

Clauses 2 to 5 were added to the Bill  
Clause 1, the Enacting Formula and  
the Title

MR. DEPUTY SPEAKER : The question  
is :

“That clause 1, the Enacting Formula  
and the Title stand part of the Bill.”

*The motion was adopted*

Clause 1, the Enacting Formula and  
the Title were added to the Bill

SHRI RAJESH PILOT : Sir, I move :

“That the Bill be passed.”

MR. DEPUTY SPEAKER : The  
question is :

“That the Bill be passed.”

*The motion was adopted*

14.58 hrs.

RAILWAY BUDGET, 1986-87—  
GENERAL DISCUSSION

[English]

MR. DEPUTY SPEAKER : We shall  
now take up item No. 19—General discussion  
on the Railway Budget.

[Translation]

SHRI BALKAVI BAIKAGI (Mandsaur) :  
Mr. Deputy Speaker, Sir, the Budget is so  
good that it does not call for any discussion.  
It should be passed without discussion.

SHRI M. RAGHUMA REDDY  
(Nalgonda) : In case it is good for Shri  
Bairagi, is it good for the people also ?

[English]

MR. DEPUTY SPEAKER : If people  
want to say something on it, let them do it.

Others may like to say something, Perhaps  
they want to add some more points to make  
it more *achha* !

Now, Mr. Sobhanadreeswara Rao may  
initiate the discussion.

14.59 hrs.

SHRI V. SOBHANADREESWARA RAO  
(Vijayawada) : Mr. Deputy Speaker, I thank  
you very much for giving the opportunity  
to initiate the discussion on the Railway  
Budget.

Sir, I need not explain in detail what  
an important role the Railways play in the  
economy of this country. The fact that it is  
the largest in Asia itself speaks of how  
important this organisation is in our country's  
development. But for the Railways, the  
movement of coal, minerals, ores and other  
raw materials that are necessary for several  
industries as well as power generating plants,  
would not have been possible.

15 00 hrs.

[SHRI SOMNATH RATH *in the Chair*]

Similarly, since our country is still  
mainly dependent on agriculture, Railway  
play a very important role in the transport  
of seeds and fertilizers. In the matter of  
supply of food items for the common people  
also, the Railway is playing a very important  
role. It is the cheapest mode of transport for  
common man to reach from one part of the  
country to the other part. Still it is most  
unfortunate that the Government is not  
paying that much attention which should be  
given to the railway sector. In fact, the  
expenditure on Railways, as a percentage of  
total plan expenditure, is steadily going  
down. While in the first plan, it was about  
11.05 per cent, it increased to 15.43 per cent  
in the second plan, and 15.45 per cent in  
the third plan. And then, from 4th plan  
onwards, it went down. In fact, the Railway  
Convention Committee which has gone in  
detail into this aspect has expressed a lot of  
disappointment and distress over the reduc-  
tion in the allocation for Railways.

The present allocation of Rs. 5100 crores  
in the Sixth Plan looks to be very big. But  
when we examine that, the total plan outlay

for the Sixth Plan is Rs. 97,500 crores and it comes to only 5.23 per cent. Because of this, the Railways could not play an effective role and the picture is not as rozy as our Railway Minister tries to paint through the document which he has supplied to us. The percentage of net revenue to capital-at-charged has decreased from 7.6 per cent in 1982-83 to 3.3 per cent in the year 1984-85. After accounting for dividend payments, in the year 1982-83, there was a surplus of Rs. 118 crores while in the year 1984-85, it had a deficit of Rs. 195 crores. So, it is quite alarming and the Railway should try its best to improve the financial performance.

The Railway says that it does not have enough orders for freight, especially from the coal sector. But the coal people say, they do not receive necessary number of wagons to lift the coal that is available with them. You are well aware that there is a record pithead stock with the Coal India Limited as well as other public undertakings which are in the field of coal production. This anomaly should be set right. Both the railway and the Coal India are public sector undertakings and the Members are put to a big question: "Whom to believe, whether the Railway Minister or the Coal India people."

The Railways, of course, are doing their best to minimise, arrest the ticketless travel. But still, in some parts of this country, people feel that they can go without purchasing a ticket. The railways should impose more penalties on the ticketless travel to minimise or arrest the trend, the psychology, of the people who want to travel without a ticket. Because of this financial shortage or inadequate provision of funds to the railways in these 34 years, 8,266 KM of new route lines were laid. Only 17,600 KM of total running track length increased in all these 34 years. Considering the vast area, the population and the needs of the people of this vast country, what we achieved is not much, I should say. Due to the paucity of funds during the Sixth Plan, the Railways could not acquire or procure the targeted rolling-stock and initially it was planned to acquire one lakh wagons which was limited to 80,000. Ultimately, 72,000 wagons were acquired by railways. The irony is that during the same period 84,000 wagons were

condemned. That means, the Railways could not make available additional wagons for freight in this country while the freight demand is increasing day by day. Similarly, only 5,326 coaches were acquired while 5,752 coaches were condemned. The Railways could not put more coaches. The total strength remained much less.

As regards track renewal also, at the beginning of the Sixth Plan, there were 13,000 track kilometres renewals in arrears.

During the Sixth Plan, 14,000 KM track renewals were planned. Only 9,500 were renewed and so by the end of Sixth Plan, the arrears went up to nearly 18,000 KM track renewals.

