

MR. CHAIRMAN: So, we begin the Private Members' Business now and after it is finished at 6.00 p.m., we shall resume the discussion.

SHRISONTOSH MOHANDEV (Tripura West): No, no, we cannot agree to that. After 6.00 p.m. you can speak and you can continue the House with your Members, we have no objection.

SHRI P. UPENDRA: After all the Parties have finished, then one by one repetition will come. We follow the same procedure now.

MR. CHAIRMAN: Now, we have to take up Private Member's Business.

15.35 hrs.

RESOLUTION REGARDING CONVERSION OF NARROW GAUGE RAILWAY LINES INTO BROAD GAUGE IN VIDARBHA REGION OF MAHARASHTRA

[English]

MR. CHAIRMAN: Before we take up the Resolution of Shri Sudam Deshmukh, we have to fix the time for this resolution. Shall we fix 2 hours? I think all are agreeable to this.

I call upon Shri Sudam Deshmukh to move his resolution.

[Translation]

SHRI SUDAM DATTATRYA DESHMUKH (Amravati): Mr. Chairman, Sir, I beg to move:

"This House takes serious note of the fact that about 250 kms. of narrow gauge railway track is still under private ownership in the Vidarbha region of Maharashtra and urges upon the Government to nationalise the same

and to take immediate steps for the conversion of all narrow gauge railway lines in the region into broad gauge for its rapid development."

(Interruptions)

[English]

MR. CHAIRMAN: Order please. Please be seated and please do not go on talking. This is also his maiden speech in the shape of speaking on his Resolution. I appeal to the Members to be quiet and let the business of the House proceed quietly.

[Translation]

SHRI SUDAM DATTATRYA DESHMUKH (Amravati): The resolution which I have moved in this House has been the issue on the basis of which the people have elected me. This issue has been a burning problem of my constituency. The railway line I am talking about, is in Vidarbha region of Maharashtra and connects Barar. This is the region of black soil, which is most suitable for growing cotton. This railway line was constructed to export cotton from this region to Lancashire in Britain as the Civil War broke out in America, resulting in stoppage of export of cotton to Britain. With a view to facilitate export of cotton the State of Barar was taken over by the Britishers. But later on no attention was paid to this railway line, rather its condition was made miserable. Instead of bringing about some improvements some of its wheels were dismantled and sent to Africa to help in the war operations there and the stations in the region were also closed down. Shri Antulay, who spoke yesterday, had declared in the Maharashtra state Assembly that he would be going to England to bring back to India the *Bhawani* sword of Shivaji Maharaj lying in a museum in England. I was also a Member of the State Assembly and I had requested to him to bring the wheels of the railway bogeys also alongwith the sword. Madam, this train covers a distance of 50 kilometres only but takes 6 hours to cover it. In this age of high speed vehicles, its speed is so slow that

even a cycle rider can beat it. There is no factory for manufacturing its engine and the day these engines go out of order, this train will have to be hauled with the help of bullocks. The situation in the present decade of 80s is such that people in Delhi are moving on flyovers, Calcuttans are travelling in the Metros and Bombayites are thinking of constructing a tunnel in the sea. But it is surprising that even today after independence we are having this slow train in our region and it continues to be owned by a British Company, viz. Killick & Co. although it is a core sector. The railways give this company an amount of Rs. 10 lakh every year. Why do we pay this amount? All the things are managed by the Central Railway. After all what has been done by the owners of this company because they have not provided any facility of platform, drinking water or the ticket checking staff? Moreover, the trains also start late and even its terminus is not definite. Why these had the arrangement with this company not been discontinued despite such a miserable condition of its services and why we have been made to bear with all the problems? It is beyond my comprehension as to why Government is paying an amount of Rs. 5-10 lakh to this company? The Railway Board had taken a policy decision that conversion of narrow gauge lines into broad gauge lines would be given top priority, but nothing has been done so far in this regard. None of the railway ministers have even cared about it because they concentrated on the provision of broad gauge lines in their own constituencies and we were left to bear with the narrow gauge.

AN. HON. MEMBER: Prof. Dandavate was also the Minister of Railways.

SHRI SUDAM DATTATRYA DESHMUKH: I am not talking of only Prof. Dandavate but of all the Railway Ministers. What I mean to say is that since there was no pressure on the Government, no conversion of this railway line was undertaken by them.

Mr. Speaker, Sir, why is it that today we are denied even the basic amenities? We have repeatedly raised this issue in the

Maharashtra Assembly but it is regretted that although the Maharashtra Government had recommended to the Central Government time and again, the conversion of this railway line was not included in the list of priority. There also pressure works. Therefore, it is high time to discontinue that train. We demand only 2 things. My first demand is that this route should be nationalised and the rolling stock of Killick and Co. should be placed in the museum. Shri George Fernandes should take initiative and credit for doing it. I feel that the process of nationalisation should be expedited because without if the conversion of narrow gauge line into broad gauge line is not possible. Therefore, I appeal and request all the hon. Members to plead with the hon. Minister of Railways for the conversion of the narrow gauge line into broad gauge line.

Our district is the largest cotton growing area. In spite of its being a district, it does not have the facility of train or reservation. I do not know as to which railway administration is responsible for this situation and why it is doing so? Is that train worth being called a train? Though I have all praise for Madhav Rao Scindia but he concentrated on facilities in Guna. Anyway, I do not want to delve on that issue.

What I mean to say is that in view of all these things, the Government should think of the nationalisation of this route and I hope that a declaration to this effect will be made in the House. With these words, I conclude.

[English]

MR. CHAIRMAN:
Resolution moved:

"This House takes serious note of the fact about 250 kms. of narrow gauge railway track is still under private ownership in the Vidarbha region of Maharashtra and urges upon the Government to nationalise the same and to take immediate steps for the conversion of all narrow gauge railway lines in the region into broad gauge for its rapid development."

SHRI MAHADEO RAO SHIWANKAR
(Chimur): I beg to move:

That in the resolution,—

after "lines in the region"

insert ", e.g., Jabalpur-Gondia-Chandrapur railway line," (1)

That in the resolution,—

add at the end—

"and work on this should start latest by April 1, 1990." (2)

MR. CHAIRMAN: You can speak later.

SHRI GOPI NATH GAJAPATHI (Berhampur): Madam Chairperson, I am indeed grateful for this opportunity granted to me in connection with my saying a few words for the conversion of the "Parlakhemundi Light Railway which is the style for the narrow-gauge section now existing between Naupada-Parlakhemundi-Gunupur in the South-Eastern Railway.

In continuation of our hon. Member Shri Sudam Deshmukh's plea for the conversion of all the narrow-gauge sections in the country into broad-gauge, this specific issue of the conversion of the existing line between Naupada-Parlakhemundi-Gunupur is much awaited and it is a long-felt need. This particular stretch of railway line of 91 Kms. length was laid by the late Shri Krushna Chandra Gajapathi who happened to be my grand-father and also the first Chief Minister of the State of Orissa. This railway line which was laid and completed in the 1930s cost a private individual like him fairly a sizeable outlay of Rs. 75 lakhs. Now, with the considerable increase in the population of that area as well as the increase in goods traffic the existing narrow-gauge railway line hardly meets the present day requirements and demands. Hence, the conversion of this narrow-gauge section into a broad-gauge has been expected by the people of that underdeveloped region of Ganjam District

who are predominantly poor tribals.

Secondly, if this Naupada-Parlakhemundi-Gunupur Section, after conversion into that of broad-gauge, is extended by approximately another 50 Kms. length to the industrial town of Rayagada, it will form an ideal loop-line particularly for goods traffic movement from the Western Regions as well as the industrial town of Rayagada to the Paradip Port in Orissa State. At present, the situation is that all the goods traffic from Western Orissa particularly from the industrial town of Rayagada is transported by the Raipur-Vizianagaram line and generally for proximity reasons it floods the already busy port of Visakhapatnam, thereby delaying maritime cargo transportation. So, if this alternative proposed loopline is constructed, most of the goods traffic can be diverted by this loopline to the not much used Paradeep Port in Orissa and that also would involve a saving of at least 200 kms. in freight.

To sum up, I would urge and appeal to our hon. Railway Minister and the Ministry of Railways, Government of India, to actively consider this much felt and long awaited need of the conversion of the Parlakhemundi light railway section and also the extension of the section from Gunupur to Rayagada for reasons which will help mainly the tribals of that region and also help the development of the generally under-developed district of Ganjam.

I am again most grateful for being granted this wonderful opportunity and would finally conclude by saying that this benevolent act of the Government of India would greatly help the tribals and the down-trodden of the under-developed district of Ganjam.

[Translation]

SHRI HUKUMDEO NARAYAN YADAV (Sitamarhi): Madam, God has endowed me with a voice powerful enough to reach every corner.

