journeys within 100 kms they should not be raised at all.

Then, the condition of most of the carriages including the airconditioned carriages is in a very bad shape. Special attention has got to be paid for their improvement.

Wherever you travel in India on the railways, you find a lot of debris; railway materials are being thrown there by the side of the railways and nobody thinks of salvaging them, making a capital out of it. In America they do it, why can't we do it here? Same is the case with the railway quarters also. They have got to be repaired. They are out of shape. There are so many people who are homeless. Why not make these houses available to those people to live otherwise remove them. But you do not do it. On the other hand, there are slums in Bombay, in Calcutta and in Madras by the side of the railways. Efforts are being made in order to drive them away. Why do you drive those who are already there?

Unless and until you provide them alter-

native accommodation or alternative housesites, you should not drive them away. How to protect them? They are protecting themselves. You provide in addition to that, special iron railing, so that their Children would be protected and your passengers would also be protected.

There is a metre-gauge line which is running from Katpadi to Tirupati to be converted into a broad-gauge line. For a long time, we have been asking to convert this line into a broad-gauge line. Survey has been made. They have come to a very convenient conclusion that it is not profitable. How is it not profitable? Why should it not be provided? Already railway lines are there, railway stations are there and staff are there. What you have to do is that you have to do is that you have to broaden the gauge. Why should you not give special priority to that?

Recently, a survey has been made for the conversion of metre-gauge into broad-gauge from Guntur to Guntakkal, from Dronachalam to Hyderabad so that the Rayalseema people could be served. Today, Rayalseema people have been very much neglected. My fear is that, in usual fashion, the Railway Board would simply say that it is not economical and so on. For God's sake, go ahead with the conversion.

There is also a railway line from Kakirada to Kotipalli. It has been dismantled now. Why should it not be restored? All other things are available. If it is restored, it would help the Konaseema people, which is like an island. They have no benefits from Railways, for a very long time.

I am glad that my hon. friend has come forward with some suggestions for the improvements in the supply of meals on the railways and the way in which the meals would be supplied in the containers and so on. I would like him to go ahead with that. Instead of using these beautifully priced containers, why not make use of the ordinary

things? Why not introduce earthen pots for the supply of water during summers? He has advanced a very sensible reason. It would provide employment for tens and thousands of our potters all over the country.

Now, coming as it does from George Fernandes, I said to myself for once a sensible thing is coming from this ruling group. For God's sake, go ahead and then do other researches also in order to see that more employment is generated by the Railways than at present.

Finally, I will come to Chandipur. The Chandipur people have a narrow gauge line. I do not know how long they have to suffer from this scandalous thing. You should begin to think that we are going to reach the next century. With these kinds of things still hanging on our heads, it would be a shame indeed for the country as a whole. I want the Government to get rid of all these shameful things which have come down from the British times which are still hanging on our heads. This narrow-gauge should go. Wherever it is possible, let them convert the metre-gauge railway lines into broad-gauge railway lines. Let them also introduce the earlier concept and that is the railways contribution towards social and economic development of the country. The areas which have been under-developed or un-developed and neglected must be paid special attention.

What is the contribution that the Railways are going to make for them.

[Translation]

SHRI RAJ MANGAL MISHRA (Gopalganj): Hon. Speaker, Sir, I belong to North Bihar. State is divided into two different parts namely North Bihar and South Bihar. North Bihar is one of the poorest regions. Saran, Darbhanga, Muzaffarpur, Samastipur and Champaran regions fall in North Bihar.

Mr. Speaker, Sir, there is a broad gauge

railway line between Barauni and Delhi via Gorakhpur. In all four trains including the Howrah-Gorakhpur, Vaishali, Assam-Avadh and two more trains ply on this route. You will be surprised to know that the Siwan station caters to a population of 1 crore in four districts namely Eastern Champaran, Western Champaran, Siwan and Gopalganj. The reservation quota for this station is merely two berths in AC 1st class and seven berths in second class three tier. Thousands of labourers travel to Calcutta, Assam, Kerala and Punjab to earn their livelihood. They live in utter poverty there. Nearly more than one lakh people go up and down from here but there is no provision of facilities for such a large number of passengers. The Railways earn not less than Rs. one crore from Siwan railway station, but even drinking water is not available there. The passengers are forced to travel on the roofs of the trains when they go to Punjab to earn their bread but they are shot dead by the terrorists there. When sometimes, they take seats in second class three tier of Vaishali Express, fourteen rupees are charged extra from every passenger and they are thrown out by the neck at the very next station. This is our condition. We are not asking you to lay a double line. Provide a single line there, but do pay attention to North Bihar.

The quality of the tea and food served in the railway coaches is very poor. You will be surprised to know that Railway catering procures tea and food from outside to serve and charge the passengers for it. In most of the trains, there are no Pantry Cars and it becomes very difficult for the passengers to have tea or snacks.

We hope that hon. Minister of Railways will pay attention to our region, as he has won twice from Muzaffarpur constituency. North Bihar is the most neglected area in respect of railways. We are very grateful to the hon. Minister that he has shown interest in starting the construction work of Chhitauni-Bagha bridge again. Members of the Congress Party claim that it started during

[Sh. Raj Mangal Mishra]

the Congress regime but I would like to remind them that the work started when late Shri Kedarnath Pandey was the Minister of Railways. It was stopped after his death and entire material was removed from the site. I request the Government to complete the construction work at the earliest. There are still some places where people have never seen the train. In 1952, a resolution moved by late Shri Girish Tiwari and Shri Prabhu Nath Singh regarding laying a new railway line between Thave and Bhatani was passed unanimously in the Bihar Assembly. The construction work has not started as yet and therefore, arrangements should be made to start it as soon as possible

We do not know till now as to what Government have done in this regard. We are relying upon you for this and you will certainly help us. I would like to say that if some one wants to go from Gorakhpur to Barauni, and vice-versa he has to get down at Hazipur and then have to travel by taxi, tempo, bus or by own cats to Patna. Earlier there was a narrow gauge railway-line between Sonapur and Pahlejaghat and from Pahlejaghat to Mahendrughat one has to go by steamer. Steamer service should be reintroduced there immediately. If one paisa is increased in the fare that would amount to Rs. two per passenger. I would like to request that steamer service should be restarted till the bridge on Sonapur-Pahlejaghat railway line is not constructed. Poor coolie who go to the other side for work are facing difficulty. The suspension of steamer service has caused loss to us. Passengers of all trains have to get down at Hazipur and then have to travel by other means of transportation.

Secondly, I would like to say that there is a railway line between Daronda and Maharajganj but no train is operating on it. I would request that a train should be run on this railway line. Mr. Chairman, Sir, the bell is ringing, I am a new member and do not know about rules and regulations of the House. Therefore, if there is any mistake on my part,

I may please be excused.

One more point I would like to say about the platform ticket. Earlier Shri Madhu Dandavate had reduced the cost of platform ticket but the Congress Government increased it to Rs. 1.50 and now our Government have further increased it to Rs. 2. Only poor people will be affected by this like. Therefore, I would say that the cost of platform ticket should be reduced from Rs. 2 to rupee one. The railway fare for second class should also be reduced. Sir, I am thankful to you for giving me time to speak.

[English]

SHRI AMAR ROYPRADHAN (Cooch Behar): Mr. Chairman, Sir, the railway lines of the country are the life-lines in the entire transportation system of India. I also appreciate that this is the best mode of transport system till today. I have gone through the Railway Budget. For the last two days, I have been listening to the speeches of the hon. members on the Railway Budget. I am sorry to say that I do not find any radical changes or fiscal changes in the Budget provisions. However, even then, definitely from the Janata Dal and the National Front, we expect that there must be some provisions of the new railway lines, particularly for the backward areas; definitely we may expect that there must not be any railway fare hike for the second class passengers or for the second class sleeper passengers; definitely we can expect that there must not be any fare hike which will shoot up the price level of the country—this freight hike. But the hon. Minister may say that he has to do all these things due to constraint of funds. There is some scope for curtailment in fare. My esteemed friend, Shri Basudeb Acharia, said something about it day before yesterday. The top heavy administration of the railway system should be completely eroded. This Railway Board is a 'white elephant'. It is only adopting dilly-dallying tactics. You can scrap this 'white elephant'.

At the same time I cannot understand what my Congress friends like to say. Yes-

terday I was patiently hearing the Congress Members particularly Shri Gani Khan Choudhari. Now I am quoting him. He said:

"In West Bengal particularly in North Bengal and in North Eastern Region there are a vast tracts of lands where people have not seen railways or the railway yards or the Railway Engineers' whistle."

I do not like to say that he is confused. I do not like to say that they are shedding crocodile tears. I do not like to say that they are speaking like hypocrites. But Surely I must say that they are now out of power.

I am sorry to say that the most neglected part in the Railway Map is the North Bengal area and the North East Region. Sir, if you go through the map you will find... (*Interruptions*)

MR. CHAIRMAN: In every Railway debate you are saying this.

SHRI AMAR ROY PRADHAN: I am sorry to say that nobody is coming forward.

Sir, if we go through the map of India we will find a small piece of land—length without breadth—in some points its width is only 10 KMs—a link between the North East Region and the rest of India—one side covered by Bangladesh and the other side by Nepal and Bhutan. This is the North Bengal which is a backward area mostly populated by with Scheduled Castes and Scheduled Tribes. This area is the most neglected one in the Railway Map.

I received a telegram from District Youth League, Coochbihar, a few days back. I quote:

"More than Fifty thousand volunteers participated in Rail Roko movement successfully at New Coochbehar station today the 14th March demanding introduction of an express train between New Coochbehar and Calcutta. Movement peaceful."

Mr. Minister, do you think that this is unjustified and absurd demand?

In North Bengal there are some long distance train just to feed the commuter of North East Region—Gauhati to Trivendrum; Gauhati to Cochin; Gauhati to Bombay; Gauhati to Jammu; Gauhati to Delhi. But these trains are just to see and not to board. There is not an inch space to stand even. Do not bother about the reservation. These are so overcrowded and much worse than the chicken cage. And we the passengers, the commuters, are to move just like the chicken. This is the condition of the country.

Sir, ten lakh defence and para military forces—BSF, CRPF and SSB are moving. If you question about the reservation, they will throw you out from the running train.

Sir, my Congress friend Shri Golam Yazdani who raised this issue in the Eighth Lok Sabha when you were the Deputy-Speaker, Sir, said how he was thrown away from the train by the defence people. I am sorry to say that even this Government are not looking at this part of the country.

There was a unanimous resolution of the West Bengal Assembly that there must be resumption of the Janata Express—New Bongaigaon, to Howrah—which was suspended after the floods of 1987.

Another proposal is that there should be a new train from New Cooch Behar to Calcutta, but nothing has been done. Regarding the Balurghat Eklakhi line, at the time of Lok Sabha election in 1984 the then Railway Minister was kind enough to put a hoarding there by writing "Proposed Eklakhi Balurghat Railway Line". But this time also only sum of Rs. 1000 has been allotted for this project. In this way, it will be completed not only in this century but in the 21st century also. My only request to the National Front Government is, please put another hoarding at least by writing "In days gone by there was a proposal for a Railway line from Eklakhi to Balurghat". In such a manner it will be like a memorial.

[Sh. Amar Roypradhan]

At this stage again, I would like to request you to consider the following proposals:

1. An Express Train from New Cooch Behar to Calcutta.
2. Re-introduction of Janta Express from New Bongaigaon to Howrah which was suspended.
3. New B.G. lines from Eklakhi to Balurghat; from Howrah to Amta, from Digha to Tamluk.
4. Conversion to B.G. line from Purlia to Kotshila. Also reduce the second class train fare and freight.