As regards electrification, B. D. Pandey Committee has recommended that for the efficient use of scarce resources, that is fuel, railways should utilise more and more electricity. During the decade, 1960-70, electrification of lines was nearly 320 KM per year. But during the years 1970-80, it came down to 200 KM per year and ultimately in the years, 1980-85, it is only 300 KM per year. During the 6th plan, while 2,800 route KM electrification was envisaged, only 1,500 route KM are electrified. This shows how much negligence is there on the part of the Government to electrify the the railways. The electrification of main route from Madras to New Delhi started long back. Still that line is to be electrified.

The passenger traffic is increasing by 160 per cent. But the passenger carrying fleet is added at the rate of only 127 per cent. So, I suggest to the Government to give more funds for railways to procure this rolling stock as well as take up track renewals which are all the more important for the efficient running of railways.

Coming to this important point of accidents, of course it is not an easy matter to run more than 10,000 locomotives with nearly 38,000 coaches and 5 lakh goods wagons. It is a very stupendous task. We do agree. We also agree that the Railways are doing their best to minimise the accidents. But, in spite of that, we should come to the reality. In the year 1984-85 the number of accidents

[Shri V. Sobhanadreeswara Rao]

have increased and 194 people were killed while in 1983-84 it was only 87. The irony is that when the Hon. Railway Minister was presenting the Railway Budget, just at the same time one bogie in the Tamil Nadu Express caught fire. And very recently we had the bitter experience of an Express Train ploughing through a crowd in Kerala in which a large number of people died. I was really astonished. Of course it was a fault on the part of the people to gather on the railway track. But at the same time police people were there. They should have tried to stop the train or they should have sent a message to the nearest railway station telling that people are there and the train should go slow. There were so many people gathered on the track. The driver who was running the train also should have taken note of it and brought it to a grinding halt. Because of the callousness and the irresponsible behaviour of the driver several people lost their lives.

While we examine the documents presented by the Hon. Minister, we find that the failures of railways staff directly responsible for such accidents have increased. While there were 172 such accidents in the year 1983-84, there were 312 such accidents in 1984-85. That means an increase. So something should be done to arrest this trend. Similarly failure of equipment, failure of couplings and dark gears and failure of the permanent way are also responsible for these accidents.

Regarding level crossing accidents, several accidents are taking place, and it is a very pitiable state of affairs that out of 37000 level crossings only 15000 are manned at present. I suggest that instead of leaving all the other nearly 20,000 odd level crossings unmanned, you employ some physically handicapped poor people who are having nothing in those remote corners of the country in the villages. On some contract basis you give opportunity to those poor people to man these level crossings and at the same time earn their livelihood. You may not employ them at the same salary you now give to others but on some minimum salary so that they can earn their living.

Regarding compensation, the compensation payment is governed by a very old Act, the Indian Railway Act of 1880. You are giving only Rs. 1000 to the next of the kin. With Rs. 1000 what can he do? Can he attend to the cremation? I suggest that before giving the compensation amount to be fixed by some commission you increase exgratia to at least Rs. 3000 so that those unfortunate people can carry on the obligatory formalities they have to do.

The Railway Convention Committee has made certain recommendations in 1980 and the Railway Board has accepted them but in practice and in effect they are not implemented. So I suggest that the Railway Board should implement all those recommendations so that the necessary mechanism is set up quickly to decide about the compensation amount and the affected families helped at the earliest.

Regarding passenger amenities, food is now supplied in aluminium foil wrapped food packets. The non-vegetarian food supplied is charged at Rs. 13.50 and that too without curd. It is quite on the high-side. You cannot imagine. You cannot equate the second-class or ordinary passengers travelling in the Railways to the people who are travelling in aeroplane where such type food is being served. The quality is not upto the mark. I should say. Similarly, they give two vadas for vegetarian break-fast. In fact it is not equal to one vada. The size is being much reduced and they are doing a lot of injustice to the travelling public.

As far as staff is concerned, the Fourth Pay Commission Report is yet to come. In fact, the Cabinet Secretary and Chairman of the Joint Consultative Machinery of Central Government Employees assured that the Part Report on TA, DA, HRA and CCA will be submitted by October 1984. That assurance was not kept up. So, I suggest that the Government should ask the Commission to submit its Report immediately and accordingly do justice to the employees.

Sir, regarding the amenity to the staff, in the trains which come from South especially from Madras, I find the Conductor in the second-class coach does not have a seat to sit. Only in A. P. Express such facility is

provided. While the Railway Board agreed to provide that facility to the staff, unfortunately it is not being implemented. I suggest that the Railways implement it as is being done in the A. P. Express.

Regarding re-classification of unskilled, semi-skilled and skilled artisan staff, the Railway Board reached an agreement on 20.7.1984 in the Joint Committee of Labour and Administration and the Railways is to implement that decision. Sir, with all agony, this is not with anger, I should say, I am compelled to say that the Railways is not doing that justice to A. P. which is due to it. Sir, while in several parts new trains are being added or introduced the Railways are unkind to withdraw the Dakshin Express as a result of which people from Vishakapatnam, North Coastal Andhra, Vijayawada areas are suffering very much and it is very high time that Railways should introduce a Superfast Express from New Delhi to Vishakapatnam. Sir, you know, Vijayawada is such an important place but unfortunately for several important trains there is no reservation quota for Vijayawada. For example, I would tell you about 16 G. T. Express running between New Delhi and Madras. Not even a single reservation is there. Similarly about the New Delhi-Madras Tamilnadu Express, there is no first-class reservation and so is the case of Jammu-Tawi—Kanyakumari Express, no first-class reservation is there. I bring it to your notice that even now there are a lot of business connections and cultural connection between the two cities i. e. Vijayawada and Madras.