The Resolution moved by the hon. Member for discussion in the House relates

to a particular region only. I have the same problem as he has. My problem can also be solved if hon. Shri George Fernandes gives me a bit of his attention. Like the Vidharba region, the Kosi Gandak area of Bihar, from where I and hon. Shri Bhogendra Jha come, is also very backward. Places where the people are affluent and good looking, have adequate food, clothing and shelter, own fertile land and reap rich harvest, the railways run efficient train services with beautiful coaches and where the people are not good looking, poor and hopeless, have no land of their own and suffer from natural calamities like flood and drought, the bogies of the trains are worn out and dilapidated and sometimes even without a roof. At other places trains derail or overturns in an accident but I come from an area where an entire train plunged into the river due to a storm. This happened near Saharsa. From this incident we can make out the condition of the coaches, the track and the bridges. A former hon. Railway Minister made political capital out of laying the foundation stones of new projects, flagging off new trains and sanctioning conversions of meter gauge lines into broad gauge ones. But in physical terms nothing was done. Therefore, I would request the hon. Minister to get the matter looked into as to why his predecessor did not complete the projects. It does not matter whether the foundation stone of the project was laid by his predecessor or a former Railway Minister or a late Railway Minister, the Janata Dal Government should fulfill all the promises made by the Railways. The matter relating to the construction of a broad-gauge line between Samastipur and Darbhanga is pending. Hon. Shri Bhogendra Jha and I have been agitating for this every year. Members belonging to all parties, particularly the Leftist, have gone to jail for acceptance of their demands. Late Shri Lalit Narain Mishra was killed in a bomb explosion at Samastipur railway station. He had a dream that there should be a broad-gauge line from Samastipur to Jayanagar via Darbhanga. After his death, that project has remained incomplete. There is a broad-gauge line upto Samastipur and further on it is metre-gauge. The people face lot of prob-

lems on this account. The Government should have a uniform policy for the entire country and not for Vidarbha alone. Science has made tremendous progress, satellites have been launched but when we travel by train in North Bihar, we feel as if we have gone back to pre-bullock cart age. You never know when and where the engine will fail or the coach will derail, collapse and the passengers will be thrown off the track. Efforts should be made to provide an efficient railway system in that area. In Bihar a private company was running a train service between Arrah and Sasaram. But now that track has been removed. The Government should consider this also. The metre-gauge line between Fatuha and Islampur should also be converted into broad-gauge. Factors like the area being a place of tourist interest, a centre of pilgrimage for Jains and venue for world famous fairs, should also be taken into account. I request the hon. Railway Minister to convert metre-gauge lines into broad gauge in Samastipur, Darbhanga, Sitamarhi, Nirmali and Jayanagar. Hon. Minister of Railways, Shri George Fernandes has said that gauge conversion of one kilometre of railway line entails an expenditure of Rs. 75 lakh. I have never said that the expenditure would be any less. The Government has the necessary funds, so let them be spent on the development of backward and flood-prone areas. Why should an efficient railway system be limited to cities like Bombay, Kanpur, Allahabad, Varanasi or Calcutta? Why should the scope of developmental expenditure be limited to the people of these cities alone? People living in backward areas, for whom the railways are the means to transport their agricultural produce to the Mandi to get remunerative price also have a right to share the funds of the exchequer. If they do have this right, a sound railway system should be provided to them also.

The late Shri Lalit Narain Mishra approved the construction of the Sakri-Hasanpur railway line for which land was acquired without payment of compensation. Our land which provided us food and clothing and was our only source of livelihood was taken away and ultimately the project did not

[Sh. Hukumdeo Narayan Yadav]

progress beyond earth work. Can there be a greater crime than this? So now it becomes the responsibility of the present Railway Minister, who has gone to jail several times while leading agitations with us. Today he has the opportunity to fulfil the demands that he once raised himself. He should make good use of the position he is in today and complete all the pending projects.

Then there is the case of Sitamarhi which is a place of religious, cultural and historical significance as it is the birth place of Sita. Sitamarhi is visited by people from all over the world but the railway facilities there are deplorable. The Railways are spending crores of rupees on modernisation of railway stations. Since Sitamarhi is an important place on the railway network from the point of view of tourism, I request the hon. Railway Minister to modernize the Sitamarhi railway station. Facilities like retiring rooms for passengers do not exist there at present. I hope the hon. Minister will not allow Sitamarhi railway station to continue to be a picture of neglect.

Thirdly, Bihar is a border State. Therefore, the construction of the railway line starting from Samastipur and passing along the border via Jayanagar and Mirmali to Sitamarhi should be undertaken. From Sitamarhi the line should be connected with Raxaul. The work on the Bagaha-Chhitauni railway bridge on this line should be completed.

[DR. THAMBI DURAI *in the Chair*]

16.00 hrs.

There was an agitation for the construction of this bridge which the hon. Minister had himself led. We had launched an agitation under his leadership in Gorakhpur. May I know from the hon. Railway Minister whether the Bagaha-Chhitauni railway bridge will be completed or not?

I am reminding the hon. Railway Minis-

ter Shri George Fernandes here in this august House that he should fulfill the promises that he has made to the people. This will link Forbesganj, Nirmali, Jayanagar and Sitamarhi. If the Bagaha-Chhitauni railway line is made operational, Varanasi will be linked with the border area of Bihar. This area is also strategic from the point of view of security. There are no motorable roads there. So a railway network is a must for these backward areas.

The hon. Member's Resolution relates to a particular region only. But this issue has a wider scope. Railways are to our country what arteries and veins are to the human body. Railways have a major role to play in the country's economic development. If we are to strengthen our economy, we must formulate a programme to strengthen our railway system. This is what I want to say to the hon. Railway Minister.

A number of trains have been cancelled in our area under the influence of the bus-owners on the members of ruling party. A number of them are very close to the leaders of the opposition. Trains were cancelled to allow the bus operators to earn profits. I would request you that the train from Hajipur to Narkatiaganj should be immediately restored.

You have visited Maniharighat where many people lost their lives because of sinking of a steamer. As regards payment of compensation to the victims, nothing has been done by the Railway Department so far. The owner of the steamer has also not been punished. Why did he operate a defective steamer? The people lost their lives because of the arrogance of the steamer owner and the officials. The guilty should be given rigorous punishment. They should not go scot free.

You should exercise the same force in issuing orders which you display in your speech in a public meeting. You are a disciple of Dr. Ram Manohar Lohia. He always emphasised that there should be no difference in profession and practice. You should

show the firmness of your voice in your action also as Minister of Railways. It is only then, people will realise that you mean what you say.

PROF. MAHADEO RAO SHIWANKAR (Chimur): Mr. Chairman, Sir, I have moved an amendment regarding the conversasion of Jabalpur-Gondia-Chandrapur narrow gauge line into broad gauge, the work on this line should be started from April, 1990. The Chandrapur-Gondia-Jabalpur line was commissioned in 1895 but it has not been completed so far. There are derailments and accidents which results in the loss of life and property of the people. Two and a half years ago, the railway culvert collapsed and fell into the river in Balaghat district. Hundreds of people were killed at that time. Mr. Chairman, Sir, this is the history of this line. This railway line passes through Mahaj Khand, where there are copper mines, Bhandara district, which produces bamboos and timber and Balaghat district, which abounds in manganese ore and links Chandrapur District which gives us coal and wood. Sir, this entire area is backward. It is a Scheduled Tribe dominated area. The train takes 32 hours to cover the entire distance of approximately 47 kms. You can very well imagine from this as to how much time is wasted. If this line is converted into broad gauge, this line which links the central India with Andhra Pradesh will run diagonally thereby reducing the distance by 200 kms. So, it is very important to convert it into broad gauge. Mr. Chairman, Sir, this line starts from a place near Jabalpur-Balaghat which is a famous place in India and run along the Kanha National Park and Chandrapur National Park. This is an important National Park of the country. A survey of this railway line upto Gondia-Jabalpur was conducted during the Janata regime in 1978-79. During the last ten years, nothing has been done in this regard. So, first of all, the survey work of the remaining sketch of Jabalpur-Gondia-Chandrapur railway line should be taken up immediately.

Sir, this railway line is in very bad shape. I would like to submit in this regard that there

is a station named Gondumari on this line. Sometime back orders were given that a halt should be provided there in place of the station, which should be closed. I contacted the Minister of Railways in this regard and I was assured that the railway station will continue. I have written him a letter also. I would like to thank him for a good beginning. Mr. Speaker, Sir, the rich deposits of copper and manganese available in these tribal and backward areas can be exploited, if this railway line is immediately converted into broad gauge line. Sir, this is my basic amendment. From April 1990, the work should be started on the railway line and the survey work should also be taken up immediately. Allocation should be made in the Budget for this railway line. I hope that the House will adopt this Amendment. With these words I conclude.

[English]

SHRI SHIVRAJ V. PATIL (Latur): Sir, I propose to be very very brief. Mr. George Fernandes is the Railway Minister and Mr. Madhu Dandavate is the Finance Minister in the Union Government of India now. My constituency Latur had an opportunity to receive them and hear their views on turning the narrow-gauge railways into broad-gauge railways. I was told that they had emphasised on turning the narrow-gauge railway which goes from Latur to Mirag into the broad-gauge railway.

Now they have the authority to see that their demands are turned into realities. My request, therefore, is that this demand of the people may be considered favourably and the narrow-gauge railway may be turned into the broad-gauge. My request is that they should not now put forward any excuse not to do it.

The Government of Maharashtra has agreed to extend a helping hand in this matter. Some other steps also can be taken to raise some funds for these purposes. The land with the railways can be auctioned to raise the funds. The land at Latur is very costly and a few crores of rupees can be

[Sh. Shivraj V. Patil]

raised for this purpose by auctioning the land. This matter can be considered carefully and an appropriate decision can be taken. It may be included in the Eighth Five Year Plan and enough funds may be set aside for this purpose. There is a demand to provide a railway line through this district connecting Aurangabad to Parali also. This also may be taken up. There are the only points which I want to make.