[*Translation*]

SHRI ISHWAR CHAUDHARY (Gaya):
Mr. Chairman, Sir, I would like to congratulate the hon. Minister for presenting a revolutionary Budget. He has exempted pulses, salt, oil, vegetables, sugar, milk etc. from the freight hike. It is good that he has promised to increase the number of second class berths but on the other hand reservation charges have been increased by Rs. 5 to Rs. 10 which has further increased the burden on the poor. Therefore, I would like to say that the hon. Minister should provide more facilities to the people but should not put more burden on them. Secondly, it has been said that in case of railway accident, a compensation of rupees one lakh to rupees two lakh would be given but can the hon. Minister tell names of a few ordinary people whose next of kins were granted claim in case of their death in rail accidents. Claims are given only to the known persons or the persons who can pursue their cases properly. Therefore, I would like to say that the families of the poor persons killed in railway accidents should be given compensation, only then we will think that affected families are getting benefit of this increase in the real sense.

Rs. 500 crores have been earmarked in the Budget for the current financial year for expenditure but no detail has been given as to how and where this amount will be spent. I hail from a world famous place Gaya which is located in the middle of the South and the Central Bihar. It is also known as Bodh Gaya and visited by lakhs of people from our country as well as from foreign countries but no attention has been paid by the hon. Minister to provide any facility to the people of this area. Barring two years, this area has remained neglected during last 42 years of independence. Grand Trunk line from Howrah to Delhi touches this place. Toofan Mail and some other trains running on this line from British time have now been denied to the people of Gaya. Therefore, these train should be re-introduced on this line. 12 new trains are proposed to be introduced but none of them has been given to Gaya. Adequate rail facilities have not been provided in Gaya and in this regard, I have been continuously writing to the Railway Minister. Some people of the Constituency have also submitted representations to the Minister and some delegations also met him personally but nothing has been done. Can this train not be operated via Gaya? I want that Government should think over it. The people of that area have become disappointed and agitated after listening to the Budget speech of the hon. Railway Minister. Taking into consideration, their agitated mood, the Government should make proper arrangement of trains for Gaya otherwise, I would warn the Government that no train would be allowed to run through Gaya in future. About the Rajdhani Express it is said that it runs at a speed of 130 Kms. for per hour, hence its stop cannot be provided at Gaya. In this regard, I would like to say that this train passes through the Gaya Station at a speed of about 30 Kms. per hour. Therefore, its stoppage can be provided at Gaya for one or two minutes. I think it will hardly make any difference to you but it will greatly benefit the people of that area. Therefore, I demand that taking into consideration the popular demand of that region, one or two minute halt should be provided at Gaya. You know that Gaya is a famous place of pilgrimage for

Buddhists and lakhs of tourists from our country as well as from foreign countries visit this place, so taking this fact into consideration, a stoppage to the Rajdhani Express is necessary at Gaya.

Though the Government of India have made arrangement for filling up the vacancies reserved for Scheduled Castes and Scheduled Tribes but in the Railway Department, it is not being implemented. Reservations are not being given as per quota. Even today, several reserved posts are vacant in the Railway Department. I would like to draw the attention particularly towards Mughalsarai Railway Division. Gaya also comes under this Division. During the Congress regime, in 1974, a scheduled caste named Choudhary was allotted a piece of land by the Railway Department taking into consideration his unemployment but till now he could not get possession of that land though some money was also taken from him for this purpose. Whenever, the attention of the railway authorities is drawn towards it they repeat their stereotype reply saying that they cannot do anything in this matter. I am sorry to say that injustice is being done to a poor person. I want that physical possession of the land allotted by the Railway should be given to him immediately.

Now I would like to draw your attention towards 381 Up and 382 Down Deluxe train which runs three days in a week. It passes through several important places including Gaya. Therefore, my submission is that this train should be run all the seven days of the week. Earlier, we had made a demand that if it was not possible to run it on seven days of the week, two extra bogies should be attached to it. But till now neither two extra bogies were attached to it nor it was run seven days of the week. Therefore, I would request the Government to think over this long standing demand of the people of that region otherwise the situation will be come explosive.

I think that the Government will not have any problem in reintroducing a train like Toofan Mail from Howrah to Delhi. I would

thank you if a new train is introduced on this line which will provide more facilities to the people of that region.

Passenger fares for second class have been increased from 50 paise to Rs. 4. As you know, mostly the poor people and those belonging to weaker sections travel by second class and they cannot for-bear the burden of increase in the fare. The condition of second class coaches is already bad. The passengers travel on roofs of coaches, in the space between two coaches or by swinging. Instead of increasing the amenities and providing better facilities of water and electricity, you did a great injustice to them by increasing the fare. I want you to immediately withdraw the hike.

SHRI DAU DAYAL JOSHI (Kota): Mr. Chairman, Sir, I am on a point of order that as and when some suggestions are offered during the course of a discussion one or the other minister must note them. I find that nobody is taking a note of these suggestions. The hon. Members are making very important suggestions.

SHRI ISHWAR CHAUDHARY: Mr. Chairman, Sir, I would like to submit that the single line between Gaya and Patna, a distance of 100 kilometres should be doubled. It is a long standing demand of the people of that area. The hon. Minister of Railways has all along been saying that until and unless the passenger traffic, the movement of goods and the income likely to be accrued therefrom is increased, this line cannot be doubled. Today a train takes about 4 hours to cover this distance of 100 km. whereas it should hardly take 1 1/2-2 hours. This is a general demand. I would like to say further that my native place is Manpur. A temporary (kacha) railway line passes through my village which needs to be made permanent (pucca) immediately. Besides, the condition of the railway-bridge in my locality is very bad. It has developed cracks at several places and so far claimed 30-40 lives. Its edges have also suffered damages. There is no certainty that a major accident might not take place at any moment there. The Rajdhani Express and

[Sh. Ishwar Chaudhary]

other express trains pass through this bridge. In view of this immediate arrangements should be made to repair this bridge. Gaya is a very famous place. Gaya station should be developed into a model station, because this is a very hot place and cold drinking water is not available here. I want that water coolers should be installed in the station so that passengers travelling on this route could get cold drinking water. I hope that all the facilities supposed to be available to a model station will be provided at Gaya.

Now I would like to draw your attention to the construction of over-bridges again. Over bridges, one each at watch tower No. 1, watch tower No. 2 and at Bageshwari site, should be constructed. It is a densely populated area apart from being an important place. It is the responsibility of the Government to construct bridges at these important places. I would like to draw your attention to the importance of Gaya. If the hon. Minister of Railways wants to earn a good name and reputation, he could do so by running Gaya-Budha express. Because of Gaya's importance I request you to consider this demand.

There is no provision of drinking water, quarters, roads, electricity and play grounds for the railways employees working in my area. I request the hon. Minister of Railways to consider these problems. At the headquarters, coal, cement, iron rods and steel worth lakhs of rupees are pilferaged, but there is nobody to nab the culprits. At the time of theft all the officers entrusted with the safe custody of these materials are away at Delhi, Mughalsarai etc. There is nobody to check the theft. Is it not their responsibility to check theft? If they will not check the theft, who else will do it? (*Interruptions*)

Mr. Chairman, Sir, Gaya is a very important place. Hence a direct computer channel should be set up for Gaya. The strength of telephone hot lines should also be increased. More hot lines should be made available so

as to facilitate easy despatch of incoming and out going telegrams. I draw your attention to the above works because these are very minor and simple works and there should be no difficulty for you to implement them.

A great injustice is done to the hawkers moving inside the trains and those selling on the platform in my area. I feel that people selling on the platform in my area. I feel that people selling gram, groundnuts and other items should be given licences in view of the legal advice tendered in this respect. This will increase income of the railways and also provide justice to these hawkers. (*Interruptions*)

Mr. Chairman, Sir, I want that a direct line may be laid for Bodh Gaya-Rajagiri, a demand for which I had made in 1974. The survey of this line had also been completed. Now the proposed line should be laid immediately. Besides, survey of the railway line connecting Hazaribagh, Ranchi and Palamau had also been completed. I request that work on this line may please be started and railway line connecting the above three cities may please be laid immediately. I shall conclude after making one more submission. I demand that an additional bogie may please be attached with each of the trains bearing now 3 or 4 down, 159/160 down, 471/472 down, 301/302 and 151/152. I also demand that there should be one three tier and 1 first class coach in each of the trains bearing nos. 1471 up and 1472 down, 2159/2160 trains.

With these words, I hope that my sentiments as well as the hopes and aspirations of the people of my area will be given due regard.

*SHRI OSCAR FERNANDES (Udupi): I rise to participate in the discussion on the Railway Budget for 1990-91 presented by the Hon'ble Railway Minister. I am sure Mr. George Fernandes would have started agitation against this budget through out the country if he was a member of the Opposi-

tion and not a Minister. In the year 1986 when there was a slight increase in the fares in the Railway Budget, Mr. George Fernandes started agitation at various places opposing the increase in fares. Infact the agitation received wide coverage in the newspapers which published even photographs.

It is very clear from the budget that the Railway Minister has forgotten the poor people. There is hike in freight and the passenger fares. This would definitely lead to high inflation. Therefore my humble request to the Hon. Minister is to restore the statusquo ante of the freight and passenger fares.

The railways should continue with modernisation and other developmental activities. We should have a new strategy for laying new lines. We are spending thousands of crores of rupees on various rural employment Schemes and relief works. These investments provide jobs to the people but they do not contribute to the progress of the national economy. Hence it is very essential to relate these relief works with the railway budget. The new routes in the country have to be indentified and ground work should be taken up well in advance.

The Hon. Minister has stated that the Konkan Railway would be completed in stages. I convey my heartfelt thanks to the Minister for making this announcement. In the previous railway budget it was proposed to complete the first phase of Konkan railway, between Mangalore and Udupi in four years time. The present Minister has promised that the phase I of the project would be completed in two years. I wish him well in his endeavour but I want to remind him that he should take up the construction of all the five big bridges during the current financial year itself. The estimated cost of the first phase of the project would be Rs. 40 crores which I believe the Hon. Minister would provide in the current year's budget.

Hon. Minister has made a statement in Udupi that this Konkan Railway project would be completed in five years. He also proposes to begin the work of the project at six different

places at the same point of time. The Hon. Minister may recall that it took more than ten years for the railway project at Kalinadi. Therefore I would like to caution the Minister that until utmost priority to technical works is given the project may not be able to be completed within the targeted period of five years.

The laying of Karwar-Hubli railway line is pending for a long time. This has to be taken up immediately.

The conversion of Bangalore-Mysore Metre gauge line into broad gauge is also a long pending demand of the people of Karnataka. the Govt. must accord top priority for this conversion project and complete it within a span of two years.

Now, it takes 16 hrs. to travel from Bangalore to Mangalore. The infrastructural facilities must be improved on this line so that the travel time would be reduced to 10 or 8 hrs. The speed of the Karnataka Express running from Bangalore to New Delhi should be increased so as to bring down the travel time from 42 hrs. to 36 hrs.

I am thankful to you for allowing me to speak though for 5 minutes and with a wish to stick to the time I conclude my speech.