I suggest that reservation quota should be increased for Vijayawada. Similarly there are thousand of families of Andhra in Assam. The train No. 902 running between Trivandrum—Gowhati operate once in a week. Adequate quota should be reserved for Vijayawada on this train. Also the Amara-vathi Express is a very very important train. It covers Rayalaseema area in spite of several representations and bringing it to the notice of the Consultative Committee and the Zonal Advisory Board recommended to the Railway Board, why the Railways are not thinking it fit to run it with diesel engine? I am not able to know, before the people resort to any agitation I suggest that the Railways should run the Amara-vathi Express with diesel engine which is a very important train running bet-

ween Guntur and Hubli. Similarly in regard to over-bridges I suggest one road under bridge should be constructed in lieu of level crossing at the Ajit Singh Nagar near Vijayawada. In fact, the then General Manager of South Central Railway wrote to me that only two such over-bridges can be taken up in an year. When I examined the documents supplied by you I see 6 new bridges proposed in Southern Railway, 4 new Bridges proposed in North-Eastern Railway and 4 new Bridges are proposed in Northern Railway. I suggest that this item of road under bridge at Ajit Singh Nagar near Vijayawada should also be taken up and included in works programme of 1986-87. For the Coach Factory at Kazipet, our State Government has assured all necessary infrastructural facilities. The Union Government has decided to start one in Punjab. Still there is a lot of necessity for manufacturing more coaches. Still that offer from our State Government is there and we suggest to the Central Government that the Railways should set up the third Coach Factory at Kazipet.

At Cherlapalli, an electric loco-shed was sanctioned in 1984 at a cost of Rs. 6.2 crores. We do not know why the Railway Board has asked the South Central Railway people not to go ahead with the work. It is a very important thing and it is absolutely necessary. At least now, let the Railway Board instruct the South Central Railway people to take up this work on Cherlapalli loco-shed.

We are happy that something has been done this year as compared to last year. You have provided some funds for Krishna Canal-Guntur-Tenali electrification; and for conversion of Macherla-Guntur metre gauge into broad gauge, you have allocated some funds. At the same time, I would like to point out that Nandyala-Errakuntla survey has been completed and the report sent to the Railway Board. It is a very important work. Three cement factories are already there. With this railway line coming into being, more industries will come up in that backward area. Similarly, Patancherru-Peddapalli survey has been completed and the report sent to the Railway Board in 1981 itself. I suggest that something should be done in this regard.

Similarly, Macherla to Raichur railway line Devarkonda—this was also surveyed and the report was sent to the Railway Board Action should be taken on that also.

[Shri V. Sobhanadreeswara Rao]

Then I come to Nadikudi-Macherla-Kalahasti-Renigunta railway line. It so happens that when cyclones and tidal waves occur, the main traffic between Madras and New Delhi is held up at Nayudupettah. The Railways are thinking of an alternative route. This is one such thing which can be taken up.

Previously, the British people, because they could not pronounce the word 'Visakhapatnam' properly, named it as Waltair. You have asked our State Government whether they have any objection to changing it, and our Government has said that they have no objection. Please change the name from Waltair to Visakhapatnam.

Lastly, I want to mention one thing. We are already suffering from shortage of resources. My information is that, unfortunately, in the Railways in certain cases they are boosting up the estimates; they are putting some fictitious figures to help some people. One such instance is provision of Defence siding at Shankarapalli Phase-II, when I have brought to the notice of the Hon. Minister. Because of lack of time, I am not going into details. I only suggest that immediate inquiry should be conducted into this and other such matters and it should be seen that such unlawful and shady corrupt things do not occur and we make the best use of the scarce resources at our command.

**SHRI BRAJAMOHAN MOHANTY (Puri)** : I am very happy to go through the Railway Budget, particularly the speech delivered by the Railway Minister. In spite of all the inadequacies, all the limitations, all the shortcomings, they have given a rosy picture. But one thing I would like to submit before the House. The Railway Minister is not in a position to confront the problems and he does not want to take the Parliament and the nation into confidence on what exactly are his difficulties and why more progress is not possible. The Railway Minister should have taken the Parliament and the nation into confidence about the difficulties of resources, about the technological difficulties...

THE MINISTER OF STATE IN THE  
DEPARTMENT OF RAILWAYS (SHRI

MADHAVRAO SCINDIA) : The Hon. Member should address my senior colleague as the Transport Minister.

**SHRI BRAJAMOHAN MOHANTY** : Excuse me. So far as the Railway Budget is concerned, he is the Railway Minister. Anyway, the Hon. Transport Minister should confront the problems.

About the resources, everybody knows that they have difficulties. Similarly about the technology, about the planning process, about the management and about the structure of the total organisation we have to make up our mind. I would invite your attention to the aspect resources. I would submit before the House that the Railway Reforms Committee have submitted a Report in April, 1985. In their Annual Report the Railway Ministry has said that it is under examination and implementation. But nowhere it has been indicated as to which of the recommendations have been accepted and which are substantiated by financial allocations and which are under implementation. You have to give that, information if possible. When you give the reply, please place the facts before the House so that the Parliament can know which has been accepted and which has not been accepted.