SHRI INDRAJIT GUPTA (Midnapore):

Mr. Chairman, with your permission, I take this opportunity just for a few minutes to draw the attention of my old friend, the Railway Minister to an anomalous position which exists in the suburban network of Railways based in Calcutta. He is familiar, perhaps, more with Bombay than with Calcutta. But he knows that it is a declared policy of the Railway Board and the Railway Administration to see that the sub urban network of Railways around these big cities is electrified so as to help the tens and thousands of daily commuters who come to the cities to earn their livelihood, whether for jobs in factories or offices or whether they are vendors who are carrying fruits and vegetables and other perishable commodities to the cities everyday. Unless they are provided with electrified train services, you can understand the great difficulty that arises. In Calcutta, there are Eastern and South-eastern Railways electrified services operating all round the city reaching out to 80 to 100 kms. in various directions. But one essential part of this area, which runs from Calcutta to Basirhat, which was my former constituency, that is from Sealdah station to Basirhat, which stretches to about 45 kms. remains unelectrified. And this is the line which serves the whole of Sunderbans region of West Bengal. After Basirhat there is no way of proceedings further because there is no road. Let alone Railways, there is no road. They are all rivers. It is nothing but water. Across the river is the border of Bangladesh. So, in a sense, it is our national border also. But this stretch from Sealdah to Basirhat has never been electrified. I have

been raising this matter for the last ten years in this House and bringing it to the attention of the Government in various ways. There was lot of agitation by the people of that area also but we have not succeeded. Thousands of people have to come to Calcutta daily. From the Sunderbans, they have to come by boat, by rivers, up to Basirhat and then travel to Calcutta. But there are no electric trains. There is only one through train. In the morning, there is one through train running from Basirhat to Calcutta and in the evening there is one through train returning from Calcutta to Basirhat which is totally inadequate to cope up with the traffic. Thousand of people, commuters are put to great inconvenience because this train which is there is a very very slow train. We have suggested to the Eastern Railway Administration that if they cannot electrify this section immediately, they can at least increase the number of trains. They were saying that it will cost a lot of money and there is no money and so on. Instead of one train, even if there are two trains either way, that will help the factory-goers, office-goers and other people immensely. But even that is not done on the plea that there are no diesel engines available. I do not what to take up the time. I do not expect Mr. Fernandes to give a reply immediately as to what they can do. But I want him to look into this problem which has been raised so many times. Unnecessarily traffic is being drawn away from the Railways to the road traffic. It is the buses, tempos, matador vans and all sorts of privately owned road vehicles which are drawing away all the traffic because there is no way for the people to travel. But if the railways were electrified and the services were increased, then it would be helpful for the railways revenues also. But the main point is that the people living in this region, who are all based in Calcutta for their livelihood would be greatly benefited and they would not have to spend hours and hours in coming and going which is an impossible business—when any big city is involved, as he knows from his experience in Bombay.

I would request him to look into this matter and see that something is done for the benefit of the people there.

SHRI R.L.P. VERMA (Kodarma): Mr. Chairman, Sir, I support the resolution moved by Shri Deshmukh, and the feelings behind it, that the narrow gauge lines should be converted into broad gauge and that the private ownership should be abolished.

Sir, there are a number of narrow gauge lines in Bihar which have not yet been taken over by the Government. When we are making strides in development, it is really strange that the private Rail Companies have been allowed to continue and loot the people. These companies should be taken over and it will be a justified step. In this regard, I would like to draw the attention of the hon. Minister of Railways towards my constituency Kodarma in Bihar where a 294 km. long railway line from Giridih to Ranchi via Kodarma is pending clearance by the Government since 1977. A traffic potential and mechanical survey was got conducted by the then Minister of Railways, Shri Madhu Dandavate. An expenditure of Rs. 18 lakh was incurred on this project. The conclusion of the survey was that the line should be laid because it would provide railway link to four districts of Santhal Pargana, Ranchi, Hazaribagh and Giridih. Besides, this area is predominantly inhabited by the Scheduled Castes, Scheduled tribes and other backward classes. They are disappointed and agitated over the lack of transport facilities as no concrete step has been taken by the Government in this regard during these last 42 years. They have resorted to agitation, roads were blocked and trains were derailed. It was assured by both the Ex-Prime Ministers Shrimati Indira Gandhi and Shri Rajiv Gandhi in a public meeting that Hazaribagh will be provided a railway line. Even the post-graduate youths here do not know what is a train, as they haven't seen a train. Hazaribagh is a commissioner's headquarters but it has not been linked with the railway line. This is a neglected and backward area. This belt is rich in minerals like coal, iron, manganese and mica which can be exploited for the benefit of the country and the State. I regret to say that such a State which is so rich in mineral deposit is being neglected. A railway line is necessary in this area and the plan involving an expenditure of

Rs. 262.47 lakhs for this line prepared by the Railway department and Government is not being implemented on the pretext of financial constraints. It should be given priority.

Mr. Chairman, Sir. Dumka will also be linked with this railway line. God forbid, if there is an accident any time, the railway service can continue through grand cord line via Ranchi. This railway line is very important from this point of view also. It was assured by three Prime Ministers in the public meeting at Hazaribagh that this railway line will be paid at the earliest. The forty lakh people have been befooled.

More than 1.5 crores of people, of these four districts, who have been given step motherly treatment till now, will be benefited by this. Railway lines in Bihar were laid during the British period and since then no further expansion has been made. During last 42 years of independence, they have been given step-motherly treatment. It has been the history of Congress Government that all Railway Ministers provided rail facilities to the areas from which they hailed. While doing so they did not pay any attention to the fact that other people of the country had also a right to get similar facilities. This kind of discrimination should also be looked into. Secondly, it is a tribal belt and tribal dominated area. From this point of view, it would be unfair on the part of bureaucrats to say that the railway line in the area is not economically viable. These are the reasons why the people in tribal belt are resorting to agitation. The Government should look into this demand and ensure that the provision for the construction of this line is made in the next Budget. We have given assurance to the people that the new Government will definitely provide this new railway line. It will have positive impact on Jharkhand agitation. If new railway line from Dumka to Ranchi is constructed, there will be about thirty new Railway stations which will generate employment opportunities for the people and in every Railway Station 2000 persons can get self employment. In this way, it will benefit the poor. Therefore, I would request the Railway Minister to ensure that provision for it is made in the Budget.

SHRI MAHABIR PRASAD (Bansgaon):
My point of order is that the Resolution has
limited scope.

[English]

It is limited to Maharashtra and Vidharba.

MR. CHAIRMAN : There is no point of
order. We will take care of it.

[Translation]

PROF. SHAILENDRANATH SHRIVAS-
TAVA (Patna): Let others place their point of
view. Please listen to views of other is also.

[English]

SHRI BASUDEB ACHARIA (Bankura):
Mr. Chairman, Sir, I support the Resolution
moved by Shri Sudan Deshmukh in connec-
tion with conversion of narrow gauge line
into broad gauge in the Vidarbha region of
Maharashtra. It is an important line as stated
by the mover of the Resolution and this line
though it is an important link has not yet
been nationalised. So, this line needs to be
nationalised first and then this important link
of 250 kms. should be converted into a broad
gauge. This will facilitate a link between the
two broad gauge sections.

So, this important line is to be first na-
tionalised and then the conversion of this
narrow gauge line should be taken up.

There are a number of narrow gauge
lines in Indian Railways. Even, there are a
number of lines whose management has
been taken over but those lines have not yet
been nationalised. There was one Commit-
tee which was constituted long back called
National Transport Policy Committee. This
committee had also made some recommen-
dations for the conversion of narrow gauge
lines into broad gauge. Though the NTPC
submitted its report long back, in 1980, its

recommendations for the conversion of
narrow gauge lines, particularly the impor-
tant sections, have not yet been implemented.

I come from one of the backward dis-
tricts, viz. Purulia, where there is a narrow
gauge line, viz. Purulia-Kotshila line, about
31 Kms. long. I have been demanding its
conversion for the last ten years. This will
facilitate a direct link between Purulia and
Bokaro. The survey was done in 1984, and
the estimated cost at that time was only Rs.
6 crores.

PROF. N.G. RANGA: (Guntur) Why
should your Government not make some
contribution?

SHRI BASUDEB ACHARIA: We had
also suggested that expenditure on the earth-
work which might be required for the conver-
sion of this line could be borne by the Zilla
Parishad. That proposal was also made by
the State Government, because out of the
31 Kms., work has to be done only on 11
Kms. For 20 Kms., no work is necessary. By
replacing the narrow gauge line, a broad
gauge line can be laid. There is no major
bridge work.

The estimate was made in 1984. Under
the present costs and prices, I think the
estimate will be double, viz. Rs.8 crores or
Rs.10 crores or Rs. 12 crores. It was for-
warded to the Planning Commission, but the
Planning Commission rejected it twice. I do
not know why.

This is quite a remunerative project.
The return on the capital investment on this
project is 10%. So, I urge upon the Railway
Minister to see that this important project viz.
the conversion of Purulia-Kotshila narrow
gauge line is taken up during the 8th five-
year Plan.

The other important railway lines are
Ahmedpur-Katwah and Burdwan-Katwah.

These two narrow gauge lines are very important. There is one important line viz. Bankura-damodar River railway line which is in my constituency. The management of this railway line was taken over long back, in 1966. The management was taken over, but this railway line was not nationalized. This BDR railway line passes through rural Bengal, and this is a very important railway line. This line has not been nationalised, and it has not been converted. The passenger trains are still hauled by the age-old, over-aged steam engines.

The distance between Ahmedpur and Katwa is I think 20-25 kms. The distance between Burdwan and Katwa is also less than 30 kms and 104 kms is the distance between Bidia-Bankura-Damodar-River railway line. It is a very important narrow-gauge railway line. The distance between Purulia and Portsilla is 31 kms. These are the important four narrow-gauge railway lines of the State of West Bengal. These should be taken up during the Eighth Five Year Plan. The conversion of these four very important narrow-gauge railway lines into broad-gauge railway lines will facilitate the link with the other broad-gauge section. Railway line is an important infrastructure. It will help industrialisation of the area, the improvement of the economy of that area. So, I urge upon the Minister to see that these four important railway lines of the State of West Bengal should be taken up during the Eighth Five Year Plan. Thank you.