[English]

SHRI PIYARE LAL HANDOO (Anantnag): Sir, normally the budget entitles the author to receive bouquets and creates the liability for the author to receive brickbats also. These are the twin-faced reception of the budget. If we try to find out the reason, it is inevitable because of the wide gap which every author of the budget presentation expects between the popular expectations and the objects set for achievements within the course of the year. I will not take much time of the House, but I would like to seek consideration for the railway services in the State of Jammu and Kashmir. I have had occasion to ask two questions from the Government in the session and both of them by ballot fell into two unstarred questions. In

[Sh. Piyare Lal Handoo]

reply to one question, the Central Government has said that since 1980-81 upto 1989-90, they have been able to complete 18.4 per cent of railway line from Jammu and Udhampur. That means during the period of 10 years, they could complete only 18.1 per cent of the railway line for a strategic place like Udhampur. I may remind the House of the recommendations of the National Transport Policy Committee of 1978, of the Railway Reforms Committee of 1981 and the criteria set by these two national committees for extension of railway lines. Fortunately, the present Railway Minister, being what he is, a socialist, a leader of the railway workers and a dynamic person, has included the criteria determined by these two national committees in one of the important paras in the Status Paper of the Railways. In paragraph 15, the following said and with your permission I may read:

"according to the existing policy, construction of new lines is justified in the following areas:

- (c) lines required on strategic considerations;
- (d) development of lines to establish new growth centres or give access to remote areas."

These two are very essential for the State of Jammu and Kashmir. Now, not in the remote past but in the very recent present, they have made Udhampur city of Jammu and Kashmir State as the Northern Defence Command headquarters. In spite of that, we are told by the Central Government that it had taken 10 years to complete 18.1 per cent of the railway line. This position is at the fag end of the 20th century, at the beginning of the 21st century. It may be true that there may be some constraints. It may be true that we have not been able to restructure our railway finances. But my humble submission before the House would be that we should have answered the questions which were posed in the Status Paper first before talking about

the difficulties. You should have answered the questions. These questions should have been answered first before presentation of the Railway Budget.

Now, let me take the House straight to Kashmir Valley. I asked one question and fortunately the reply came yesterday. This is in respect of part of the Kashmir State, known as Kashmir valley. The question is: "Whether a survey was conducted for construction of a railway line in Kashmir valley; if so, when. The reply is, "Yes Sir. a Bi-Modal Study of a BG rail/road link between Udhampur-Qazigund-Srinagar was completed in June, 1989." To my further question, "whether it is proposed to undertake this project during the Eighth Plan", the Minister gave the answer. Knowing fully well that I belong to the country which is suffering from agony of poverty, I did not ask about the survey being worked immediately, nor for any work in respect of Railway was done in Kashmir valley. Instead, I asked, "Do you propose to take it up in the 8th Plan?" The reply created greater agony for me because the reply is, "No decision can be taken at this stage". I am apprehending that in this way, they are not earnest about dealing with Kashmir as a sensitive area for still they are lacking full knowledge of the depth of the problem. The Central Government does not seem to be having full grasp of the problem. What intrigues me most is the reply given by them, namely, "No decision can be taken at this stage". Is it because of the present volatile position of the Kashmir valley that you are not able to take a decision or is it because you have not yet taken a decision to revamp or restructure the railway finance? When I asked the question, whether he will undertake this work in the Eighth Plan, you have given the reply not "at this stage". What is the meaning of this term "at this stage"? I request the hon. Railway Minister to tell me something about it when he comes to reply to the Railway Budget.

With these submission, I thank you again for having given me an opportunity to make a submission.

[Translation]

SHRI MANJAY LAL (Samastipur): Mr. Speaker, Sir, I rise to support the Railway Budget-1990-91, presented by the hon. Minister of Railways in the House. Hon. Minister of Railways, George Saheb is a socialist. Hence everybody expected that the Railway Budget presented by him will help the poor reach the mark of equality and provide them better facilities. There are some indications to this effect in the Budget, for example, manufacturing of First Class A.C. and first class coaches has been stopped. But the increase in the cost of platform tickets, freight charges, daily second class passenger's pass and especially increase in the rates of student passes, for poor labourers small traders, salaried classes, has caused some hardship. I would like the hon. Minister of Railways to reconsider this point and withdraw the proposed hike in fares mostly borne by poor people.

Bihar is the most backward state. The hon. Minister of Railways always talked of removing regional imbalances. Besides, railway is the cheapest mode of transport. I would therefore, request him to spread the Railway network in Bihar by not only laying new lines but also converting narrow gauge lines into broad gauge ones so as to remove backwardness in the state. I also request that the narrow gauge line between Gorakhpur and Muzaffarpur via Chhitauni may please be converted into a broad gauge one. This is necessary from border security point of view also. Similarly the narrow gauge line between Hajipur and Bachwara may please be converted into a broad gauge line.

I come from Samastipur area. I may inform you that a big railway factory had been set up in Samastipur in 1884 by the B.N.W. Railway. This factory had been set up to attend to the repair and maintenance of locomotive engines. Later, it was shifted to Gorakhpur. A small section of this factory which was operating at Samastipur is also going to be closed. Earlier, 2,500 workers used to work in this factory, but now only 450 workers have been left. In Samastipur Rail-

way Division people who used to work as casual labourers are not being absorbed against regular posts. There was a panel of thousands of casual labourers with the Assistant Executive Engineer in Darbhanga. Out of the above number only, 125 casual labourers were given employment against regular posts. Panels were also drawn in Samastipur, Muzaffarpur and Saharsa. but these casual labourers have not been absorbed against regular posts. The railway work is being carried out by contract system. I want that the hon. Minister should do away with the contract system in which exploitation of labourers is done. I also request that the department should regularise the services of casual labourers who are working against regular posts. At the same time the closed railway factory at Samastipur may please be revived and expanded.

I would like to make a submission about the catering service. Earlier, food in the railways was being served in Thalís and now it has been replaced by casseroles. Quantity and quality of food both have suffered in the process. Casserole is a capitalist product. I would like that the casseroles system may please be withdrawn and the earlier system of serving food in thalis may please be restored. Catering service is also being run by the contractors and they are exploiting their workers. I want that catering service should also be run by the Department and quality of the foodstuff to be served by them should be improved.

Our Railway Minister is the leader of the poor and a socialist leader. He should make the provision of, right from Janata train to Janata meal, for the people. Generally, poor people travel in the second class and in Bihar 55 per cent of the people are living below the poverty line. Therefore, I would request the hon. Railway Minister to introduce Janata train and Janata meal for the people. By Janata meal we do not mean a very good meal but simply Roti and vegetables so poor people may get a meal at a cheaper rate. One more submission, I would like to make about Samastipur that a washing pit costing Rs. 8 lakh was set up there

[Sh. Manjay Lal]

and Mail and Express trains were used to be washed there but now it is going to be closed. Therefore, I would like to say that this washing pit on which they have incurred an amount of 8 lakh rupees should not be closed. Shri George Fernandes who is our Railway Minister and is also a leader of the poor, should pay attention to this also. Earlier there was only one officer in the name of Railway Bridge Staff and Gorakhpur was his head-quarter but now there are five zones of the railway bridge establishment and all the five zones have one officer each. Every officer has been provided with a good car which has increased the railway expenditure. I would, therefore like to submit that the number of officers there should be reduced and the strength of employees should be increased. I would also like to bring it to your kind notice that adequate train facilities has not been provide from Muzaffarpur. The poor workers from Muzaffarpur, Samastipur and North Bihar go to Calcutta, Punjab and Haryana to earn their livelihood and for want of trains, they have to face great difficulties. Therefore, I would like to make a request that Chhapra-Sealdah Express train which runs two days a week and is now proposed to run three days a week, should run on all week days. The Ganga-Yamuna Express, which has been extended upto Danapur should be further extended upto Patna. The Gorakhpur-Howrah Express which runs once a week should be run at least 4-5 days a week.

I hail from Samastipur. At present, there is only one train from Muzaffarpur to Samastipur at 7.00 AM and the other one is available at 2. P.M. and during the intervening period, there is no train available on this route. Therefore, a new train should be introduced on this line. Rajendra Agricultural University is situated in Doli, so I want that with a view to provide some facilities to the university, a stoppage of Express train and reservation facility should also be provided at Doli station.

Mr. Chairman, Sir, I would like to thank the hon. Railway Minister for providing work

to the potters by introducing the use of kul-lars in the Railway. Similarly, work has been provided to the weavers by giving priority to the handloom products. I want that some similar arrangements should be made in respect of catering services also. A lot of bungling is prevalent in the matter of issuing of licences to the coolies. Hence, some changes should be made in its procedure so that coolies may get licences easily.

SHRI J.P. AGARWAL (Chandni Chowk): Mr. Chairman, Sir, I would like to thank you for giving me time to speak. Sir, through you I would like to make only two submissions.

Mr. Speaker, Sir, as my first submission, I would like to say that soon after coming into office, the Railway Minister has suspended the Delhi Underground Railway Project which was under consideration and was to be constructed on priority basis in collaboration with USSR. Has it been suspended only on this ground that it was initiated by the previous Government? I hope that injustice will not be done with the people of Delhi and this project will be taken up again. Taking the present transport system of Delhi into consideration, it can be said that the condition will become worst in this city which has a population of 80 lakh people. I hope that the proposal will be reconsidered and steps will be taken to implement it.

Secondly, I would also like to say about the Railway colonies where Railway employees are residing in a very bad condition. The hon. Minister has been the leader of the workers and the poor, so I hope that provision will be made for making an improvement in the condition of Railway colonies under the current Budget. People living in these colonies are leading a miserable life. They are facing seepage problem in these 70 to 100 year old houses. Electric fittings and water pipe fittings have become loose which has multiplied their difficulties. I hope that the hon. Minister will certainly pay his attention to it.

Mr. Chairman, Sir, Chandni Chowk is a

big business centre and all kinds of business transactions are done here and railway facilities have direct bearing on it. But due to non-availability of clearing and forwarding agents, people are facing a lot of difficulty. What I want to say is that like Air and Sea transport, Railway should also provide clearing and forwarding agent facilities. Railway should authorise some agents, so that people may avail the facility of booking their articles through them.

[English]

SHRI RAJAMOHAN REDDY (Ongole):
Mr. Chairman, Sir, I am grateful to you for giving me an opportunity for making my maiden speech in this august House. Though many senior and learned colleagues have already spoken on this subject, I would also like to share my views with the hon. Members of this House.

Sir, this is the first Railway Budget presented by the socialist Minister in the National Front Government. Naturally, people's expectations were very high. But when the Budget was actually presented, all hopes of the common man were belied. They are very unhappy for raising the passenger fares in respect of all categories as well as the freight charges. Increase in freight charges means it is indirect taxation. It results in increase in prices of raw-materials as well as finished goods. Thus it burdens the commonman.

I am happy, the present Railway Minister is pursuing the policy of the Congress Government in dispensing with manufacturing of first class coaches and first class AC coaches.

Regarding passenger amenities, the present Railway Minister has proposed Rs. 28 crores for it. It is only Rs. 3 crores increase as compared to the last year's Budget. When we take the escalation cost into account, it gets nullified. I do not know how he is going to provide the passenger amenities with this meagre increase in the Budget.

Railways - largest establishment

and the biggest employer. It has got vast resources of earning as well as of spending. There are many departments where the expenditure can be minimised or scrapped with. I request the Railway Minister to constitute a committee to go into all the details and to find out the surplus amount. By this way, some crores of rupees can be saved and utilised on the on-going projects as well as on providing amenities to the passengers.

The corruption is rampant in many departments of the railway also. The Congress Government had taken many steps to minimise the corruption like computerisation in the reservation of tickets. But a lot has yet to be done in this respect.

Booking of goods is another source of corruption where the owner books the goods but it disappears from the way. And he prefers inflated claims with the help of concerned goods clerks. Some crores of rupees are being lost on this account.

Ticketless travel is rampant in many States. It has to be checked and curbed.

Generally, we see the same old contractors in the railway platforms who are working for years together, like, in the book stalls and tea stalls. I suggest to the hon. Railway Minister that it can be given to the voluntary organisations, unemployed youth, ex-servicemen, war widows, physically handicapped persons.