About the implementation I would ask what is the observation of the Committee. The Railway Reforms Committee itself is very much worried about the implementation. I am placing before the House that out of 2110 recommendations in the first 23 Reports, only 780 have been accepted, besides 126 were turned down as on 28.2.1985. The recommendations accepted relate to the first 18 Reports of the Committee. Clearly, the implementation has been very slow despite persuasions and there has been more or less a stalemate during the last few months. My submission would be that let a clear picture be placed as to which of the recommendations they are going to accept and let them be implemented.

In another place the Railway Reforms Committee has observed that in spite of certain recommendations having been accepted by the Board, substantiated by the financial allocations and instructions given by the Board, these are not being implemented. My

submission would be that let those areas be located as to who are not doing the implementation.

It is a question of accountability.

Sir, I would place before the House another aspect about your planning. How is it going on? I am quoting again the Railway Reforms Committee's Report at page 24. The Railway Reforms Committee has observed :

"The Railway planning has not only suffered from a number of shortcomings inclusive of a lack of integrated approach on a systems basis, failure to provide for full replacement and failure to develop terminal capacity, but also from thoughtless preoccupations with unnecessary projects. The entire planning efforts, therefore, needs to be revamped and reorganised in the manner outlined".

I would invite the attention of the Hon. Minister to the "thoughtless preoccupation with unnecessary projects" and request him to locate those areas where these projects have been going on. Let the matter be checked up and appropriate action taken. At some places such projects may be discontinued.

Now, I would place the modern technology aspect before the House. At page 33 of the Report it is referred to. I am placing only the synopsis. In the Report it has been very exhaustively dealt with and that can be of some assistance to the Railway Ministry. The modern technology is the area where emphasis is given by the Hon. Prime Minister. The Hon. Minister also has said in his speech that he is adopting modern technology in different areas. How can he do it unless his own organisation responds to his call. In the sphere of research and development towards modern technology and even updating and operating of modern technology the RDSO's performance has been poor. That area is very much necessary and unless response comes from that area it will be difficult for the Hon. Minister to go ahead with the modern technology.

Now, I shall say a word about accidents. So far as safety and prevention of accidents

is concerned there should be no problem of resources. No resource constraint should stand in the way of taking steps to prevent accidents. But at this point I would like to draw the attention of the House to the recommendation of the various Committees concerning this matter. In 1962 there was the Railway Accidents Committee headed by Shri Kunzru. In 1963 there was the Railway Inquiry Committee head by Seri Wanchoo. Then in 1973 there was the Railway Inquiry Committee headed by the Shri Sikri. The recommendations made by these Committees have not been implemented. It is not this Government alone which is concerned but earlier we had the Janata Government also. It had been emphatically recommended by these committees that speedometer and speed recorder should be provided. Although the recommendation is there still the same has not been provided.

Now, I shall come to another aspect, viz., resources. It is on page 8 of the Report. Of course, we are with the Hon. Minister and appreciate his difficulties but all the same resources are also inter-linked with the structural changes of the entire Railway Board. The Railway Board is the head of the executive but the authority of the Railway Board needs to be developed. The devolution is necessary. Some sort of directorates be created to handle different departments. These directorates should be with autonomous powers some handling railway lines; some with personnel problems, manpower training, etc. It can be more effective that way. So far as the present Board is concerned unless there is diversification of authority we cannot make it more effective. True it can not be a Corporation for its public utility orientation but it would be better if it becomes a Government department so that problem of resources can be sorted out. Today neither the Planning Commission nor the Government accepts the financial responsibility. Railway are in the core sector. The allocations in the earlier plans were more in comparison with as well as in the Seventh Plan. It is going down and down is absolute terms. There is an estimate of Rs. 7,750 crores in the Seventh Plan. Let us say 50 per cent will be generated but wherefrom the remaining 50 per cent will come? Everybody is in dark about it. That is why I say it should remain a Government department. Therefore, I submit that the Planning Com-

[Shri Brajamohan Mohanty]

mission, the Government and the Railway Ministry should sit together and accept the respective share of responsibility, not by talking alone but by action so that we can come out of all the difficulties.

Sir, one thing I would like to mention here. Now, about the corporate plan, you have a corporate plan, and even if 100 per cent is implemented, it will leave us in an area of darkness by 2000 A. D. What is our projection by 2000 A. D. and what is our target by that time? So, far as the Passenger Traffic kilometre Billions is concerned, the projection of National Transport Policy Committee is 520, the projection of Railway Tariff Enquiry Committee is 488 and the projection of Railway Reforms Committee is 440 and our target is 400. So, naturally by 2000 A. D. you will be behind a hundred billion traffic needs. Sir, various estimates have been given and that is why in the net-term kilometre billions you will be 100 billion kilometre less and so also in passenger traffic.

Now, renewal of Railway lines has been mentioned. Now, at the beginning of the Seventh Five Year Plan, we have a backlog of 21,000 kilometres or something like that and you have mentioned in your speech that 20,000 kilometres will be renewed. There is already a backlog of 21,000 kilometres and you are going to renew another 20,000 kilometres. So, there will again be backlog. That is the problem. I don't blame you. I don't blame anybody individually. But what I mean to say is that the system should be so that it should respond to the growing needs of the nation. That is what you have to think of.