[Translation]

SHRI KALPNATH RAI : (Ghosi): Mr. Chairman, Sir, I support the Resolution moved by Shri Deshmukh. However, I request the hon. Minister, Shri George Fernandes to pay attention towards the submission made by Shri Hukumdeo Narayan Yadav regarding backward areas. Both, Uttar Pradesh and Bihar are backward States. Planning Commission has its own yardsticks

for rejecting the conversion of narrow gauge railway lines into broad gauge railway lines. If a proposal for conversion of metre-gauge line in Uttar Pradesh or Bihar is sent to the Planning Commission, it calls for the survey. Later on it is said that since it is not economically viable the conversion of narrow gauge into broad gauge cannot be done. What I want to say is that narrow gauge railway lines cannot become economically viable until they are converted into broad gauge lines. That is why sanction is not granted for conversion of various narrow gauge lines into broad gauge lines in Bihar. Most of the proposals have been rejected by the Planning Commission on the ground that they are not economically viable.

I would like to thank Shri Lalit Narain Mishra for the conversion of largest narrow gauge line from Barabanki to Samastipur into broad gauge railway line, which has benefited crores of people in Bihar and Uttar Pradesh.

Our Railway Minister has undertaken intensive tours of Eastern Uttar Pradesh and Bihar and is well aware of the backwardness of these areas. He has been elected thrice as Member of Parliament from Bihar. I hope that he would help in changing the attitude of the Planning Commission. So long as the attitude or the perspective of the Planning Commission is not changed, backwardness in Bihar and Uttar Pradesh cannot be removed. Shri Hegde has decided to grant Planning Commission a statutory status. He must take this decision soon. Shri Hegde and Shri Dandavate should sit together and decide about the conversion of these narrow gauge lines into broad gauge lines. I would like to cite an example. The approval for the conversion of narrow gauge line from Bhatni to Varanasi into broad gauge line was accorded in 1976 both by the Planning Commission and the Railway Board. In 1976 the project was estimated to cost Rs.13 crores, which has now increased to Rs.80 crores.

[Sh. Kalpnath Rai]

Till now Rs.62 crores have been spent on it but it is still incomplete. What I want to say is that ongoing projects should be completed expeditiously and it should be ensured that the new projects taken up by the Government are completed within the estimated cost and the stipulated period. Railways are the life line of the country and 20 to 25 lakh employees of this organisation are well known to you. You have the beacon light of the labour movement in India. Therefore, you have to think as to how the labour force can be associated with the production and how the natural resources of the country can be exploited to make the country stronger. You have to take initiative in this direction and it will be possible only if a time bound programme is chalked out and concrete steps taken in this direction.

My second submission is about Chhitauni Bagha railway line about which the hon. Railway Minister has also given statement on several occasions. No other railway line is as important as this to connect Uttar Pradesh and Bihar. Many agitations were launched for this purpose and thousands of social workers courted arrest. The completion of railway line will bring about a revolutionary change in the life of the people of Uttar Pradesh and Bihar. In this connection, I have had meetings with Shri Dandavate as well as his predecessor. Shri Dandavate had ordered the survey of this line in 1978 but you know that without will power no work can be executed (*Interruptions*).

Thirdly, I would like to say that Mhow Shahganj narrow gauge line should be converted into broad gauge line because whenever a question of setting up of industries in Eastern Uttar Pradesh and Bihar is raised to generate employment opportunities, the public sector and the industrialists both refuse to do so. They ask whether there is any broad gauge railway line and airport in that

area to transport the goods. In the same breath, they raise queries whether telecommunication facilities, electronic telephone exchange and other infrastructural facilities are available there or not. The first question they raise is about broad gauge railway line. Therefore, I would like to request that steps should be taken to convert narrow gauge railway line into broad gauge line in Bihar and Eastern Uttar Pradesh which are the most backward areas of the country and have the lowest per capita income.

[*English*]

SHRI SAMARENDRA KUNDU (Balasore): I am very happy that Mr. Deshmukh has brought this Resolution. I fully support the spirit of this Resolution. I am surprised to know that still a certain railway line is in the private sector. I hope that the Minister will look into it and also let us know why it is in the private sector still.

PROF. N.G. RANGA : It has been a scandal.

SHRI SAMARENDRA KUNDU : I am happy that Prof. Ranga, an old veteran is agreeing with me. I will be very glad if he agree with my next request which I am going to make to the Minister in this forum. That is about conversion of narrow gauge and rail line to broad gauge its extension in my State.

Orissa is one of the poorest States in India, everybody knows it. In this poorest State Mayurbhanj is one of the poorest of districts, almost same as Kalahandi district or next to Kalahandi. There is a narrow gauge line known as Rupsa-Bangripasirail line in Mayurbhanj district in Orissa—which we have been trying to get converted into a broad gauge line and also to get it extended and connected with the main line from Bombay to Kharagpur. Now this railway line is running to a distance of about 50 KMs. The extension would be hardly about 40 KMs

more. If this is joined with Bombay-Kharagpur line, then all trains coming to Madras, Puri or Paradeep from Bombay side will save about 100 KMs. The goods trains carrying minerals from Orissa mines to Paradeep port can go by a route, which will be shorter by about 100 KMs. Sir, you will be surprised to know that the MMTC is paying Rs 20/- extra per tonne of iron ore for transporting it from Orissa mines to Paradeep because it goes in a circuitous route.

Sir, Orissa is one of the most backward States and we have to improve the economic condition of Orissa. This cannot be done without improving its communication and transport systems. My friend Mr. Bhagya Govardhan, an important Adivasi leader, who has come from Mayurbhanj joins with me and says that we must urge before the Government to convert this narrow gauge line and extend this railway line. The cost factor will be nominal because already a line is existing. You are taking out 90 pounds rail and some of the slippers from the main line because you are strengthening it to run fast trains. You are selling them to the contractors. These materials could be used in converting this narrow gauge line.

Another thing I would like to mention here is about the policy to be adopted is laying new lines. Unless you change the present policy of laying new railway lines, the backward State cannot be developed. The so called viability needed to construct new railway lines cannot be achieved by poorer states. Therefore, my suggestion is that where the per capita income is low or below the national average, where the per hectare and per capita railway line is less and the areas which are mostly inhabited by Adivasis, Harijans and backward people, priority should be given to lay railway line. In Orissa, 60 per cent of the people are Adivasis, Harijans and backward.

I am thankful to my friend Prof. Madhu

Dandavate, who as the Railway Minister during the Sixth Lok Sabha, prepared a blueprint for construction of this line. Had the Janata Government been there for another three months, he would have laid the foundation construction of the railway. But unfortunately the Janata Government failed and this railway line could not be constructed. I request the Railway Minister to bring out that blueprint from the shelf wherein it is hidden and lay the foundation of this line within six months. I have been writing letters to our former Railway Minister Mr. Madhavrao Scindia. He never mention about the scheme or blue print which was prepared during the Janata period. For the construction of this line, in order to meet your financial difficulties, I assure you that I will give you 1,000 volunteers who will work free for about a month.... (Interruptions).

PROF. N.G. RANGA : Give a piece of land also.

SHRI SAMARENDRA KUNDU: If it is necessary, we will give the land also. Kindly help us to get this line. I am reminded of one very important incident. Marshal Tito, who was the President of Yugoslavia went to the Belgrade University and exhorted the students and said: "I do not have money. Come and build the roads from the port to the capital". Years back when Yugoslavia was under threat of an attack from Soviet Russia, thousands came and built the roads. Here we will provide one thousand volunteers who will work free for about a month. Kindly announce the construction of this railway line and inaugurate the construction of this railway line also. While saying this, I will fail in my duty if I do not say about two or three matters in this connections Sambalpur-Cuttack railway line again has been made a show piece by the former Congress Government. They promised that this railway line will be completed within three or four years. But it has now been lingering for years and money is coming just in drops. Nothing

[Sh. Samarendra Kundu]

substantial has been done. This is one of the very important lines because it goes through one of the important arteries area of Orissa.

Mr. Ghani Khan Choudhary built a railway line upto Diga in West Bengal which is only two KMs away from Orissa border. The distance between Diga and Jaleswar on Orissa side is 40 KMs and the traffic is heavy in this sector. People squeeze themselves into buses and even travel on the roofs of buses. The people of Orissa want that the line upto Digha should be extended upto Jaleswar. I have also written to the Minister about it. If these three things are done to begin with, we will think that an achievement has been made by the Railway Ministry and therefore we wish whole-heartedly all well to the Railway Minister. The hon. Minister is an able leader, a visionary and a man of action who can actually get things done. We expect quick results from him.

Thank you very much for giving me the opportunity to speak.

[*Translation*]

SHRI HARISH RAWAT (Almora): Mr. Chairman, Sir, the Railway Minister's job is a difficult one. Whenever a discussion on Railways is held, every hon. Member wants to draw the attention of the Railway Minister. Similarly, through this Resolution I also take this opportunity to draw the attention of Shri Fernandes towards the problems of my area.

Sir, now almost all of our hon. Friends have made their points for laying new railway lines or converting the narrow gauge lines into broad gauge lines in the backward areas. My friend, Shri Kalpnath Rai has made a strong point that the Planning Commission takes economic viability as a criterion for laying new lines and due to this the backward areas continue to remain economically

backward. Economically activity is in a very low key in the backward areas. As a result of this the work of laying new railway lines in the backward areas does not progress.

Consequently, States like Bihar and Uttar Pradesh which are densely populated have to suffer. The former Railway Ministers belonging to Bihar and Uttar Pradesh adopted an impartial outlook in the matter of laying new railway lines and their conversion. They tried to rise above regionalism. That is why these two States have below average network of railway lines despite being thickly populated and vast in area. I would like to tell the hon. Minister of Railways that we are prepared to land strong support to him, if he vigorously pursued our case with the Planning Commission and the Finance Minister. If you do this, believe me you will become a hero amongst us. Shri Hukumdeo Narayan was just now saying that you also launched agitations for these lines and went to jail a number of times. If you fail to complete these lines even now, we shall have to face difficult times. I was telling somebodys that by the time you relinquish the office of the Railway Minister all your hair might turn grey.