Regarding the safety of travelling public, unless we improve the track conditions, bridges, rolling stocks, we cannot avoid number of accidents.

This being the International Women's Year, it would have been nice on the part of the Railway Minister had he proposed some privileges or concessions to women in this country in the field of service and journey.

Regarding the new railway routes an extending of existing trains, he has ignored the South. He has proposed only one new train and only one extension of the existing

[Sh. Rajamohan Reddy]

train route. I am sorry to say that he has completely ignored the Andhra Pradesh in all respects. Regional imbalance, disparities and discrimination will always encourage secessionist and separatist forces and forces of disunity. We should not encourage this. I would like to go on record and I would like to request the Railway Minister to extend the existing Secunderabad-Nadikadi railway line up to Gudur connecting Madras via Vinukonda, Darsi, Podili, Kanigiri, Vinjamur and Atmakur, keeping in view the interests of Guntur, Prakasham and Nellore districts which are very backward and remote areas. This, when completed, will become an alternate route to the existing route of Hyderabad-Madras section. It is a shorter route by 200 Kms. It is an all-weather route and connects not only the backward areas of all the districts but also passes through Ayacut areas of Nagarjun Sagar where paddy and commercial crops are being raised in a big way. I request and impress upon the Railway Minister to kindly take up this project in this financial year itself. I am told, preliminary investigation has been completed in this respect.

There is also a demand from the public of Andhra Pradesh to start a new day train from Vijayawada to Madras and vice versa. This may kindly be looked into.

Lastly, I belong to Ongole constituency. I request the hon. Railway Minister to improve the Ongole station by providing all facilities.

11.40 hrs.

[SHRI NIRMAL KANTI CHATTERJEE *in
the Chair*]

[*Translation*]

SHRI RAMESHWAR PRASAD (Arrah):
Mr. Chairman, Sir, Railway Budget is being discussed. It is said that the Railway is an industry and generates employment opportunities. It is also a big source of income and

a means of development of the rural areas. But the present Budget is very much like the earlier Budgets presented by the Congress party and will also lead to the price rise. More funds have been earmarked in it for the development of metropolitan cities, for providing more facilities to the first class passengers and for the renewal of the railway track. In the present budget, crores of rupees have been provided for the development of big metropolitan cities i.e. Bombay, Madras and Calcutta and no attention has been paid to the rural development. Also it does not take care of the long standing demands of the people, for the doubling of the railway sections and construction of new railway lines in rural and backward areas. No attention has been paid to the narrow gauge railway section between Arrah and Sasaram and Fatwa-Islamapur railway line. Long standing demand for the doubling of Patna-Gaya rail section has not included in the Budget. Backward areas of Central Bihar have been neglected and no provision has been made in the Budget for the development of these areas. In this Budget 14 per cent of the amount has been earmarked for the new works and 6 per cent for the maintenance. This Budget is similar to that of the earlier Budgets which have contributed only 0.6 per cent increase in the employment opportunities during the last ten years. You, yourself have admitted it that till now Railways have not been able to play an improvement role in generating employment opportunities in the country. Unless and until new Railway stations and new railway lines are constructed in the rural areas, how this Budget can be an employment oriented Budget. In this Budget, nothing has been said about the permanent employment of the casual workers and of these working under the contractors. Instead a higher amount of allocation has been made for the provision of facilities for the officers. However, we oppose the proposed hike in the rates of second class season tickets and also oppose what you have said about the first class coaches. The Railway earns Rs. 2712.26 crores or 87 per cent of their total income from the second class and Rs. 401.5 crores from the higher class fares. Even then, you have proposed

to increase the second class fare. What kind of socialism it is? Certainly, you are extorting money from the poor. A meagre sum of Rs. 2753 crores has been earmarked for the provision of passengers amenities but I think a major part of this amount would be spent only for providing amenities to the first class passengers. The hon. Minister should have given the separate breakup of the receipts and expenditure so that it could reveal the source and amount of income under various heads and the proposed heads of expenditure. Increase in freight charges would adversely affect the general public and would increase the rate of inflation. I think the hike in diesel and coal prices would result in price rise by 25 per cent and that would have its adverse effect on the entire public all over the country. The hon. Railway Minister has presented a model of his socialism by increasing the second class fare. He has introduced the slab system. The proposed hike in fare for the general public is 10 per cent. All of us know that of the annual number of 347 crores railway passengers, about 82 per cent travel a distance upto 50 kms and most of the them are labourers who travel mostly in the second class. Most of the income under the Head of passenger fares comes from this class of commuters. Under the slab system, the rate of fare upto a distance of 50 km. has been increased by 30 per cent whereas the hike in the passenger fare for Rajdhani Express and Shatabdi Express is not even 16 per cent. The increase in fare rates in Rajdhani Express on Howrah-Dhanbad route is 14.11 per cent, on Howrah-Mughalsarai route, it is 11.4 per cent and on New Delhi-Howrah line via Kanpur Central, it is only 11.9 per cent. This will help the rich to add to their comforts at the cost of the poor. Sir, they talk of socialism but that is not the way of ushering in socialism. Sir, one thing I would like to say through you that here in this country even if the socialism is ushered in, it would be for the benefit of the rich at the cost of the poor.

SHRI GIRDHARI LAL BHARGAVA (Jaipur): Mr. Chairman, Sir, I rise to support the Railway Budget. At the same time, I would like to submit that I expect the hon.

Railway Minister to withdraw the hike in the freight charges announced by him. The hike in the fares of second class M.S.T. should also be withdrawn. Now that the price at Platform ticket has been raised to Rs. two, I would like to ask the hon. Minister that when people cannot buy platform tickets for even rupee one, who will buy ticket for rupees two? Therefore, I would like to suggest to the hon. Railway Minister to make available platform tickets at a flat rate of 50 paise each, instead of rupees two. In that case, people would not hesitate to spend fifty paise on a platform ticket and this would substantially contribute towards the revenue of the Railways. It has been observed in the law of taxation that more the taxation, lesser the payment and lesser the taxation, more the payment. Therefore, I request that the platform ticket should be priced at 50 paise, instead of rupees two. The decision of the hon. Railway Minister to increase the amount of compensation payable to rail accident victims is indeed a laudable one.

Mr. Chairman, Sir, I welcome the announcement of the hon. Minister to do away with first class coaches. A glimpse of socialism is in sight here and I would also like to know whether all people would be able to travel in A.C. or is it that the entire train would be airconditioned? The hon. Minister should do away with the A.C. class also and there should be only second class coaches in all the trains and only then we would be able to establish true socialism in this country. If the first class and air-conditioned coaches are to be done away with, then some minor facilities should be provided for the convenience of MLAs or M.Ps, if necessary. Otherwise, I believe that the MLAs and M.Ps should travel with the common people if socialism is to be established in this country. Therefore, I welcome his socialist Budget. One more thing I found strange is that Shri George Fernandes, who has been actively involved with railway agitations and who used to squat and lie on the railway tracks to protest against even a slight hike in the railway fares has himself raised the railway fares after becoming the Railway Minister. Why is there a difference between his words and deeds?

[Sh. Girdhari Lal Bhargava]

If this happens, I too would have to share the blame for I am also a part of the Government because I belong to the Bhartiya Janata Party, which supports this Government. Therefore, I would like to submit that the people have now learned to change the Government. When the people were able to change a Government, that reigned supreme for 40 long years, then it would not be difficult at all for them to throw out a four-month old or one year old Government. Therefore, the only request I would like to make is that there should not be any difference between words and deeds.

Sir, I represent Jaipur city in Rajasthan. Not only Jaipur but the entire Rajasthan has remained neglected, so far as development of railways is concerned. The majority of our people are poor. Broad gauge railway lines are virtually non-existent in this region. I thank Shri George Fernandes for his decision to convert the Sawai Madhopur-Jaipur line into a broad-gauge line, but the amount allocated for this purpose in the Budget is inadequate. Inadequate allocation means that even if the conversion work is started, it would not be possible to complete it within the next five years. So far, Jaipur was the only State capital which was not linked by a broad-gauge line. Now that the hon. Minister has decided to get it done, my request is that additional amount be allocated for this purpose in this Budget. I would like to tell you that according to the all-India average of the development of railway lines, only 18.81 kilometres of track has been laid per 100 square kilometre area in Rajasthan. It has been our long standing demand that the metre gauge lines from Delhi to Ahmedabad and from Jaipur to Sawai Madhopur should be converted into broad-gauge lines. This demand has been there for a long time now. When Shri Kamalapati Tripathi was the Railway Minister, he agreed to fulfill that demand. When Shri Madhavrao Scindia became the Railway Minister, he also agreed to do the needful. Apart from this, all the 25 members of Parliament, hailing from Rajasthan and belonging to the Congress Party,

including leaders like Sardar Buta Singh and Shri Natwar Singh also agreed with this demand, but nothing worthwhile was done. Now, we are fortunate that the present Prime Minister's in laws place is in Rajasthan and by virtue of this relationship, he is our uncle (husband of paternal aunt). While on the one hand, the Prime Minister is our uncle, on the other, the Deputy Prime Minister is our 'tau' (father's elder brother). Further, let me also establish my relationship with Shri George Fernandes by calling him my father's immediate elder brother, or let me say that he is my uncle. Despite, having all these relationship, how would you feel, if no developmental activity takes place in Rajasthan? If Rajasthan is not linked by broad-gauge railway lines at a time when there are so many of our relatives at the helm of affairs, then when would it happen? Therefore, my request is that during the tenure of the hon. Railway Minister, maximum areas in Rajasthan should be linked by broad-gauge railway line. This would not only make travel and transportation more convenient in Rajasthan, but it would also facilitate easier transportation of the produce of Rajasthan's irrigated areas to the market. Rajasthan is a dry and desert land. The expansion of railways in the State would pave way for the development of cement factories. Therefore, it is my forceful demand that the metre-gauge line linking Delhi with Ahmedabad via Jaipur, be immediately converted into a broad-gauge line. Keeping in mind, the interests of our tribal areas, Ratlam should be linked with Banswara. Another demand is that Agra, Mathura and Alwar should also be linked with a broad-gauge line. If Jaipur is linked with Ahmedabad through a broad-gauge line, it would help in easier transportation of agricultural produce to the market, apart from facilitating easier transportation of other goods. You are also aware that Rajasthan has always been a centre of attraction for the tourists. Tourists in large numbers, both from within and outside the country, visit Rajasthan and a broad gauge line would make their journey more convenient. If Rajasthan is also linked with Gujarat by a broad-gauge line, it would accelerate the development of industrial townships like Ahmedabad and Jaipur. We

require your support in this matter.

Lastly, I would like to request that a broad-gauge line should link Sawai Madhopur with Jaipur, Jaipur with Phulera, Phulera with Jodhpur and Jodhpur with Jaisalmer. It is essential, because tourists from all over come to visit the famous havelis of the Patwas in Jaisalmer and this railway line would help these tourists immensely. Apart from this, it would also help in the growth of industries based on limestone which is found in abundance there. Therefore, it is essential to link Jaisalmer with a broad-gauge line. In the 'Pink City Express' that runs between Delhi and Rajasthan, water is filled at Delhi only. After reaching Jaipur, it returns to Alwar, but there is no arrangement to fill water at Jaipur on its return journey. The water filled in Delhi is finished by the time the train reaches Alwar. Similarly, there is another train to Jaipur, by the name of 'Palace on Wheels'. The Government itself has admitted that the coaches of the train would not be in a running condition by the next decade, that is by the end of 90's. Now, where does this 'Palace on Wheels' go to? From Delhi to Jaipur, from Jaipur to Udaipur and from there upto Jaisalmer. Changes should be brought about in the operation of this train service and there should be proper provision for coaches, as well. Sir, similarly, there is a train named 'Chetak Express' which runs between Delhi and Udaipur via Jaipur. As such the distance between Delhi and Udaipur is just 734 kilometres, but this train covers this distance in 21 hours, that is to say at an average speed of 30 kilometres per hour. I am at a total loss to understand, why you have named this train 'Chetak Express'. Chetak was the name of Maharana Pratap's favorite horse, which used to run with the wind but this train runs at a very slow speed. You are saying that this train cannot run at a faster speed, then my suggestion is that you should rather change the name of the train. At least, you should not tarnish the fair name of that gallant horse, Chetak. If nothing else is possible, then at least, increase the speed of the Chetak Express.