Sir, there is another thing, that is, about the developmental projects, I would submit that there are backward areas in many States and these development projects should be taken up for the cause of these backward areas where the per capita income is very low in composition with national average. It may be anywhere in India. It may be in Orissa, it may be in some parts of Uttar Pradesh or in any other State. So, my submission is that while investment decision is taken, this point, that is, backward areas, should be kept in mind for consideration. Sir, you have sanctioned three railways to Orissa. But for

Sambalpur-Talcher railway line you have allotted only Rs. 2 crores this year. The total estimated cost of this project is Rs. 50 crores. Do you think that in five years this project will be completed? The time schedule if it is not completed, the cost would go up. Similarly, for Koraput-Raigarh, you have allocated Rs. 20 crores and the total cost of this project is Rs. 50 crores. It will take how many years to be completed. Same is the case with Bansapani-Jankhapur railway line. Sir, by the time these projects are completed, the cost escalation will be so much that they would require more funds. These are backward areas and unless the resources are found and allocated within the specific time, these projects will linger and the benefit to the backward areas would not accrue. Sir, Shri Madhavrao Scindia, knows the problem of the backward areas because he comes from a State where a large part is like those prevailing in Orissa. So, my submission is that allocation should be done in such a way that the backward areas get priority and more resources.

Another submission is about the Sambalpur Division. It should be immediately operated. Sambalpur Division should be operated immediately and it should go ahead with it.

Then, both the Utkal Express and the Kalinga Express coming from Puri should be run for all the seven days. One of the train should come in the present way and the other should come from Puri via Berhampore-Jharasugada. In that way, the West and the Southern Orissa would also be covered.

When Shri Ghani Khan Choudhury was the Minister of Railways, he promised that he would give us a super fast train to Bhubaneswar. I suggest that the running time of the Nilachal Express should be reduced by 2-3 hours so that the people are able to reach Delhi at the earliest. That is very much necessary for the national integration. Easy access to Delhi, the national capital will stop the process of alienation.

Another thing is about the pantry car. I had written to Scindiaji about the pantry car in Konark train. He said that the present arrangement was satisfactory. I know that it is not satisfactory. I suggest that the pantry

car should be there in Konark as well as in Kalinga and Utkal Express trains.

Now, about the abolition of small railway halts. That scares me very much. Every fortnight I come to know that halts at such and such stations have been abolished or are going to be abolished. My submission is that at least in backward areas, the existing arrangements regarding train halts should not be disturbed.

SHRI MADHAVRAO SCINDIA : You want us to shorten the time for Nilanchal. We may have to withdraw halts at certain places. Will you support that ?

SHRI BRAJAMOHAN MOHANTY : You decide it rationally; I would certainly support it.

With these words, I conclude and support the Demands of the Ministry of Railways.

PROF. NARAIN CHAND PARASHAR (Hamirpur) : Mr. Chairman, Sir, I rise to support the Budget and Demands for the Railways for 1986-87, presented to this House by the Hon. Minister of Transport. For the first time, in many years the Railway Budget has been hailed by the press and acclaimed by the people and there are certainly some unusual features which make the Budget acceptable.

Firstly, there is only a slight increase which has been termed as unusually modest. That too is only on higher class of passengers and it will bring about Rs. 76 crores. Then secondly, what is more important is that in spite of the increase in the price of petrol and diesel, the railways has been able to absorb this shock and the freight rates have not been stepped up. This is a good achievement.

Then, there is a good increase in the plan outlay from the level it was in 1985-86 at Rs. 2050 crores to Rs. 2650 crores for 1986-87. These features show that good work has been done. I would place on record appreciation of the good work done by the Hon. Minister of Transport, and the Minister of State in the Department of Railways.

In the Ministry of Railways, they have been able to pull out the railways from a

tunnel. Last year the new levies were rather sharp and there was adverse reaction. This year there has been a soft pedalling and perhaps this has been able to enforce strict discipline on the one hand and inspite the officers and other employees in the railways to work harder with a sense of duty, and on the other, the railways have been liberal in giving them more funds for staff quarters as also certain other amenities. This also is a welcome step because these days it is very difficult to find residential accommodation in the cities. These amenities are ultimately going to be reflected in their performance. I welcome these proposals.

Sir, some of the interesting features of the Budget are there for everybody to see, but to my mind the most important achievement is promise that they would be able to cross the target of lifting 250 million tonnes of originating revenue earning freight traffic. This is a very good achievement and though this was announced much earlier, we are now hoping that this will materialise and this will give the Railway a big boost and also stabilise our economy. The infrastructure is, therefore, looking up and belying the views of the sceptis. The clubbing of the Railways with the overall Ministry of Transport has proved beneficial and it has given a greater dimension to the entire transport infrastructure in the whole cuntry. Now it is possible to plan in coordination with the other sectors of transport like surface transport, water transport and various other forms of transport. Therefore, the Railway can now legitimately occupy their rightful place and claim their due share.

There is the key indicator of what is called the net tonne kilometre per wagon and there has been 10.5 per cent of improvement in this. This is one of the indicators with the help of which, we are able to measure the efficiency of the Railways. Similarly, there has been improvement of 4.3 per cent in per person (per employee) of the railways. This is also another indicator which shows that the Railways have been able to make the mark and come upto the standards.

The Minister has been able to raise the contribution to the depreciations funder ever by 31 per cent and now it stands at Rs. 1250 crores. Because they are going to earn a surplus, they are able to pay dividend to the

[Prof. Narain Chand Parashar]

general revenues and this is a good sign. The Railway Convention Committee (1980) had suggested, rather recommended, that 6 per cent should be the rate of dividend for the investment of the capital in the Indian Railways upto 1980 and beyond that, it should be 6.5 per cent. I see good hopes that this will ultimately materialise.