[*English*]

MR. CHAIRMAN: Already he is having grey hair.

SHRI HARISH RAWAT : There are still some black hair in between.

[*Translation*]

Mr. Chairman, Sir, today our criteria should be to identify those areas where railway lines are needed most and these areas should be developed. The Government has made negligible allocation for the areas which are rich in natural resources. They are not being utilised fully in the national interest. This is because I feel the transport system is in a very backward stage.

I would urge you to plead our cause. Believe me, majority of the hon. Members in the House would plead the cause with the Planning Commission and the Finance Ministry.

Mr. Chairman, Sir, not even a single new railway line has been provided in about six districts in my Parliamentary constituency and the state of affairs is the same as the Britishers had left. We made earnest efforts, and with great difficulty got the survey work of two railway lines completed during the days of Shri Ghani Khan Choudhury and Shri Madhavrao Scindia. I request that funds may be provided to conduct survey on Tanakpur-Ghat Bageshwar and Ram Nagar-Mikiasen-Chaukhutia railway lines. As soon as the survey work is completed the Planning Commission should be asked to give permission for the construction work so that our hopes are not belied by the Government.

Secondly, my hon. friend, Shri Pal who comes from Nainital may be aware that the foundation stone of Rampur-New Haldwani railway line which is in his constituency had been laid by late Shrimati Indira Gandhi. There is great pleasure on him now. Hon. Member! when I am pleading your case, why are you worried. Since you will not say anything in this regard, I am pleading your case. I am sitting in front of you. I am making a point on your behalf. The construction work on Rampur-New Haldwani Railway line has started. Our Government had sanctioned Rs.5 crores for this work. Now it is a challenge for the ruling party during the 1990-91 financial year. To begin with, you need at least Rs.10 crores for this work as you have made big promises during the election. If it is not possible to do so, at least enhance the amount by 1 1/2 times to save your face. At least Rs. 7.5 crores must be allocated so that half of the railway line is completed. Mr. Chairman, Sir, I appreciate your problem. Several hon. friends want to speak. Hence, I conclude here and extend my support to the

Resolution moved by Shri Deshmukh.

SHRI MANDHATA SINGH(Lucknow): Mr. Chairman, Sir, I am grateful to Shri Deshmukh, who brought forward this Resolution and provided not only to me but also to several other hon. Members of this House, an opportunity to be posted with some information. I was not aware that railways still existed in the private sector. I also hail from the same area about which Shri Kalpnath Rai was saying:-

[English]

about the most populous part of the country, that is, Eastern U.P. and Bihar. But why forget Orissa and Bengal?

[Translation]

The discussion started from the problems of Maharashtra and Shri Rawat through his amendment extended it upto the hill areas of Uttar Pradesh. As a matter of fact, the entire House is grateful to Shri Deshmukh who, by raising this vital issue through his Resolution, provided all of us an opportunity to raise their problems, whether it was about perishable commodities of Calcutta, as mentioned by comrade Indrajit Gupta or other things referred to by Shri Kalpnath Rai and others. I would not like to go into details. It is my sacred duty to express by thanks to him. Secondly, I hope the hon. Minister of Railways, who was associated with us in several labour movements and has participated in many agitations for laying new railway lines and dismantling also will understand the problem.

SHRI HARISH RAWAT: It was just a slip of tongue.

SHRI MANDHATA SINGH : This much is permissible in Parliamentary etiquette. He was instrumental in dismantling the railway lines and he organised strikes in the Rail-

[Sh. Mandhata Singh]

ways. Fortunately, today he is in charge of the department. Hence, I can call him both a comrade and an hon. Minister. Now, I hope he would tell us the reasons why people like us to remain in dark? What is the conspiracy behind it. In my childhood I heard the railways being referred to as East Indian Railway Company. I also heard the name of B.N.W.R. which used to be the private company of the Britishers. I thought that it was the Martin company. I saw in Bihar that the narrow gauge line constructed by the Burn and Martin Company was dismantled. Was it possible to nationalise it? The railway lines passing through Arah and Patna have been dismantled. It is only now that I come to know that many areas in the country still have no railway line or have narrow gauge lines only. I came to know all these things from several hon. Members. Unfortunately, no hon. Member from the south has stood up. I knew about the Nizam Railway only in the South. When a railway accident took place in the south and Shastriji resigned, I came to know that railways were there in the South in the private sector also. If the information is incomplete the hon. Minister should collect information in this regard and inform us. He should also let us know as to how many railway lines are there in the private sector and how many foreign companies have been given a free hand to exploit country's economy in this sector and how much capital have they invested in it? As regards the broad gauge lines, Shri Kalpnath Rai has made a point about the economic viability. This wooden headed phraseology was a creation of the Britishers. At the time of laying railway lines, they did not take the economic viability into consideration. They had laid the railway lines just to enslave the country and move their troops from north to south. Today the Government is a welfare Government and it wants to do welfare of the people. Hence this Parliament will not allow the Planning Commission to put forward the

argument of economic viability. Shri Rawat said that the entire House is with you and you lead us. The point of economic viability comes up when plans are formulated in terms of population, territory, economic needs and aspirations. The hon. Minister of Finance has also come. I would like to tell him also that economic viability is a wooden headed question. Our new Minister is very dynamic. He would liberate the system from the grips of bureaucracy and take effective steps for setting up a welfare state in accordance with the people's aspirations. The entire House will lend its support to Shri George to accomplish this task.

SHRI PIYARE LAL HANDOO (Anantnag): Sir, the discussion in the House which started from the question of nationalisation of a narrow gauge railway line, has proliferated to railways in each and every state. Several hon. Members spoke on the subject. From the discussion on a small railway line, the matter culminated in discussing the entire gamut of the railways. A lot has been said about metre gauge and narrow gauge lines. But I shall restrict myself to Jammu and Kashmir. The hon. Minister of Railways is aware that the last rail head is Jammu and it did not move any further. The construction work of Jammu-Udhampur railway line, a distance of 40 to 50 kilometres only, has been going on for last 9 years and it is not known as to when it would be completed. I would like to request hon. Shri George Fernandes to visit the construction site at his leisure and ascertain the time by which the line—which has already taken 9 years—will reach Udhampur and the people of the city will have the privilege of having a rail link to the city. It is also often said that this line will be extended upto Srinagar and at times we also hear that the survey work on this line has also been completed. If it is so, I would make an earnest appeal to the hon. Minister to reopen the survey report and clean the dust gathered on it and take further steps to provide rail line to the people of

Kashmir in view of their poor economic condition. I have expressed these views because of the Resolution moved by my hon. friend Shri Deshmukh. If it is possible to extend the railway network beyond Jammu, it will not only prove beneficial to the State, but also to the whole of country.

SHRI PIYUS TIRAKY (Alipurduar): Mr. Chairman, Sir, I thank you for giving me an opportunity to speak on the conditions of the railways in the North Eastern region. Sir, Shri George Fernandes is aware of the fact that the North Eastern region is the most backward region and it has not made any significant progress since Independence. Had there been no war with China, perhaps even roads would have not been constructed in the North-Eastern region. Following the war with China, railway line was constructed there speedily and I thank the Government for laying double track, in patches, in the area right from Assam to Bomdila which links the entire border in this region. But there is a need to pay more attention towards this because goods traffic is particularly heavy in this region. More conversion of narrow gauge line into broad gauge line would not do. It is necessary to double the railway track in the area. Railway line upto Siliguri has been doubled but the work relating to doubling of the railway line from Alipurduar onwards is still to be done. Due to this, the people of the area have to face many difficulties in the transportation of goods produced there to other areas. Therefore, I would like to request that the narrow gauge railway line of this section should be doubled. Starting from Katihar, this railway line goes upto Alipurduar via Siliguri. It will provide two facilities. Firstly, it will facility transportation of forest products from the forests of Assam and other areas and will help in reducing the congestion on this route. Secondly, the Government will earn more revenue by running a goods train on this line. Therefore, narrow gauge railway line should be retained as it is and the old railway line which runs parallel to it from

Katihar to Siliguri should be extended upto Madarihat and this entire line should be doubled. Adivasi area is quite neglected. Adivasis are called scheduled castes. This area is predominantly inhabited by Adivasis. Therefore, it is very necessary to double the railway line in this area. It will facilitate development of Alipurduar area. At present steam locomotive is attached to the train in Alipurduar. It should be replaced by diesel locomotive so as to provide relief to the people.

SHRI JAGPAL SINGH (Haridwar): Mr. Chairman, Sir, I would like to thank Hon'ble Shri Deshmukh for drawing the attention of the House towards a big problem facing the country. He has demanded that narrow gauge lines should be converted into broad gauge lines. Before I proceed further, I would like to thank the Hon'ble Prime Minister for entrusting the charge of the biggest Department of the Government to such a person of Janata Dal, who has been struggling for years for the welfare of the railway employees and has even been failed for that. I would like to thank Shri George Fernandes for this. This is for this reason that 25-30 lakh railway employees and 80 crore people of this country have great expectations from him. I hope the demand raised by our colleague Shri Deshmukh, will be fulfilled by nationalising the private sector railway companies and converting the narrow gauge lines into broad gauge. Being our colleague in this House from 1980 to 1984 the hon. Minister knows it very well that we have had serious discussion about the various problems of the railways in this House. I would like to thank Shri Rajiv Gandhi's Government also for accepting our persistent demand for renewal of 12,000 kms. of railway track. Of this, renewal of 6000 kms. of railway track has already been undertaken. I would like to request the hon. Minister to take up the work relating to the renewal of the remaining 6000 kilometres of railway track so that the people of this country do not meet with any tragic accident. As time is short, I would like to draw the

[Sh. Jagpal Singh]

attention of the hon. Minister towards two problems. I come from an area, which is revered by crores of people of this country. He knows that Haridwar is a place of pilgrimage which is visited by lakhs and crores of people of India 50-60 times a year to take holy dip.