I would like to make a request that the

departure time of Ashram Express should be 6.00 a.m. It will enable the passengers to go to Delhi by the Ashram Express. Similarly, a passenger train which runs between Phulera and Bikaner should be extended upto Jaipur so that the people can reach Bikaner early in the morning. In this context, I as a responsible worker of the party and faithful follower of the George Sahib, would like to make one more submission that as Jaipur is the seat of Rajasthan High Court and even otherwise milkmen go to Jaipur to sell their milk and businessmen, and non-Government employees go there daily and also an innumerable number of colonies have come up around Jaipur, two shuttle trains should be introduced between Bandikui and Phulera via Jaipur daily. One of them may reach Jaipur in the morning and the other one in the evening. It will solve the transport problem of Jaipur. It will be convenient for all sections of daily commuters. On the analogy of ring rail service in Delhi and quick local train service in Bombay, I would request you to introduce a ring rail service even in Jaipur for the quick and convenient journey of the passengers. It is very essential. Similarly, I would like to make a demand that the Chetak and Marudhar Express should be given a halt at Bassi Railway station which is a Suburban railway station of Jaipur. Moreover, Jaipur is a religious place as there is a temple of Khatu Shyamji just near the city. The people come here from the distant places like Bombay and Calcutta in Ghatu Shyamji Mela. Hence, I would like to make a request that a new train should be introduced between Reengus and Data ram garh via Ghatu Shyamji.

Although, there are over-bridges in the Jaipur city but as a number of colonies like Baees Godam, Hassanpur near the railway crossing, Malviya Nagar and Jhotwara have come up, constant train movements and shuttling rail engines hamper the free movement of public who has to keep on waiting at the railway crossing to go to the other side of the railway line. It has in a way disrupted the entire system of traffic in Jaipur city. I would, therefore, request the Government to take up this matter with the State Government and take steps to expedite the construction

[Sh. Girdhari Lal Bhargava]

of over-bridges at the aforesaid places namely Jhotwara, Hassanpur, Malviya Nagar and Baees Godam.

Sir, I regret to say that at a number of places at the level crossings, gates are kept closed for all the 24 hours for the pedestrians and other vehicular traffic. It is surprising that the railway authorities while laying the railway lines in the vicinity of a village did not take care of the hardships of the villagers who have been left with no option of the level crossing where they find the gates closed for all the time of the day and night. They should have taken care of it. There should be some or the other provision for the free movement of their passenger and vehicular traffic.

Besides this, I would like to welcome the steps you have taken to introduce the computer system of reservation in Jaipur city on an experimental basis. I would also like the Government to make a provision of dispensaries on the passenger trains. Sir, as at present, Jaipur is not directly linked by rail with any city of the country either in the North or in the East, though it is an important city on the tourist map of the world and a large number of people living in other parts of the country, also have to perform their homeward journey. Therefore, I would like the Government to fix a quota of seats for this city for the purpose of reservation in the following trains:

15 additional sleeper berths on North-East Express Guwahati and 16 additional sleeper berths on Guwahati bound Tinsukia mail. 8 Additional sleeper berths on the Deluxe express running upto Calcutta, 8 additional sleeper berths for Calcutta in Delhi bound Toofan Mail also a quota for Jaipur in the reservation of seats on other trains for Cuttack, Bhubneswar and Patna.

Mr. Chairman, Sir, in the end, I would like to make one more submission through

you that a dependent of the deceased railway employee should be given employment on the priority basis. Provisioning an adequate quantity of drinking water and adequate lighting arrangements should be made at every station.

Sir, I would also like to draw your attention to the condition of second class waiting rooms where you will not find proper facilities whereas in the first class waiting rooms, you will find all the facilities such as the bright-clean toilets etc. It is a socialistic Budget from hon. George Sahib who is also a prominent socialist leader of this country in whom we have cherished high hopes that he will make a provision in this Budget to ensure cleanliness and sanitary conditions, proper and comfortable seating arrangements for the passengers with the security of their luggage in the second class waiting rooms. As regards the provision of facilities in the second class waiting rooms, maximum attention should be paid to them.

Mr. Chairman, Sir, regarding the wagons workshop in Jaipur proposed to be shifted from that place, I would like to submit that it should not be shifted from here. In the end, I would like to make one more submission that the members of Parliament from all areas should be associated as members in the Parliamentary Advisory Committee or any other committee. Facility of railway passes for the retired railway employees should be introduced. Electric engines should replace the steam engines and process of modernisation should be undertaken by the railways. Passengers should be served good quality of food in their compartments. Demand of the railway employees should be accepted and fulfilled. In the end, I would like to submit that in view of all these things, the proposal of increase in the freight charges should be withdrawn and the rate of the platform ticket should be kept at the level of Rs. 0.50 instead of Rs. 2.00. As the hon'ble Railway Minister, Shri George Fernandes is a socialist Minister, he should reduce the price of the platform ticket in keeping with his socialist base. I would like to thank you very much for giving me an opportunity to speak.

[English]

DR. THAMBI DURAI (Karur): Mr. Chairman, Sir, I thank you for giving me this opportunity to speak a few words on the Railway Budget. In view of the time factor, I will restrict my speech only to a few points.

Everybody who spoke here said that Shri George Fernandes is a socialist. I also felt in the beginning that he is a real socialist, but after the presentation of this Railway Budget, I changed my opinion. This Budget is not a socialist Budget. When he presented the Budget, he said:

"It is as much to create an egalitarian atmosphere as to provide more accommodation in trains that I have decided to curtail the production of first class coaches and build more of second class coaches with cushioned seats."

It may be the socialist view, but if you go through the whole thing regarding the new tariff rates and fares etc., you will agree that it is not a socialist budget. An increase of 17 per cent in the fares for ACC first class and sleeper chair car is all right; it may be a socialist thing. The increase in the first class monthly season ticket ranging from Rs. 16 to Rs. 48 may be a socialist thing. But how can he convince us for the increase in the fare of second class mail/express trains ranging from Re. 1 to Rs. 20? Again the fare of second class ordinary is proposed to be increased by 50 paise at the lowest slab and Rs. 4 at the maximum. Similarly, the price of the platform ticket is proposed to be raised from Rs. 1.50 to Rs. 2. How can he claim that it is a socialist Budget?

Further, he says that the first class and ACC fare has been increased by 17 per cent only. But if you calculate, you will find that the fare hike for the second class is more than the first class fare. For example, the fare from New Delhi to Warangal for the second class sleeper berth by GT Express is Rs. 145. According to the proposed hike in the present Railway Budget, the fare will work out to Rs. 175, i.e. Rs. 20 for more than 1500

kms plus Rs. 10 more for the berth. Percentage-wise, it works out to 20 per cent. Therefore, how can he claim that he has presented a socialist Budget? If you go through the details, you will notice that it is not a socialist Budget.

Then, I want to make certain suggestions. If he actually wants to increase revenues for the new projects, there are so many ways. He can economise on the expenditure in the Railway Department; he can think of some loans; the pilferage can be curtailed. There are so many ways to increase the income, but there is no justification for raising the second class fare and other things, which directly affect the common man. Also, increase in the price of the platform ticket from Rs. 1.50 to Rs. 2 is unwarranted.

Yesterday, one of our members said that the hike in the platform ticket is only a token hike. The platform ticket is just to identify who is a regular traveller and who is not; who is the person who has come to the Railway Station for receiving the guest and who is the person who has gone to the Railway Station to see his guest off. That is all. In order to curtail all these things only, he had increased the cost of platform ticket. As a Socialist, he should have reduced the cost of platform ticket from Rs. 1.50 to Rs. 1.00. That would have been an economical proposition and also an advisable thing.

Another factor which I want to bring to your kind notice is the maintenance of platforms in the Railway Stations. If you go to the Madras Central Railway Station, then you will realise the difficulty. If you want to catch the train or if you want to come out from the Railway Station for going to your place, you will not find enough space. In the platforms you will find, lot of luggages and parcels are just carelessly kept. It is very difficult even for a common man to get out from the train and go to his place. Therefore, I would request the Railway Ministry to look into this complaint which we are facing in the Railway Station.

Now, I would like to give one more suggestion. You should also give employ-

[Dr. Thambi Durai]

ment opportunities for the educated youths. Instead of asking the Railway officials to stand at the exit gate for the collection of tickets from the people who are coming from other places, you can put these Railway officials in all train compartments as conductors. It will not only create employment opportunities but it will also help in regulating the passengers and act as security for the passengers.

Now-a-days, due to thefts, many passengers are facing a lot of difficulties while travelling in the trains. You can also control this by way of posting the Railway officials in all train compartments.

I want to say something regarding sanitation. In the trains, it is very difficult to get sufficient water for cleaning the lavatory. We are facing this problem very badly. So, top-most priority should be given to sanitation.

● Many hon. Members, here, have requested for separate Zones or Divisions for each State. It is an essential and also an important suggestion. If you do this, the aspirations of different States can be fulfilled.

Now, I want to bring to your kind notice certain points regarding laying of new railway lines. The hon. Minister of Railways has neglected Tamil Nadu in this regard. At the same time, I do welcome his announcement which he had made regarding Konkan Railway. In his speech, he has said that it is a long-standing aspiration of the people of that area. In the same way, he should fulfil the aspirations of the people of Tamil Nadu also. Take, for example, Pondicherry to Bangalore Railway Line. This is one of the long standing aspirations of the people of Tamil Nadu. Pondicherry can be connected to Bangalore via Villupuram, Tiruvannamalai, Samalpatti, Krishnagiri, Cauveripattinam, Hosur and so on. By means of this, you can connect two States and one Union Territory, i.e. Tamil Nadu, Karnataka and Pondicherry.

When we are giving importance for

broad-gauge line, we should also have a connection to Salem and Karur. That is also very important. If you can connect Salem, and Karur via Namakkal, the south part of Kanyakumari can also be connected to Madras by this broad-gauge line. It is because everybody is feeling that metre-gauge line from Madras to Madurai has to be converted into a broad-gauge line. I do not know whether it is feasible at this stage, now. In order to satisfy this aspiration, the Minister should consider linking Salem to Karur. When we complete the Karur-Tuticorin broad gauge line, this aspiration can be fulfilled.

The allocation made by the Minister for the project, viz. Rs. 11 crores, to complete the conversion from Dindigul to Madurai, and from there to Tuticorin is not sufficient. Therefore, I request him to allocate more funds.

Similarly, about the Madras city, many Members have demanded that the Mass Rapid Transit System needs a greater allocation. The amount of Rs. 14 crores allocated, is not enough.

There are railway crossings which create a lot of problems for us. I request the Minister to provide a road overbridge in Lalapet in my constituency, and also one more road overbridge in Karur. This is a long-standing demand of the people of my constituency. I hope the Minister will consider this suggestion.