There are various other items on the agenda and the most important of them to which I attract the Minister's attention are (1) replacement of the over aged track; and (2) modernisation of the rolling stock. With the help of these two items alone, can the system be run on efficient lines. Therefore, the sanction of a Railway coach factory in the Punjab is a welcome step and I hope the Minister will take expedient steps so that it comes up and the coaches are manufactured at an early date, because so far, the condition of the coaches of the Indian Railway System is not very satisfactory and most of them are not able to serve though they are still pulled on along the line. Similarly, the wagons and the track are also in the same position. Once these two conditions are fulfilled, our system will become a very efficient system.

My major area of concern is that the Hon. Minister should be able to fulfil the requirement of the National Transport Policy Coordination Committee, which had recommended that by the time the century turns round the century, 5000 km. of new line should be added to the system. This is in addition to conversion or doubling or even replacement. So, if you want to add this much of track or route-kilometres to given more resources.

In this context, I would like to mention that there are certain States which have not been able to get their due in spite of the fact that the railway system has been working rather with adequate expansion in the Second and Third Five Year Plans. My own State, Himachal, then Punjab, Jammu & Kashmir, Haryana, all the North-Western States and similarly some other States have not been able to get their share of expansion which they could have legitimately expected. Therefore, I would suggest to divert more resources for the construction of new railway lines in such areas.

I would like to quote some figures here. As on 1984-85, 3,198 KM of new line were under construction.

Now, it would require a huge amount to see that all these lines are completed. But what we can request the Minister and the Planning Commission on his behalf is that sufficient fund should be allocated so that all those lines which were initiated in the Sixth Five Year Plan or were under construction during the Sixth Five Year Plan are at least completed by the end of the Seventh Five Year Plan. This is the minimum that we expect. This House would request the Minister to take up the matter with the Planning Commission and with Hon Prime Minister because it would be ten years, by the time your 7th plan ends and by then if a railway line, let us say of a modest length of 100 kms is not completed, that does not give a average of 10 kms. per year, per State. So, I would suggest that on a priority basis, you should have some concern for, what is called regional development or the reduction of imbalances in the regional development and for that purpose, one railway line under construction in each one of the States should be taken up on a priority basis and ensured of completion by the end of the 7th Five Year Plan i.e. 1990, so that you are able to show to the country, well, this is the work that has been completed. The other priority that is project oriented line or other lines, you give money for some line which could be taken up immediately. That can also be taken into consideration. But the primary concern should now be when we are travelling upon in the Seventh Five Year Plan that we are able to attract this idea that Railways are a national assets. It is the concern of the railways to ensure the development of the entire country and not of one particular region or of highly industrialised region. It is possible that commercially viable lines are to be located in the highly industrialised States. But that is not the cry of the nation. The nation would expect to be linked up with the union Capital or the State capital or the district headquarters should be linked up. So that is the cry of the hour. Sir, the railway lines in my State, that is Nagaland-Talwara, I am grateful to the Hon. Minister and I thank him on behalf of 4 million people of H P. that he has made a slight increase in the allotment this year and

Rs. 2 crores have been allotted to a railway line which is to run into about 120 kms. and on which Rs. 80 crores have to be ultimately spent. But this is hardly sufficient and I would plead with him to increase the amount so that at least one district headquarter of the State that is Una is brought on the B.G. railway map of India and lined with the Union Capital, that is Delhi. It can be done only if the amount is increased at least Rs. 10 crores per. annum. The State Government is doing its best. Similarly, there is another bottleneck and that is a small section between Panipat and Ambala which is being doubled. But it may take years and years and at present, we are feeling handicapped because the flow of traffic has gone beyond managable limit. It was taken up when the lines were not extended beyond Patankot. The Railway system has entered Jammu. It is going to be extended to Srinagar-upto Udampur, it has been extended at the present moment. This bottleneck is still there. If funds are allocated on a liberal scale and if this doubling is completed, then, there would be an alternate route for the flow of traffic from the other side and we can have two main double line system one via Karnal and the other via Saharanpur and this will benefit the whole region.

Sir, these lines have to serve us during the times of war and in times of attacks from the western side, when the military and armies have to be moved at a faster speed, then the system starts suddenly halting. So, for defence purposes also, the doubling of this line is very important, For future, however what I would suggest is that instead of doubling existing lines, now, after completion of certain lines, the strategy of opening up of the new line areas should be seen. If we can take two railway line between the two railway stations, let us say, Jammu or Pathankot and Jalandhar, we can open out another areas via Nangal-Talwara and divert the funds to that side and that would also provide an alternate route. Instead of doubling the same line, Even if it may be economical, but that does not open out a new area. Therefore, that approach should be examined and wherever you have this idea of doubling the new lines in future or taking up new projects, you should also examine whether in the backward areas, a hinterland can also be

opened up. Another important aspect to this is that there are certain bottlenecks caused by some unplanned conversions. For example Banaras-Bhatm lines. I am taking up the whole country that has resulted in this dis-continuation of traffic, because one section in the North has been converted and another Section in the South has been converted and in between there in a metre-gauge line. So, if this is also converted, the flow from the North to South would be very easy and the traffic would be quite regular and very heavy. So from this angle also, the conversion should be examined and only those projects which help in the smooth flow of traffic should be taken up. Similarly, other areas also are looking forward for this. Whatever be the allocations, we do not grudge metropolitan transport projects being taken up on a priority basis. But let us compare : for all the new railway lines, viz. of 3198 Kms., the allocation for the second year of the 7th Plan, i.e. 1986-87 is Rs. 100 crores and for one transport project in Calcutta it is Rs. 80 crores. So, how to balance it ? Sometimes, a Committee comes up and cries—an uneconomic branch line should be closed won. So, uneconomic branch lines would be closed down. But what about the uneconomic metro transport projects which are going to be at the losing end, at the rate of Rs. 1 crore per year, even after completion ? So, a rationale has to be found; and instead of closing down an uneconomic branch line, I would suggest that you should see how it can be connected to the main system of the Railway network, so that it becomes economic and revenue earning.