17.09 hrs.

[SHRI JASWANT SINGH *in the Chair*]

Shri Brahma Dutt is saying that no one can achieve 'Moksha' without going to Haridwar. Perhaps he wants to say that if the hon. Minister of Railways does not pay attention towards Haridwar, he will also not attain 'Moksha'. There is double railway line from Delhi to Ghaziabad and from Saharanpur upto Pakistan border. But between Saharanpur and Ghaziabad, there is only single railway line for the last 40-42 years. I have come to know that survey for this line was conducted during the regime of Shri Rajiv Gandhi and the Department of Railways has also recommended that this line should be doubled. In case it has not been taken up, I would request the hon. Minister to start the work for doubling the railway line between Ghaziabad and Saharanpur. This should be done because there is double railway line from Ghaziabad up to North Eastern region and only this patch is left out.

In the end, I would like to make a submission about my own constituency. Lakhs of pilgrims have to wait for hours together at Laksar railway station during the days of pilgrimage. There is no hilly terrain between Laksar and Dehradun. Shri Brahma Dutt belong to Dehradun. The river Yamuna flows between Paonta Saheb and Dehradun. Therefore, it will be convenient for the Railways to construct a double line from Laksar to Dehradun so that pilgrims may not have to

wait at Laksar Railway station during the days of pilgrimage.

SHRI CHITTA BASU: (Barasat): Mr. Chairman, while supporting the Resolution moved in the name of Shri Sudam Deshmukh, I take this opportunity to raise certain important issues of Eastern Railway. The problem which I propose to raise is quite well-known to the Hon. Minister of Railways because I have already sent him a detailed note on the question of doubling of the section between Barasat and Banagaon. It is a part of Eastern railway. As a matter of fact, the need for doubling of the track was accepted in principle by the Railway Ministry right in the year 1978 and I have the great pleasure to say, it was Prof. Madhu Dandavate who cleared the project in the year 1978 which visualised the doubling of the entire track of about 72 kms. from Sealdah to Banagaon. But unfortunately it has been taken up in phased manner. The first phase has been doubling the track from Sealdah to Barasat. But it has not been extended to the extreme end of Bongaon.

Mr. Chairman, the Railway Minister may be aware of the fact that these sections are in the Sunderbans area. It is very much connected with the passenger facilities and with the metropolitan city like Calcutta as lakhs of people every day travel in this section, in the pursuit of their avocation and living. Unless this track is doubled, the very social purpose of providing additional and necessary amenities for the passengers will not be fulfilled. Therefore, in my letter to the hon. Minister of Railways, I have explained in detail the need for immediate taking up of the doubling of the project not in phases but by one-go. It is because you would admit that by spreading then the very scarce resources of our country, we cannot complete any project. Unless a project is completed on time, the cost escalation would be inevitable. As far as I remember, right in the year 1988, in reply to a question in Parliament, the then

Railway Minister replied that the total cost required for doubling of tract from Barasat to Bongaon would be about Rs.27 crores. I think, it is not a very big sum which the Government Exchequer cannot spare for such a vital project which provides adequate facilities for the suburban passengers for their living and pursuit of avocation. Therefore, without taking much of your time, I would once more request the Railway Minister, Shri George Fernandes, to get my proposal examined and take appropriate action so that the long-felt difficulties of the commuters of this section are removed as early as possible.

I only add two names which are equally important, the railway line which connects Barasat to Hashnabad. The Hashnabad section of the Eastern railway is very important because it connects the border of India to the capital city of Calcutta. It needs to be electrified and further improved so that the disbursal proposal of the Government of India as well as the State Government for disbursing the people from the metropolitan cities will be more helpful if this suburban railways are improved.

Equally important is another line which connects Bongaon to Ranaghat and I would not take much of your time. I would only refer to these three lines:-

The doubling project to be completed from Barasat to Bongaon at a go instead of building it by phases.

There should be electrification of the Bashnabad Barasat section and other improvements and also the electrification of Bongaon to Ranaghat section.

If these three rail lines are improved, the entire economic situation of the area will be improved and I hope the hon. Minister will be kind and gracious enough to have a fresh look at all these on-going projects.

Thank you.

[*Translation*]

SHRI BABUBHAI MEGHJI SHAH (Kutch): Mr. Chairman, Sir, I rise to support the Resolution moved by Shri Deshmukh. The Resolution relates to conversion of narrow gauge line into broad-gauge. I would like to say a few words about it.

In the state of Gujarat, narrow gauge line from Ankleshwar to Rajpura should be converted into broad-gauge. In Kutch, the metre-gauge line from Gandhidham to Bhuj should be converted into broad gauge. The long-standing demand to convert the metre gauge railway line into broad gauge line from Jetalsar to Veraval should also be fulfilled.

Hon. Shri George Fernandes is a very hard working person. I hope that he will definitely fulfil this demand. Conversion of metre gauge railway line from Gandhidham to Bhuj into broad-gauge line is also necessary for the movement of army in the border area. A special railway line has been constructed from Bhuj to Nalia but no rail service has been started on that route. There is a big air-base in the western part of our region. Conversion of metre-gauge line into broad-gauge railway line is also necessary for the movement of traffic in that area.

With these words, I conclude.

[*English*]

SHRI SOMNATH CHATTERJEE (Bhopur): Mr. Chairman, Sir, I would like to thank you for giving me this opportunity. I only want to bring to the notice of the hon. Minister the importance of the Section of the Eastern Railway between Khana and Sainthia which serves Bhopur and Shantiniketan. Sir, you are aware and the hon. Minister is also aware that a very large number of visitors, tourists and even foreign tourists

[Sh. Somnath Chatterjee]

are going there. But the Railway service is so irregular and so unsatisfactory, because it is only a single-line between Khana and Sainthia which is a loop-line, that hardly there is any satisfactory railway service. So, there is one train which is called the Shanti-niketan Express which goes from Calcutta to Bopur and back. But that is at a time which is not very suitable. It goes in the morning and comes in the afternoon at 1 O' Clock. There are people who are willing to go there for a day's excursion apart from the regular visitors and regular commuters. Therefore, I would very earnestly request the hon. Minister to look into it because last time after the matter had been raised, the earlier Government had directed a survey to be made. They have completed the survey. The survey result is favourable. Now this has to be taken up for the purpose of implementation. Therefore, Sir, I would request the hon. Minister to have this matter looked into and consider this sympathetically specially considering the area which it serves.

SHRI UTTAM RATHOD : (Hingoli): Mr. Chairman, Sir, while participating in the debate, I thank Shri Sudam Deshmukh for having moved this Resolution. I would like to seek some clarification from the hon. Minister of Railways.

Sir, some two years back, the then Railway Minister had said that the Government or the Railway Department does not want to encourage conversion of metre-gauge into broad-gauge or narrow-gauge into broad-gauge. What is the policy of the present Government with regard to conversion?

Secondly, earlier the emphasis used to be more on modernisation of station buildings, providing more amenities to the passengers in urban areas than providing facilities to the people or commuters in the tribal

areas. I would like to know from the hon. Minister as to what will be the emphasis: whether it will be on the earlier point that was taken up or are they going to give some more amenities to the passengers travelling in the tribal areas.

Sir, here I must mention one thing. In Maharashtra Marathwada-Aurangabad line was taken up approximately 11 or 12 years back but it is yet to be completed. I would request the hon. Minister to pay some more attention to this project and see that it is completed earlier. Not only that, I would like him to extend this conversion right up to Adilabad in Andhra Pradesh because Adilabad is being connected to Pipalkhuty, a new broad-gauge railway line which will be helpful in fetching coal for Parle and Purana and other places. At present, at Parle we have a Super-thermal power station. It will be easy for them to transport it there. I would also suggest one thing. Whenever it is not possible for Government to convert metre-gauge into broad-gauge, will the hon. Minister think of dieselisation. These are the four issues that I wanted to mention and seek clarification from the hon. Minister.

MR. CHAIRMAN : I must inform the House that by convention 2 1/2 hours were the allotted time. That will end at 5.30 p.m. But we will put the question when we come to 5.30 p.m. I have two more speakers who I can call before 5.30 I will first request hon. Shri Shailendranath Srivastava and thereafter I will be calling upon hon. Member Shri Ramashray Prasad Singh.

[Translation]

PROF. SHAILENDRANATH SHRIVASTAVA (Patna): Mr. Chairman, Sir, first of all, I would like to remind the hon. Minister of Railway that he represents Bihar. He has won the elections from Bihar several times and, therefore, it is natural that the people of Bihar will have more expectations from him.

I do not want to seek any favour but I want to seek justice. The capital of Bihar is Patna and there are two famous centres of tourist interest in the State namely Gaya and Rajgir. The distance between Patna and Gaya is only 100 kms. and Rajgir and Patna are also at a distance of 100 kms. Hundreds of tourists visit Rajgir and Gaya every day but it takes them 5 hours to reach either of two places from Patna by train. I would like to demand that fast trains should be introduced between Patna and Rajgir and also Patna and Gaya. The railway line between Patna and Gaya is single and we have been demanding for doubling of this line for years. People have resorted to agitation a number of times for this purpose. Until the Patna Gaya railway line is doubled, the pressure of traffic on this line will not be eased. Similarly, fast shuttle train service should be started between Rajgir and Gaya. This is also one of our demands. There is a railway line between Patna and Digha but it is no use to the passengers. This line is used for goods movement only at present, this should be used for passenger traffic also. Patna is the capital city and keeping in view its increasing population and consequent traffic load, passenger trains should also run on the Patna-Digha railway line....(*Interruptions*)... I would like to put forward my hon. friend, Shri Laloo Prasad's point, viz. arrangements should be made for the construction of a bridge between Patna and Paleja Ghat.