As I said in the beginning, the increase in tariffs and others will affect the common man, and also create inflation. So, I request the Minister to reconsider the tariff increase for the Second Class, and also make the cost of the platform ticket Re. 1/- instead of Rs. 2/-.

SHRI NANDU THAPA (Sikkim): As you all know, I come from Sikkim, a tiny Himalayan State. Sikkim has no railways, no air links and Sikkim is a State which is physically landlocked. It is connected only by one road route, viz. via Siliguri in North Bengal. We are surrounded on three sides by three international borders. So, there is no escape for

us. The people of Sikkim are very backward, and it is a very under-developed State. We are fed only by one railway station, viz. the New Jalpaiguri Railway Station in North Bengal. This station caters not only to the strategic State of Sikkim, but also to the entire North Bengal, parts of Assam, part of Bihar, a part of Nepal and the whole of Bhutan. The reason why I mention these two foreign countries is that the people of those areas also travel only from the station in New Jalpaiguri. The goodwill of the people of these areas has also to be kept in mind, for maintaining friendly relations with these countries.

The third point is that Sikkim has got two permanent Army divisions; and at Siliguri, in North Bengal, there is the Corps (33) Command. This is another reason why I want that the needs of development of North Bengal should be looked into.

The recent policy of relaxation of rules relating to overseas tourism has been announced by the Government for Sikkim. This demand has been there for the last 15 years. We have got this relaxation after 15 years. We are grateful to the Government of India for this. But I have to say at the same time that these facilities cannot be availed of, and the scope for tourism in Sikkim or those areas cannot be achieved, without an accessibility to North Bengal and without developing the areas in transport and communication of North Bengal, because unless we develop the latter areas, the access to Sikkim will not be there, or is difficult.

For Sikkim has to go either by rail or by air or by other means of transport upto Siliguri. There is no other way. This naturally affects our Defence interest also very much. So, both in the interest of the Defence and the development of the area, we have to develop North Bengal in communications. I am not asking for a new railway line in Sikkim; I am only asking from the Government or from the Minister for that matter to make a categorical statement with regard to adding one coach each with two tier AC Sleeper and Second-Class AC Chair Car in

the North-Eastern Express, Tinsukia Mail and Darjeeling Mail which goes to North Bengal from Calcutta. These three coaches only I am asking for Sikkim, I am not asking for a new railway line or a new station. It is also possible to have a railway line in Sikkim; perhaps it is not impossible, but it is not feasible at the moment. Therefore, I am not pressing for that. What I am asking for is that out of 1500 or 1600 coaches to be manufactured, I want only three coaches in these trains in the name of Sikkim for Sikkim State.

The present Delhi-Kathihar Express is there. This originates from Kathihar or terminates at Kathihar. So, from Kathihar to NJP, it takes only four hours. If this is extended to North Bengal upto NJP station this whole area deficiency or inadequacy of transport which prevails over there will be removed.

With these words I thank you Sir. I do not want to take time of the House-I expect that the hon. Minister will consider this demand of Sikkim.

MR. CHAIRMAN: I am now calling a new member from the Congress I Party. But my only request would be that Mr. Deshmukh tries to complete his speech in five minutes there are other new members from his party also who will not get a chance otherwise.

Now Mr. Deshmukh.

SHRI ANANTRAO DESHMUKH (Washim): Mr. Chairman, I thank you very much for giving me an opportunity to make my maiden speech.

As you see, the Railway Budget has been divided into two parts over the years by two different governments. So, what is there in the first part is actually a contribution of the Congress I Government. But I must admit that the second part really belongs to them. It is their genuine work which has shown their real great concern for the common man in raising freight charges or increasing fare in the passenger trains.

In paragraph 6.2 the Minister has ob-

[Sh. Anantrao Deshmukh]

served that he is going to curtail the production of first class coaches unless this will provide about 15,000 additional seats. As you know, about 11 million people travel by railway every day. So, it would mean a rise of hardly .06 per cent every year taking into consideration 7500 seats this year and 7500 seats next year. In 1988-89 we had planned to add about 575 second-class coaches to the existing fleet; in 1989-90 we had planned to add 700 second-class coaches to our existing fleet which was a rise of 22 per cent. Supposing this pace continues, the Minister ought to be adding about 850 second-class coaches for the year 1989-90. Has the Minister planned for that? He is going to add about 15000 additional seats. Does it mean that for the year 1989-90 the Minister is planning to add about 950 new second-class coaches to the existing fleet and for the year 1990-91 about 1250 coaches. I would like the Minister to answer it while replying to the debate.

Now let us take up paragraphs 12.2 and 11.2. If you go through the first three years of the Seventh Plan you will find that the transport output has gone up by 77 per cent and the passenger kms by 90 per cent. This was achieved with a marginal addition of .9 per cent in man power as well as infrastructure. Naturally, this shows the administrative genius of Congress I. But I must tell them that even the Minister has acknowledged all this in his budget papers. I would not go into the details of them. You must have already seen the. But I may mention one thing over here.

Sir, in terms of wagon utilisation capacity, we had surpassed Japan. I am sorry that this fact has not been mentioned in the Status Paper.

Now I come to Paragraph 13. Here, I share the views of the hon. Minister. It says that the level of budgetary support works out to Rs. 1420 cores that is 28.4 per cent of total plan outlay, the lowest ever so far.

Sir, I had an occasion to go through the

last year's debate on the Railway Budget. Prof. Madhu Dandavate had observed that a Railway Minister has three mothers-in-law—the Finance Minister, the Finance Commission and the Planning Commission. Now see the irony of the fate. Prof. Madhu Dandavate is occupying a chair as one of the mothers-in-law and Mr. Fernandes is occupying a chair as daughter-in-law. Prof. Dandavate had also said that the three mothers-in-law should take proper care of the daughter-in-law. It seems that the mother-in-law has not really cared for the daughter-in-law.

I would like to tell the hon. Minister that he must show his displeasure just as it was shown by Tauji a couple of days back.

Now I come to paragraph 14. The Minister has observed that there are many demands for the new railway lines and he is not in a position to comply with them because of the financial constraints. I would like to remind the House about what Prof. Dandavate had observed earlier. He said: "If the Minister really intends, there will be more railway lines. Otherwise, there will be mere surveys." We do not want to be satisfied only with the surveys.

Sir, I will take this opportunity to tell the Minister about the problems of my constituency. The first problem is conversion of a narrow-gauge railway line—Achalpur to Yavatmal—into a broad-gauge line because this area is the most backward area industrially. This railway line has been looked after by Central Province Railway and the Government of India is incurring a loss of Rs. 2 crores every year. Unless and until you convert it into broad-gauge, you are not going to reduce the loss.

The second problem is about shifting of a level crossing near Washim-Akola to Washim metre-gauge. I request the hon. Minister to look into this matter and do the needful.

Sir, Members in this House have expressed about what they felt regarding hike in freight rates and passenger fares. So, I will

not take your time because I share their views. Instead, I will tell the hon. Minister what his colleague Prof. Madhu Dandavate might be feeling about it. As you know, Prof. Dandavate is very firm about his convictions and beliefs. Whatever he had said last year still holds good because the circumstances prevailing in the Railways have not changed and only the Government has changed. He said:

"When the freight charges are increased it will certainly escalate the prices, traders and manufacturers will take advantage of this situation and would increase their prices. It may have a tremendous impact on our socio-economical structure, and the person who would invariably suffer from this would be a common man."

He had also given an example as if while we are watching a show, clapping our hands and somebody putting a hand in our pocket and robbing us of our savings. Here you have not only increased the freight charges, but also increased the passenger fares. So, it is two prolonged attack. May I say now as was observed by Prof. Dandavate that your Government is robbing a common man of both his pockets?

Lastly I would like to draw the attention of the hon. Minister to one paragraph in the Status Paper on Indian Railways, where he says:

"A former Minister in a State Government had told him that he lost the election to the State Assembly because he could not get a level crossing or an overhead bridge at a thickly populated point in his constituency."

I do not want this to happen to me. I have said what I wanted to say and the tool is in his hand. I only request the hon. Minister to be judicious and fair.

SHRI SIVAJIPATNAIK (Bhubaneswar):
While welcoming certain measures like curtailment of production of first class coaches

and to build more second class coaches, etc. I strongly oppose the proposal to increase second class fares and freight charges and I urge upon the Railway Minister to withdraw them. Resources can be mobilised otherwise also. Some such suggestions have already been made by the hon. Members in this House. That apart, when railways are discharging some social obligations mainly by carrying goods and commodities at a rate which is less than the cost, why not they be reimbursed from the general revenues as is the practice in other countries? That cost railways Rs. 1653.31 crores per year. I think, this should be reimbursed or the loan to the railways be converted into grant so that the railways will not have to pay this heavy amount as dividend to general exchequer. I want to point out that in spite of 167 per cent increase in passenger traffic and still more in goods traffic and other goods, employment growth per year is only 0.6 per cent. This needs to be looked into. And the suggestion of the Railway's Corporate Plan to constrain manpower, that again in the country of crores of unemployed people need to be reviewed.

Railways must have a total view to develop every part of our country. I come from a State which has been neglected by the Railways. The total route length in Orissa is around 2000 kms which is one of the lowest among major States. For every 1000 sq. kms. area there is only 12.70 sq. km of railway line. This is the lowest among the major States. But the all India average is 18.85 sq. kms for every 1000 sq. kms of area. For every lakh of population, when all India average is 9.04 kms of railway line, in the case of Orissa it is only 7.50 kms. This is also one of the lowest among the major States. As a result of that industrial development is retarded in spite of tall talks by the Congress rulers all these years. In this Budget, there is no indication of change of that attitude. Because when I see Talchar Sambalpur railway line, a meagre amount has been allotted. In this way, when will it be completed? So also is the case of Jakhpura Banspani railway line which has stopped at Daitri. As a result of that, transportation of iron-ore from that area become costly and

[Sh. Sivaji Patnaik]

irregular and mines get closed rendering thousands of workers out of job and loss of revenue.

Then I come to the proposed Khurda Road Bolangir Railway line. The survey has been completed. But there is no proposal to take it up for construction. This will not only cover my constituency but this will also benefit the most backward and tribal dominated district of Phulbani where people have not seen a railway line so far. This will also benefit the backward districts of Kalhandi and Bolangir and augment the industrial growth in the entire area which is rich in mineral and forest resources. I hope, attention will be paid to this line.

I would again suggest that doubling of Paradip-Cuttack and Khurda Road-Puri railway lines are essential.

Puri-Howrah and Puri-Asansol passenger Trains which were earlier there, have been withdrawn. I would urge upon the Railway Minister that these should be restored.

I do not find any reason why electrification from Kharagpur to Vijayawada will not take place. Electrification must take place on the entire railway line.

People of Orissa are justified in thinking that because Calcutta and Madras, and Calcutta and Bombay had to be connected, so, some railway lines have gone through Orissa, otherwise, the Railways would not have cared for Orissa. I hope that attitude of the Railways will be changed.

Lastly, I would urge upon the Railway Minister to withdraw the victimisation. Since the 1981 loco-running strike, some seven hundred locomen are out of job. In the changed political situation, why should it be delayed?

MR. CHAIRMAN: There is a long list of speakers from BJP. I am told they are absent. Let me call their names in that order.

Shri Satya Narayan Jatiya - Absent

Shri Harin Pathak - Absent

Shri Dau Dayal Joshi - Absent

Shri Shailendranath
Shrivastava - Absent

I would have called Janata Dal Members but you see on Fridays there is a Rajdhani Express constraint. Several Members want to go to either Bombay or Calcutta and their train leaves at around 4 O'Clock. So, please excuse me if I give them a little priority. Other names I will call certainly. How much time will you take, Mr. Ram Kapse?