There is a case for examining the whole railway system, especially in the backward areas from this angle, viz. that the lines which have been neglected so far are given their due, and traffic is moved at a speedier rate.

I am glad that the Minister is providing for facilities for the Sirhind-Ropar section on Northern Railway because coal has to be taken to Ropar which has a thermal plant. Unless the track is of a standard which is approved by the Railways, only sixty wagons can move. But for a Coal Plant, about 100 wagons are required. So, some improvements are required. If you give the improvements, the system will improve.

[Prof. Narain Chand Parashar]

There are so many other things on which I would like to speak about. But I would end by saying that the railway line in Himachal Pradesh which is already in operation, viz. the Kangra Valley Railway, requires some additional trains. Some facilities are also required for the small towns which have come up. For example, there is the towns of Kiratpur and Hoshiarpur. One former has become the base station for loading cement. But various facilities are not available there. Though the cement plant is near by in H P. and a railway siding has been provided at Kiratpur, what about other facilities, for passengers etc. ? You can give us some facilities, so that it really develops as an industrial town. Though it is in Punjab, it is a gateway to Himachal.

Similarly, we would like that not only new projects are taken up, but the old projects which have been surveyed, are given some consideration. Our Chief Minister has suggested that the Rampur Bilaspur-Nangal railway line can be taken up. Upto that point, it would be remunerative; beyond it, it may not be.

Now about one other railway line—a cement plant is also there—viz. between Jagadhri and Paonta. That section was surveyed, and the financial costs were also estimated. That can also be taken up. So, whatever is industrially remunerative, and gives you traffic, you can take up. But first please ensure that all those on going constructions works which are in hand are completed by the end of the 7th Plan; and I would plead in all humility that two important railway lines in the Northern Railway viz. Nangal-Talwara and Jammu-Udhampur, are given social treatment, because they are the only two lines in those two States; and they should be provided allocations of the order of Rs. 10 crores, so that they can be completed by the end of the 7th Plan. The foundation stone of the Nangal-Talwara line was laid at AMB by the late Shri L.N. Misra on 22nd December 1974.

With these words, I appreciate the good work that the Hon. Minister has been able to do. He has taken the wind out of the

sail of the Opposition by not raising the freight rate, and by seeing to it that with efficiency, with honesty' with hard work, and with close scrutiny and with strict financial discipline, it is possible to run the system, which they otherwise are fond of decrying. Thank you.

SHRI BASUDEB ACHARIA (Bankura) : I rise to oppose the increase in fares which are being imposed in the Railway Budget. This time Government wants to raise Rs. 76 crores. But the ordinary Second Class passengers have been spared.

Last year, there was an unprecedented fare hike, i.e. there was a 10% hike. How can you raise the fare again this year ? You are not providing the basic amenities to the passengers, particularly the ordinary Second Class passengers. There is no light, no fan, no proper sanitary arrangements—not even sitting arrangements.

You have said in your Budget speech that you have introduced 107 passenger trains.

16.00 hrs.

But you have reduced the number of coaches with which the trains are running; the number of coaches you have not increased, but you have increased the number of trains. As such, there is over-crowding in the trains. Passengers are now travelling on the roof of the trains.

You have increased the fare of Second-Class passengers of the Mail and Express Trains by 33.5 per cent. The minimum fare is Rs. 2; now you want to increase it to Rs. 3 that is 33.50 per cent; and you have said that you have spared 90 per cent of the passengers. If you include the suburban passengers whose fare was increased last year, then this impact of this fare hike will be on about 60 per cent of the passengers who will be travelling in Mail and Express Trains. In this process, the fare hike will greatly add to the burden of the worst affected poor and also middle class people who are already burdened with the increase in prices of the essential commodities—price of coal, price of cooking gas, petrol, diesel and foodgrains sold through ration shops. So, I urge upon the Hon. Minister not to

increase the fare even of the passengers or the Mail and Express Trains.

16.02 hrs.

[*Translation*]

SHRI BALKAVI BAIRAGI : Not even of the First Class passengers ?

[*English*]

[SHRIMATI BASAVARAJESWARI in the Chair]

SHRI BASUDEB ACHARIA : For plan allocation, there is a demand from both sides of the House that it should be increased. But this plan allocations being gradually reduced. In the First Five Year Plan, Second Five Year Plan and the Third Five Year Plan, it was 11.05 per cent, 15.43 per cent and 15.41 per cent; in the Seventh Five Year Plan, it is 6.05 per cent. I am not talking of the Sixth Five Year Plan now; in the Sixth Five Year Plan, it was less than what has been allocated in the Seventh Five Year Plan. Sixth Five Year Plan had been called rehabilitation plan. The main emphasis was given for replacement and renewal of assets. When the Sixth Five Year Plan was started, 14,000 kms of railway track was sick which needed immediate replacement, but when this rehabilitation plan, ended, this was increased to 22,000 kms. Then the railway fractures also increased from 2000 to 4000 and speed restriction was imposed on 5000 kms of railway track.