I would submit one more point and conclude. Patna is the capital city and its population is increasing day by day. This city is fast turning into a metropolis. Electric suburban trains should be provided there at the earliest otherwise there will be great pressure on roads. Keeping the aforesaid situation in view, we are not able to make arrangements for suburban electric trains as dozens of accidents are bound to occur everyday. We expect from the Minister of Railways of the Welfare State to pay special attention towards this neglected State. Hon.

Member, Shri Kaipanath Rai has perhaps said just now that the railways is the life-line of a country. Therefore, this life line is in your hands today. Therefore, we expect that you should accord special attention to your own State, which you represent.

SHRI RAMASHRAY PRASAD SINGH (Jahanabad): Mr. Chairman, Sir, by moving this resolution for consideration in the House, the hon. Member has brought to light various problems of the country in this sector.

My first point is that our hon. Minister of Railways is a trade union leader. The person who held this position previously belonged to a royal family. Consequently, there is bound to be difference of approach. It is a fact that the former Minister accorded special attention to certain places of his own State and all facilities were provided there. I hope that our trade union leader, who belongs to a backward area, will pay due attention to these areas. When the Britishers had started laying the railway lines in the country, they had selected the Patna-Gaya stretch for laying the first railway line. This railway line is still a single railway line and it has not been double so far. There have been several Railway Ministers from Bihar but unfortunately, the situation is still miserable. Even today, it takes 6 hours to reach Gaya from Patna. Apart from the Railways, there is no other means of transport available there. It costs only Rs. 3 to travel by train whereas it costs Rs. 10 to travel by bus. You tell us whether it is possible for the working class to travel by bus.

Secondly, the Pitrapaksha' fair is held in Gaya. Lakhs of people from far flung areas and even West Bengal attend this fair. The Ministry of Railways should look into the difficulties of these pilgrims.

Thirdly, foreign tourists visit Bodh Gaya frequently. Thousands of such tourists come to this place every year. Keeping in view all

[Sh. Ramashray Prasad Singh]

these things, it is not proper to neglect this railway line. This railway line must be doubled. The question of resource availability should not arise here. The previous Minister, a 'Maharaja', also took shelter under the plea of availability of funds. He used to say that resources are not available. We would say that it is the duty of the Ministry of Railway to raise the resources for this purpose and whatever by the circumstances it has to do it. The work in this regard should be included in the Eighth Five-Year Plan. I have been raising this issue for the past 5 years. I was told that the matter will be seen. It has been investigated and the report has been submitted. It has been mentioned in the report that this railway line must be doubled. Therefore, Shri Fernandes should make due arrangements for mobilising resources for this purpose. If it is not possible to undertake the entire work at a stretch, it can be undertaken in a phased manner so that the people of that area may be convinced that work is in progress.

The Martin Company had constructed the railway line from Fatuha to Islampur which too has also been closed. That railway line should be restored and linked with Bodh-Gaya. It will provide relief to the people. Apart from the railways there is no other alternative mode of transport available there. All these things must be looked into. Little has been done for that areas during the past 42 years. It is a sensitive area. At least 50 people are killed there daily. Terrorists are also holding sway over there. Unless these things are looked into, the situation there will become very serious.

Sir, this line should be doubled and this work should be included in the Eighth Five Year Plan.

SHRI LARANG SAI (Suraguja): Mr. Chairman, Sir, this is a very important sub-

ject. I would like to request you to extend the time for discussion on this. If it is not possible to extend the time, some time should be allotted to me for making my submission.

MR. CHAIRMAN : Please sit down. There is no need to get excited. I was going to take up the same question.

...(Interruptions)...

ONE HON. MEMBER: This is a very important issue. The will of the whole House should be taken into account.

[English]

MR. CHAIRMAN: The allotted time for this Resolution ends at 5.30 p.m. I am obliged to seek the view of the House. Do you want to extend the time or do you want the Minister to intervene.

..(Interruptions)...

[Translation]

MR. CHAIRMAN: One Member at a time, please, As such I would like to inform you that there is restriction of time. If we consider the extension of time, this debate will be continued till 6 o' clock and it will be carried over into the next session. Please tell me whether you want the hon. Minister to reply today or at some later date.

[English]

MR CHAIRMAN: We cannot extend the time in an unlimited fashion. Is it acceptable that we extend the time of the discussion on this Bill by one and a half hours? We can continue the discussion for half an hour more till 6 o' clock today and then for one hour more on the 29th December.

SOME HON. MEMBERS: Yes.

SHRI SHIVRAJ V. PATIL: Next week they are likely to take up Bills and not Resolutions.

[*Translation*]

MR. CHAIRMAN: Shri Patil is saying that the Bill will be brought on the day allotted for the Private Member's Bills. But it has been decided that not bills but resolution will be taken up on that day.

[*English*]

Therefore, it is decided that we extend the time for discussion on this Resolution by one and a half hours. Half an hour today and one hour on the 29th December. Out of this extended time of one and a half hours, the Minister and the mover the Resolution will also have to be given the time.

[*Translation*]

SHRI DILEEP SINGH BHURIA (Jhabua): Mr. Chairman, Sir, the Resolution moved by Shri Deshmukh is very significant, specially for the Railways. Railways provide link to reach every nook and corner of the country. I would like to submit to the hon. Minister of Railway, Shri George Fernandes that there are still many such adivasis areas where the people have not seen a trains. Such areas should be identified and efforts should be made to provide railway lines there. Provision for laying a railway line-Dahor-Mau-Indore-has been made in the Budget and this is a very important line because all the adivasis areas in Gujarat and Madhya Pradesh are covered under it. Similarly the Bastar-Rajdhara-Jagdarpur line in Bastar is also very important. The Government should try to implement the proposal for conversion of the narrow gauge lines into broad gauge. A number of railway lines pass through this area and therefore, this becomes all the more necessary. The area covered under railway network in Madhya

Pradesh is far less as compared to other States in the country. I would like to submit that efforts should be made to remove imbalances in railway facilities in the entire country, irrespective of whether it is hilly area or adivasis area. The new schemes for laying new railway lines should be implemented without delay.

With these words I thank Shri Deshmukh. Sir, I thank you also for permitting me to speak.

SHRI CHHOTAY SINGH YADAV (Kannauj): Mr. Chairman, Sir, the proposals made by our colleagues regarding conversion of narrow gauge lines into broad gauge, are all important in themselves. I do not want to undermine the significance of any of these proposals and would myself like to add one. Kannauj in U.P. had been the centre of the late Dr. Ram Manohar Lohia's activities. This area has always remained ignored. So far as agricultural production is concerned more than 33 per cent of the potato crop of the entire State is grown here and it is sent to the markets in Bombay, Calcutta etc. Being a perishable item it gets destroyed very soon. There is broad gauge line in Kanpur. If broad gauge line is provided to Kannauj, it will be linked with Bombay and Calcutta. The area consumes 28 per cent fertilizers out of the total requirement of Uttar Pradesh. But it is difficult to get the fertilizers in time because of inadequate transportation facilities as only a narrow gauge line has been provided here. Therefore, the Government should consider this point. I would like to add one thing more. There is Super Fast Express for Farrukhabad. The hon. Minister will look into it and perhaps the hon. Members will laugh when they are apprised of the fact that this train runs at the speed of a cart and covers a distance of 240 kms. in 16 hours. It is stopped in between for 8 hours and the explanation given by the railway officers is that there is no facility of the track. Thus after

[Sh. Chhotey Singh Yadav]

starting in the evening it reaches the next day at 3-4 p.m. Although this district has given 2 Ministers but they did not take any steps in this direction. I am obliged to you for the time given to me to speak on my request made yesterday.

[English]

MR. CHAIRMAN: Before I call the next hon. Member, I would make a request to you to accommodate the maximum number of speakers, which is my intention, please restrict yourself precisely to two minutes. Now, Shri Prem Pradeep may please speak.

[Translation]

SHRI PREM PRADEEP (Nawada): Mr. Chairman, Sir, at present there is a passenger train service available in Nawada district. I would like to request that a fast-train should be started there. Nawada and Gaya being two reserved constituencies is ample evidence of the fact that there are backward areas. I would urge upon the hon. Minister of Railways that just as he has fought for the cause of his employees, he should take steps for starting a fast-train from Gaya to Delhi also so that the backward class people living there may be benefited. The second point is that the Fatwa-Islampur train running between Patna and Nawada district has been discontinued. It would be proper if that train is restored by laying a railway line from Fatwa station to Gaya. Rajgir should also have a direct link with Gaya so that the travel facilities between Bihar sharif and Gaya may be available to the people

SHRI M.S. PAL (Nainital): Mr. Speaker, Sir, through you I want to submit that the work on the broad gauge line from Rampur to Haldwani in Uttar Pradesh was started in 1971 and the land had already been acquired. The survey of the land was also

undertaken but due to some political reasons, the line has not yet been laid. Similarly laying of a broad gauge line from kashipur to Bajpur is also very important. The main thing in this connection is that due to political reasons a demand for the Uttarakhand State is being made in this region. Therefore, keeping in view the economic aspect, it is essential that a broad gauge line is laid there. This is a border area adjoining Nainital, Almora and Pithoragarh. A survey for laying railway line upto Nepal border has already been conducted. Therefore, attention should be paid to it. A provision for Rampur and Haldwani broad gauge line should be made in the budget for this year.

It is therefore, my special request to the hon. Minister of Railways who is quite familiar with this area. With these words I thank you for having granted me time to speak.