PROF. RAM GANESH KAPSE: By 3 O'Clock I will complete, Sir.

MR. CHAIRMAN: O.K. Please start.

[Translation]

PROF. RAM GANESH KAPSE (Thane): Hon. Chairman, Sir, every year the department of railways pays dividend to the Government. However, it is my suggestion that it should be taken up in a new way because it needs a change. Any increase in the passenger fare should be effected only after taking into account the economic condition of the passengers. There should be no random increase in the fares. Proposed increase in the freight charges may have all the chances of increasing the rate of inflation. Therefore, it needs to be reviewed. Here, I would like to make one suggestion that the estimated amount of annual profit of the railway has been unnecessarily on the high side this year, it will place burden on the people. However, I feel that the Railway Minister can take a decision not to propose an increase. The rate of monthly seasonal tickets have also increased. It is now just double of the rate it used to be ten years back. It is a sort of injustice with the daily commuters from the suburbs of Bombay because they come here from quite distant places as they are not able to get employment somewhere in the nearby areas. There-

fore, in view of all these things, it should be reviewed. It was very long ago when a decision was taken to issue monthly passes at concessional rates. But in the last 10 years the fares of the monthly pass have doubled. I register my protest against this. I would like to give some more suggestions for the hon. Rail Minister's consideration. The Central Railway has sent a proposal for the construction of the Dombivili terminus at an estimated cost of Rs. 1 crore. This proposal should be approved immediately. A local train should be introduced upto Man-Khurd-Belapur by the end of this year. Similarly, a local train should be introduced upto Diva-Vasai. There is a shortage of E.M.U. rakes. The Central Railway should be provided with eight rakes every year. Apart from this, passenger trains containing 12 coaches should be introduced as also frequency of shuttle service should be increased. The hon. Railway Minister should consider giving encouragement to passenger associations. It is a socially unjust step to increase the fare of season tickets. So this proposal should be withdrawn.

The Paranjpy Committee had commended that the fares of monthly passes be doubled over a period of 10 years but the fares have actually increased more than that.

The suburban train services should be handed over to the Urban Development Department. Four years back the suburban train services was handed over to the Urban Development Department. Later the Planning Commission conducted a survey to see whether anything had been done for suburban train services. Therefore the Railway Department should pay attention in this direction also. If this suggestion of mine is accepted, many of our problems could be solved. A separate zone should be created for suburban services. I welcome the assurance regarding the completion of the Konkan Railway line in the next five years. I suggest that tasty foodstuffs like 'Amrit-Kokum' soft drink and 'Hafoos' mango should be served to railway passengers in the trains.

These days R.A.O. has assumed a dif-

ferent meaning i.e. "Run After Conductor". Something should be done about this. Lastly, I want to give a well-meaning suggestion to hon. Shri George Fernandes that he should provide improved railway facilities to Bombay as was done by Shri Kamalapati Tripathi for his constituency Varanasi, Shri Madhavrao Scindia for Gwalior and Shri Abdul Ghani Khan Choudhary for Malda. Bombay has once been the hon. Railway Minister's constituency so it is his duty to provide improved railway facilities to passengers there. With these words, I conclude
(Interruptions)

[English]

MR. CHAIRMAN: Before I call other Members, I would like to inform the House that there are many more Members in the list who wish to participate in the Railway Budget debate. The hon. Minister will be here at 3.25 P.M. and he will start replying to the debate at 3 25 P.M. Now, I want to know whether it will be possible to complete the discussion on the Railway Budget if all the Members in the list are given a chance to speak.

DR. GOLAM YAZDANI: Sir, if you are able to give more time to each Member, the remaining Members can speak on Monday.

MR. CHAIRMAN: It is because some Members want to go to their constituencies by Rajdhani Express, I think those Members can speak first. I would therefore request the hon. Members to be brief in their submission and make their points within 5 minutes or so.

MR. CHAIRMAN: You please sit down. I will give you the reply. As far as I know, I can give you the reply.

SHRI K. MANVENDRA SINGH: You extend it by half-an-hour.. *(Interruptions)*

MR. CHAIRMAN: Do you want to hear me or you don't? The difficulty is that today at 3.30 the Private Members' Resolution would be taken up and that cannot be changed in any way. Now, as has been announced in the morning, today at 3.25 p.m. the Railway Minister has to start giving

his reply so that he can finish it by 1 p.m. on Monday when the voting starts and if the voting cannot start by that time, it has to go to the Rajya Sabha there it has to be passed and then it has to get the assent of the President who is anticipated to be leaving on the 30th, before which the budget papers also have to be presented to him. This is the kind of time constraint. So we cannot go beyond 3.25 p.m. If that leads to some amount of dissatisfaction, that will be there.

(Interruptions)

SHRI SOMNATH CHATTERJEE:
Please call somebody to speak... *(Interruptions)*

MR. CHAIRMAN: Mr. Golam Yazdani, I will be severely strict with you—less than five minutes.

DR. GOLAM YAZDANI (Raiganj): Mr. Chairman, Sir, I rise to oppose the Budget presented by the Railway Minister because I think this is an anti-people's Budget. This Budget is a proof of broad inefficiency of the Railway Administration, the Planning Commission, the Railway Reforms Committee and the Railway Board. Here, I would cite a few examples of inefficiency.

Sir, if you look at the Budget you will find that there is one project, the Eklakhmi-Balurghat project, and this project was sanctioned in 1984 and the estimated cost was Rs. 47.18 crores and up till now, that is, up till 1989-90 only Rs. 3,04,00,000 have been spent and the balance which remains is Rs. 44,13,99,000. What is the outlay this year? The outlay proposed for 1990-91 is Rs. 1000 only. Then, how are these people thinking about the Railways and developing the underdeveloped area?

Then Barsoi-Radhikapur line is in the West Dinajpur area and is practically of no benefit to the people for going to Calcutta. Everybody knows that at the time of Partition there was no railway in West Dinajpur district. There was one railway, of course, from Radhikapur to Barsoi. That is a metre gauge

line. Two trains run throughout the day, one up and one down and that does not meet the needs of the people of West Dinajpur District for going to Calcutta. So, this line is very much wanted and we want it to be converted into Broad Gauge. But this has also not been done. This outlay of Rs. 1000/- for Eklakhmi-Balurghat project for 1990-91 seems to be a joke.

There is no mention of Tamluk-Digha line in the Budget proposals. Another thing to which I would like to draw the attention of the hon. Minister is Dalkola Railway level crossing. If you ever have any chance to travel by NS-34, you will have to be held up there for hours together. If you go by bus also, you will be stopped at Dalkola railway crossing and you will have to stop there for more than one hour.

The next thing I want to tell you is about the Dalkola railway bridge. There is already a proposal for another alternative bridge at a by-pass. The land had been acquired but the bridge has not yet been completed. The level crossing at Kishanganj is creating a great problem for the traffic. So, it should be given priority. Side by side of the Kishanganj railway line there is National highway 34 and so accidents may happen any time. Hence, a fencing should be done along the railway line. Then, the Tinsukia Mail is always occupied mostly by the military people and it is very difficult to board the train at Malda and Farakka stations. So, there should be an alternative duplicate Tinsukia Mail. Now, I would like to inform that the State of West Bengal has been neglected in the Railway Budget. The Howrah-Amta line is of great necessity and the Metro Railway line should be extended from Tollyganj to Garia for the benefit of the People for coming to Calcutta.

Sir, I strongly oppose the passenger fare hike in the First Class and Second Class. There are plenty of resources. For example, wagon breaking at Howrah can be stopped. Crores of rupees are going waste in this regard. In big cities, the Railways have got so much land which are occupied by

unauthorised people. These lands should be recovered and it should be used for commercial purposes by building multi-storeyed buildings. These measures will give the Railways crores of rupees and so there need not be any increase in the passenger fares.

SHRI K.MANVENDRA SINGH (Mathura): Mr. Chairman Sir, I welcome the Railway Budget presented by the hon. Railway Minister. At the same time, I express my dissatisfaction over the proposal in increase second class fares. Instead there should have been a reduction in second class fares.

I congratulate you for granting concessions in respect of agricultural commodities. I hope that during his tenure the Indian Railways will make all-round progress. As there is very little time at my disposal, I shall speak on the problems being faced in my constituency Mathura.

Sir, being the birth place of Lord Krishna, Mathura enjoys a unique status at the national and International level. But I am sad to say that despite repeated requests made by me during my last term for providing more railway facilities there, Mathura has remained neglected. When Shri Bansi Lal was Railway Minister, a railway line from Mathura to Alwar had been sanctioned. For this I am grateful to him. But work relating to laying of the track has not really gathered momentum till now. So I request the hon. Railway Minister to get this work completed at the earliest. A number of trains of the Central Railway and the Western Railway which start from Delhi pass through Mathura. During my terms in the last Lok Sabha also, I had raised this matter. This is double track between Palwal and Mathura, whereas there is triple tracks between Delhi and Palwal. Nearly 180 goods and passenger trains pass on this route in 24 hours. There are nearly 8,000 daily passengers between Mathura, Agra, Bharatpur and Delhi. These people face a lot of inconvenience. Last time too, I had suggested that a Suburban railway division should be set up. A shuttle service should be started for the benefit of commuters. Yesterday there was a lathi-charge on M.S.T. passengers. Around

500 person sat on a dharna and their grievances are yet to be removed. Malwa Express arrives at Mathura at 7 O' Clock and reaches Delhi at 9 O' Clock. But for unknown reasons, this train is delayed between Mathura and Nizamuddin for one hour. I request that the Malwa Express leave Mathura at 7 O' Clock and arrive at Nizamuddin at 9 O' Clock. Alongwith this, the suggestion related to two trains is still under consideration. I had given a suggestion for a new line from Chhaata to Raya and Sadabad via Naudheen Matt. Nothing has been done about it so far. Now I would like to give a suggestion for the introduction of a new train from Brindavan to Matt Raya and Sadabad. This suggestion may be considered. With these words, I conclude my speech.

[English]

SHRI GOPI NATH GAJAPATHI (Berhampur): Mr. Chairman, Sir, it was worth while waiting this long because you have given me this opportunity to speak when the hon. Railway Minister has just arrived and is also present in the House.

I wish to speak on a few point on the Railway Budget 1990-91. At the outset, I would like to express my appreciation for our former union Railway Minister, Shri Madhavrao Scindia, for the best performance of Railways in 1989-90. The Railway did well by ending 1989-90 with a surplus of Rs. 140 Crores.

Some of the features of the earlier Budgets under the Prime Ministership of Shri Rajiv Gandhi are worthy of highlight. They are, generous-cum-significant discounts which were granted to war widows, widows of policemen and IPKF men, eminent coaches in sports and games, Param Vir and Vir Chakra winners, the deaf and dumb, certain categories of cancer patients etc. Enhancement of compensation for death was already announced from Rs. One lakh to Rs. 2 lakhs. Now the hon. Railway Minister is just implementing it. Dividends were fully paid by the Railways during the entire Seventh Plan. The railway lines announced in

[Sh. Gopinath Gajapathi]

the present Budget were all committed by the Congress Government. For example, the Mangalore-Udipi second phase was sanctioned by the Congress (I) Government last year itself. Electrification during the last year was at 750 route kms. and this has fallen to 623 route kms. during the current year.

The Hon. Railway Minister, Mr. George Fernandes has presented a surplus Budget of Rs. 186 crores for Railways for the year 1990-91. However, some features of the Budget proposals have caused concern and anxiety for everybody. Steep increase in the passenger rail fares and 10% hike of the freight rate will have adverse impact on the people and hence these hikes must be reduced. It will otherwise lead to inflation. This is not my opinion alone just because I happen to be a Member from the Opposition party, but this in fact is a fact. Almost all Chambers of Commerce, Associations of industries, commuter organisations and others have vehemently criticised the sharp hike in passenger fares and freight rates proposed in the Railway Budget. The fares and freights should have been kept to the minimum by improving the railways operational efficiency and also through greater cost control.

Sir, the Hon. Minister has made a mention of several new trains proposed to be introduced. We, from Orissa, were expecting that the Hon. Minister will certainly announce the introduction of a Superfast Express train between New Delhi and Puri. In this connection, I would like to request the hon. Minister that he should at least speed up the Utkal Express and Neelachal Express into Superfast trains. In fact, superfast fare is being charged from passengers who travel by these trains. But these trains are actually running as ordinary Express trains, at an average speed of only 55 KM per hour, when the criterion of 60 KM. per hour minimum, for falling into the category of superfast trains. Even for an important train like the Calcutta-Bombay Express only Ordinary fares are

being charged at present. Further, the catering service in certain sectors of the South-Eastern and Southern Railway is far from satisfactory. This essential aspect of quality of food served, does warrant improvement. Drinking water facilities for the travelling public, both at Railway Stations and in Passenger coaches, also need to be enhanced with the growing demands. A significant number of passenger coaches, which are in very bad condition do need urgent attention and repairs.

The hon. Minister has referred to computerisation of passenger reservation system. This system was first introduced during 1985-86. In 1987-88, there was a proposal to computerise the reservation system at Cuttack and Bhubaneswar Railway Stations in Orissa. But, this has not been done so far. I am glad that the hon. Minister has mentioned in his Budget speech, that such a facility would be extended during 1990-91. In this connection, I request the hon. Minister to extend this facility to Berhampur Railway Station of South Eastern Railways as well.

Sir, the hon. Minister has informed the House regarding the construction of new lines. We were expecting that he will at least sanction the construction of Khurdha Road-Bolangir line which would have linked State capital Bhubaneswar with Phulabani and Bolangir, two backward districts of Orissa. I am also sorry that there is no mention about the Jakhpura-Banspani line. The vast reserves of minerals and ores of Orissa have remained largely unexploited on account of the absence of adequate railway facilities. At present iron ore, manganese etc., are being transported to Paradeep Port, either by truck or by train on a circuitous route from Banspani, covering a distance of about 500 KM via Tatanagar in Bihar, Kharagpur in West Bengal and again Balasore in Orissa. hence, it will be in the national interests to hasten completion of this project during the earlier part of the Eighth Plan period. Koraput-Rayagada line is an ongoing project. The hon. Minister has however mentioned it as a new line. But I am glad that this project has been included for 1990-91.

MR. CHAIRMAN: Please conclude.
(Interruptions)

SHRI SOMNATH CHATTERJEE
(Bolpur): These are small parties.

SHRI GOPI NATH GAJAPATHI: Just
two more minutes.

MR. CHAIRMAN: The next Member to
speak now.

PROF. N.G.RANGA (Guntur): It is not
good being too mechanical.

MR. CHAIRMAN: I do not have time.

PROF. N.G.RANGA: He is cataloguing
the local needs. Give him two more minutes.

MR. CHAIRMAN: You are a veteran
Member. You see how many parties are
waiting there. You must realise what the
constraint is.

SHRI P.R.KUMARAMANGALAM (Sa-
lem): I have a request. The request is that
after the half-an-hour discussion, if we can
continue the Railway Budget discussion and
the hon. Minister can reply at 7.45 PM then
it will give some new Members and smaller
parties a little chance to speak. Otherwise
not. (Interruptions)

(Interruptions)

THE MINISTER OF RAILWAYS (SHRI
GEORGE FERNANDES): Sir, if I am called
to speak at 7.45 p.m. that is all right. (Inter-
ruptions)

MR CHAIRMAN: After Half-an-Hour
discussion, Members will get more chance.

SHRI SOMNATH CHATTERJEE: Sir,
please give chance to the smaller parties
also.

MR. CHAIRMAN: Well, I will give chance
to them also.

SHRI GOPAL PACHERWAL (Tonk):

Hon. Mr. Chairman, Sir, I rise to support the
Railway Budget. I would like to thank the
hon. Minister for some measures taken by
him.

I thank the hon. Minister for increasing
the amount of compensation for the persons
died in railway accidents from Rs. 1 lakh to
Rs. 2 lakh. The hon. Minister has also done
something for the backward classes in his
budget. It is proposed to use earthen pots to
serve tea in trains. In this way, lakhs of
potters will get a means of livelihood. Many
hon. Members were saying that the hon.
Minister is a socialist but this budget does
not reflect his socialistic outlook. The hon.
Minister has said that cloth produced by
weavers only will be used by the Railways.
Will this not provide employment to weavers
who are part of the poor and backward class
in this country? With this proposal, the hon.
Minister will generate employment for a large
number of weavers and potters in this coun-
try. This proposal to provide employment to
weavers and potters is most welcome. The
budget also proposed to provide opportuni-
ties for the cultivation of vacant land along
the railway lines for growing trees and vege-
tables.

The budget also mentions that unem-
ployed people will be allotted tea-stalls and
cafeterias at railway stations. May I know
from the hon. Minister whether Scheduled
Caste, Scheduled Tribe and backward Class
person among the unemployed will be given
priority in the allotment of tea stalls and
cafeterias at railway stations? By doing so
we shall not only do away with social ine-
qualities but also solve the problem of un-
touchability and discrimination which affects
the backward classes.

There is yet one more point that I want
to make. I welcome the decision taken in the
budget to stop the manufacture of first-class
coaches. This is an example of socialism.
But I would like to urge the hon. Minister to
introduce one or two trains which do not
have first-class accomodation so that we
can be sure that the Government is imple-
menting its decision to stop the manufacture

[Sh. Gopal Pacherwal]

of first-class coaches. It would be better if the hon. Minister gives a statement that a few trains will be run without first-class coaches.

When the hon. Minister was a labour leader, he had opposed computerisation on the plea that it would stop the generation of employment. But now he himself is in favour of computerisation which was started by Shri Madhavrao Scindia. So I request the hon. Minister to use this opportunity that he has as Railway Minister to do away with computerised reservation in the interest of the unemployed youth of our country.

I want to raise a point regarding my constituency Tonk which does not have a railway line. This has hampered industrial development in the area. I request the hon. Minister to provide a rail link for Tonk.

SHRI SHIBU SOREN (Dumka): Mr. Chairman, Sir, while extending my support to the Railway Budget I would like to give some suggestions through you. I belong to the Jharkhund region, which is rich in mineral deposits. The hon. Minister is well aware of the dearth of railway services in this region. He has personally gone round the area. Time and again a survey has been conducted for the railway track from Devgarh to Ramgarhpur via Gaya, Santhal Pargana and Dumka, but nothing has been done in this regard. Recently, coal mines have become operational in Santhal Pargana and a new line has been laid from Lalmatia to Farakka which a distance of 88 kilometre. At the time of laying this line there was an agreement between the Ministry of Railways and the Bihar Government that passenger trains will be run on this section but till not a passenger train has been given on that line. Presently it is being used only for the transportation of coal. People of our region have been kept deprived of that facility. Our land was acquired for the coal mines, but the head office of NTPC was located at Malda. So, the benefit of employment opportunities has accrued to the residents of Malda and the people of my area whose land had been acquired have not been provided with a job.

I would like to request that a passenger train should be run on this line. There is no rail-link between Santhal Pargana and Ranchi and steps should be taken to run an express train on this line with four passenger coaches for this area. Central India is predominantly a tribal area. There should be the provision of a direct train between Tinsukia and Ranchi, as lakhs of people from our State go to Assam to work there as labourers. That train should be further extended upto Bombay via Sambalpur and Nagpur.

Mr. Chairman, Sir, I would like to make one more request through you. Though Santhal Pargana and Hazaribagh have been upgraded as commissionerary but the people of these areas have not seen a train as yet. Big sums are allocated for the constructions of railway lines and also assurances for the same are repeatedly given by the Ministers but nothing has been done in this regard to this date. My region is rich in coal deposits and coal requirements of the entire country are met by this region, so we want a train for the convenience of the people of this region. It will also facilitate the transportation of coal but for prospective development of this area there are chances of setting up factories at several places. However it is not feasible without the construction of railway lines. So, I would like to request that there should be the provision of railway lines in the region there and a direct train for Ranchi should be provided on this line. There is no dearth of railway lines in this region, as it is an area rich in mineral deposits. Provision of railway line is already there but presently it is used not for the transportation of passengers but for the transportation of coal only. With these words, I would like to thank you for giving me the time to speak.

[English]

MR. CHAIRMAN: Now I call upon Mr. Arvind Netam. He can continue his speech after the half-an-Hour Discussion.

[Translation]

SHRI ARVIND NETAM (Kanker): Mr. Chairman, Sir, I would like to thank you for

giving me an opportunity to make my submission. In regard to the Railway Budget presented by the hon. Minister, I would like to say that in the history of Railways, the period of Seventh Five Year Plan has been a period of commendable achievements for the Railways. In the first paragraph of his speech, the Railway Minister has stated that the railways have constantly contributed dividends to the general revenues for the last four years. This is a big achievement of the Railways and for this, I would like to congratulate the railway officials and the employees. The hon. Minister of Railways has spoken in his speech about the first class coaches and passenger amenities. There is nothing new in it. It is two years back that the previous Government had already decided to stop the manufacturing of first class coaches. The hon. Minister has also mentioned about the increase in passenger amenities.

[English]

15.29 hrs.

[SHRI VAKKOM PURUSHOTHAMAN *in the Chair*]

MR. CHAIRMAN: You can continue your speech after the Half-an-Hour Discussion.

RESOLUTION RE. POLL REFORMS

15.30 hrs.

[English]

MR. CHAIRMAN: The House shall now take up further discussion on the Resolution moved by Shri L.K.Advani on the 29th December, 1989. Before I call upon Shri Advani to resume his unfinished speech, we have to fix the time for this Resolution. Can we fix two hours?

SOME HON. MEMBERS: Yes Sir.

MR. CHAIRMAN: For the present we may fix two hours.

[Translation]

SHRI L.K. ADVANI (New Delhi): Mr. Chairman, Sir, I remember that a period of more than 20 years has passed that my senior colleague Shri Atal Behari Bajpai had formally raised the issue of electoral reforms for the first time in this House. On that occasion I was present in the Press Gallery. He had emphasized that for a healthy functioning of democracy in India, the electoral process should be free and fair. It should be free from all snags and he had also suggested that on the analogy of Britain where after every general election, they convene Speaker's Conference, which is really an all party meeting with a single point of electoral reforms on its agenda, there should be some such arrangement even in India. The then Minister of Law Shri Govind Menon had welcomed the proposal of Shri Bajpai and said that he fully agreed with it, however it was the sole discretion of the Speaker to associate or not to associate himself with such a process. Later the Speaker did not associate himself with it but a Parliamentary Committee was constituted but it stood dissolved with the dissolution of Lok Sabha in 1970. Again in the year 1971 a Joint Parliamentary Committee was constituted to review the entire gamut of electoral law. Shri Bajpai, and myself as a member from Rajya Sabha and my colleague CPI(M) leader Shri Somnath Chatterjee were also the members of the said Committee. In 1972, that Committee submitted its report to the House, after working on it for a period of two years.

Mr. Chairman, Sir, till now, most of the recommendations of that committee have not been implemented, except the one which was implemented last year when the voting age was lowered from 21 years to 18 years. Perhaps that was the only recommendation which was implemented last years.

After coming to power, the new Government has again reiterated its commitment to electoral reforms a reference to which as