SHRI SHOPAT SINGH MAKKASAR(Bikaner): Mr. Chairman, Sir, I have been given opportunity to express my views on the Resolution moved by Shri Deshmukh. Therefore, first of all, I would like to thank Shri Deshmukh Sir, Bikaner and Ganganagar, both are the border districts and the people of the area expect you to pay more attention to these areas in the matter of development.

Mr. Chairman, Sir, I would first of all like to speak about the Ganganagar Canal loop line of the Northern Railway. There should be a broad gauge line between Hanumanagar to Suratgarh viz. Ganganagar. Broad gauge line exists upto Surajagarh. Broad gauge line is also available between Suratgarh and Anupgarh and between Suratgarh and Bikaner. There are projects of 3 big canals of India in my area. These are Ganga Canal, Bhakra Canal and Rajasthan Canal. Because of these projects we are having bumper crops in these areas and its benefit should also reach the interior areas. Broad gauge line should be laid there. In this regard

my submission is that the conversion of this line which is known as the Canal loop line should be undertaken. Further from the defence point of view also, I would like to State that being a border State, the broad gauge line in Anupgarh should be extended upto Jaisalmer via Gharsana, Khajuwala so that it may also serve our defence needs. With the completion of the first Phase of Rajasthan Canal, the agricultural produce there has been very good. We produce foodgrains worth Rs. 300 crores there. Cotton, wheat and mustard are grown there. In the absence of a railway line there the farmers find themselves unable to avail the market facilities. The farmer's produce is sold at a low price because there is no arrangement to take the produce to the interior areas. Therefore, Mr. Chairman, my submission is that besides the importance from defence point of view, this line is very important for us because the benefits of the development which started there only 5 years back may reach the interior areas also. It is a newly irrigated area where crores of tonnes of foodgrain are produced but despite this all the farmers have to face the problems of transporting the produce to the interior areas because there are no roads there.

Mr. Chairman, Sir, I would like that if this Anupgarh line is linked with Bikaner viz Khojuwala and Pugal, the entire area may be connected with the broad gauge. The people there will get employment. This is an extremely backward area....

MR. CHAIRMAN : Shri Shopat Singh, I would request you to be brief so that others get an opportunity to speak.

SHRI SHOPAT SINGH MAKKASAR : Mr. Chairman, Sir, I am making my submission in brief only without repeating anything. I would like to say that four months back the D.R.M. of that area told me that the Bikaner-Sawai Madhopur broad-gauge line has been

sanctioned and work on it will start soon. Why has that work not started till now? With these words I thank you.

SHRI K.D. SULTANPURI (Shimla): First of all I would like to congratulate hon. Shri Deshmukh for moving a Resolution for conversion of narrow gauge railway lines into broad gauge in this backward area. I fully support the Resolution and take this opportunity to raise some matters pertaining to my constituency. I would like to inform you that there has been a railway line between Kalka and Shimla since British time. There has been broad gauge railway trains between Kalka and Delhi and Kalka and Amritsar since British days. I want to inform the House that out of these trains Amritsar Mail has been cancelled. I wonder as to why that train has been withdrawn. I request you to restore it.

Large projects are under construction in Himachal Pradesh for an estimated production of 1,500 Megawatts of electricity. Survey for a Railway line has been conducted from Nangal to Rampur and steps to acquire land have also been taken. I hope the work of laying the railway line will start soon. Similarly, there was a railway line between Jind and Nalagarh during the British period but now the railway track have been removed. This track should be relaid. When Shri Karniapati Tripathi was Railway Minister survey was conducted for a railway line between Kalka and Baraunwala and an assurance was given by the hon. Minister that work would be started soon. But nothing further had been done about it. I hope the Government will pay attention to this also. Although construction of railway lines in hilly areas is a difficult task, but there are certain areas where railway lines could be laid easily. The work can be started in these areas. The Planning Commission should generously allot funds for the development railways so that the demands of the public can be met.

SHRI GANGACHARAN LODHI (Hamirpur): Mr. Chairman, Sir, I support the Resolution moved by hon. Shri Deshmukh. Just now many hon Members have asked for conversion of narrow gauge and metre gauge lines into broad gauge. Unfortunately, I come from a region where there is neither a broad gauge nor a metre gauge line. It is an area which has produced men, whose valiant deeds have been a matter of pride for the whole nation. It is the region where the first war of independence was fought under the leadership of Maharani Lakshmibai in which many young men sacrificed their lives. But unfortunately, Bundelkhand still remains the most neglected and backward area of the country even after 42 years of independence. It is so backward that 50% of the area's population has never seen a railway train in their lives. If a boy happens to see a train in a city, he goes back and relates his experience to the villagers. Railway lines should not merely touch the outskirts of our district, there should be railway routes within the district. Our area has made an important contribution to the freedom struggle by producing person like Pandit Parmanand, Diwan Shatrughan and Swami Brahmanand who sacrificed their lives in the service of the nation. The Government should at least work towards making India, the land of their dreams.

Hamirpur and Harpalpur should have a direct railway line. The Chambal Express, which has been introduced, should be run daily. The Chhapra Express, which the Maharaja of Gwalior has extended upto Gwalior, should be further extended upto Delhi.

SHRI RAM SHARAN YADAV (Khagaria): Mr. Chairman Sir, I rise to support the Resolution. I come from Khagaria. Khagaria town is situated on one side of the railway line and the hospital is situated on the other side. If a patient has to be taken to the hospital there is a long wait at the railway

crossing if the gates are closed and this has often resulted in the death of the patient. Similarly, there is a market to the north of Mansi and a National Highway to the South. The Railway station is in between. People find it difficult to go to the market. So, there should be a over bridge there. There should also be an overbridge in Khagaria.

Thousands of people go from Bihpur to Bhagalpur where the railway headquarters are located. There are two Assembly constituencies in that district viz. Bihpur and Gopalpur, It is very difficult to go to Bhagalpur from there. Sometimes steam engines stop on the way due to shortage of coal. People have to go to meet their acquaintances or relatives in judicial custody. So I request the hon. Railway Minister to improve the railway facilities there.

SHRI CHHEDI PASWAN (Sasaram): Mr. Chairman, Sir, I rise to support the resolution moved by Shri Deshmukh. I would request the hon. Minister of Railways through you that Rohtas district is an economically backward area even though it is rich in minerals and agriculture. Inadequate transport facility is also one of the reasons behind it. So, I would like to demand from the hon. Minister of Railways that Sasaram-Arrah railway line which was surveyed in 1982, should be immediately converted into broad gauge line. Till then, a train should be run between Mughalsarai and Patna and Delux Train, which stops at Dehri-on-sone, should be given a stoppage at Sasaram also. A stoppage should be provided at Kehra also in Dhanbad area. A survey has already been conducted for construction of railway bridge on the Ganga from Pahle jaghat to Bihraghat in Patna. This bridge should be constructed immediately as it will link the north and south Bihar.

SHRI HARIBHAU SHANKAR MAHALE (Malagaon): I support the resolution moved by the hon. Members Shri Deshmukh. Nasik is a backward area and there are very few

railway stations. There number should be increased. Besides this, a shuttle service should also be started there, as it is an industrial area and there are lot of commuters. There is a long standing demand that Punjab Mail should be stopped at Naga. Since a new railway line Indrukh has been laid, I would suggest that a new train should be started connecting Nasik Road, Balsad, Manmad and Malegaon.

18.00 hrs.

SHRI HEERA BHAI (Banswara): Mr. Chairman, Sir, I support the resolution under discussion. Demands are being made to convert the narrow gauge lines into broad gauge. There are a number of important projects and mines in my area. A large variety of precious stones are supplied from there to the entire country.

A survey has been conducted twice or thrice to construct a railway line from Ratlam to Banswara. But it is our bad luck that no one from our area has yet become a Minister or if anyone has become, he has forgotten the area. Banswara has not so far been linked with railway line. I would request the hon. Minister that Banswara should be connected either to Ratlam, Meghnagar or Doomarpur with a railway line. This would enable the people to get remunerative price for their products besides transport facilities and means of livelihood.

We have promised to provide employment to the people in tribal areas. With this arrangement, we will kill two birds with one stone. With the laying of this railway line, lot of workers can be provided employment. I am hopeful that the hon. Minister will accept our demand.

With these words, I support the resolution and once again request that a railway line should be laid in Banswara.

[English]

MR. CHAIRMAN: We will continue it on the next day.

18.02 hrs.

CONSTITUTION (SIXTY SECOND AMENDMENT) BILL—*CONTD.*

[English]

MR. CHAIRMAN: We now take up further discussion on the Constitution (Sixty Second Amendment) Bill, 1989 as passed by the Rajya Sabha.

[Translation]

SHRI BRAHMA DUTT (Tehri Garhwal): Mr. Chairman, Sir, I would like to make a submission. Many hon. Members of our party want to speak on this important issue. Most of the Members have gone back home due to three day holiday. I would like to request on their behalf that they should be given an opportunity to speak on this issue on Tuesday. Those, who want to speak today, should be allowed to do so.

SHRI R.N. RAKESH (Chail): This is an issue relating to Scheduled Castes and Scheduled Tribes. Anti-reservation agitations are being held in almost all parts of the country. If the discussion is carried after 6 O'clock, it cannot be published in the newspapers. Only the Members of Parliament will know about it.... (*Interruptions*)

SHRI JAGPAL SINGH (Hardwar): Those who want to take part in the discussion are not even present.

MR. CHAIRMAN: I would like to point out that the discussions held in the Parliament are for Parliament only, and not for the newspapers. Time cannot be changed for the newspapers. Shri Brahma Dutt said that some speakers want to speak on Tuesday. It is the decision of your party. I have no objection to it. But it is not proper, if some Members say that they will speak only when they catch the attention of the press.

SHRI R.N. RAKESH: I didn't mean that. You have failed to catch my point. How will the stand of Members be known? I am speaking in your interest.