The number of wagons which were condemned during the Sixth Five Year Plan was 83,000, but the number of wagons acquired during the Sixth Five Year Plan was 73,000, 10,000 less than the number of wagons which was condemned. Same is the case with the coaches, the passenger coaches and also with locomotives.

Since 1973 not a single steam engine came out of our locomotive factories. The traction policy was changed from steam to electric locomotives, because electric traction is the cheapest mode of transport. But now only 6,000 kilometres of railway track has

been electrified. What will happen when all the steam locomotives will be eliminated by the turn of this century ? That is, by the end of the twentieth century, there will be no steam locomotive.

During the Seventh Five Year Plan, 3,400 kilometres of the railway track is to be electrified but during the Sixth Five Year Plan, though the target was 2,800 kilometres, only 1,522 kilometres of the track was electrified although the funds required for electrification of 2,800 kilometres were sanctioned and the Railways got the required amount.

You are importing proto-type of an electric engine of 6,000 H.P. Can we not produce this electric engine in our locomotive factory ? You are spending crores of rupees—about two crores five lakhs—to import the engine.

This engine of 6,000 HP could have been produced in our Chittaranjan Locomotive Factory at a lesser cost. You are importing this 6,000 H.P. electric engine and you are spending crores of rupees.

Madam, much has been said about the achievement in freight. Perhaps the Hon. Minister has forgotten that the target which was fixed during the Sixth Five Year Plan when a target of 309 million tonnes was fixed. And achievement during the Sixth Plan was 236 million tonnes i.e. about 72 million tonnes less. For the Seventh Plan the target was fixed at 340 million tonnes. And for the coming year the target is 255 million tonnes. With an average growth of 15 to 16 million tonnes, it is impossible to achieve the target of 340 million tonnes. Although the Minister has talked about technological improvement like new design of freight bogies, high speed locomotives, computer system for freight operation, etc. yet none of these will increase your freight carrying capacity. In China with lesser number of wagons and with only 52000 kms of railway track, the Chinese railway can carry 1200 million tonnes of freight whereas in our country with 62000 kms of railway track and with more than 2 lakh wagons we can carry only 255 million tonnes of freight. Why is it so ? Because the turn-round time in China is 3.5 days whereas it is 12.8 days in our country.

[Shri Basudeb Acharia]

Much has been said about industrial relations. In the year 1973 there was an agreement with the loco running staff for reduction of their duty hours from 22 to 10 hours. But this agreement was never implemented. They had to resort to cease work in the year 1981. Then there was repression, dismissal. Thousands of workers were arrested and put behind the bars. Still victimisation is going on.

What about the casual workers. There was an announcement in this very House that casual workers would be regularised. But more than 2 lakh casual workers are yet to be regularised. What will happen to coal and ash handling workers when all the steam engines will be phased out? They have been doing this work for the last 15 to 20 years. They have been doing perennial nature of work. They belong to the most down-trodden sections of our society. They have been kept as contract workers. What will happen to them and where will they go?

There are two recognised federations. Why should there be two federations. Why not one? The Minister has assured us that he is going to bring forward a Bill about this. I request the Minister to review this recognition policy. At present, the production units do not have any recognised unions. In Chittranjan Locomotive Works, there is no union. There is one staff council which is not functioning at all because of a court injunction. Why should there be two federations? Why should there not be one federation? And that should be recognised by the secret ballot from the employees.

I would now like to mention about some of the important projects in West Bengal. About Digha-Tamlak line, the foundation stone was laid and the land was acquired. Before Lok Sabha elections, an assurance was given by the then Railway Minister that line would be taken up. But only a paltry sum of Rs. 1000 has been sanctioned for this particular line. We were told that this project has not been sanctioned by the Planning Commission yet.

Now I come to the conversion of Purulia-Kotshila line from narrow gauge to broad

gauge. This was announced by Shri Kedar Pandey, the then Railway Minister. The Railway Board has forwarded this proposal to the Planning Commission but the Planning Commission has not yet given its green signal. This is a very small project. The estimate of this project is only Rs. 6 crores. It will connect Bokaro with Purulia which is one of the fifteen backward districts of our country.

Another point which I want to raise is about the Bankura-Raniganj line. A thermal power station is coming up in Mejia. This line will connect Bokaro with Raniganj. Bankura is one of the no-industry districts and one of the backward districts.

My next point is regarding the Howra-Amta line. The foundation stone for this line was laid by the former Prime Minister, Shrimati Indira Gandhi in the year 1972 but only one-third of the line has been completed, that is, from Howrah to Bargachia. In this budget we do not find any amount sanctioned for Howra-Amta line.

Regarding the Budge Budge-Namkhana line, this was approved by the Planning Commission.

As regards to the Calcutta Metro Railway, you have sanctioned only Rs. 84 crores for this Railway. This will not serve the purpose because you are to complete it by 1989. Unless you sanction Rs. 100 crores per annum, this will not be completed within your target date.

Regarding the Circular Railway, there is a problem. You know that some persons have encroached upon the Railway's land. Chief Minister of West Bengal have sent a proposal for the rehabilitation of those persons. The State Government will bear 50 per cent of the cost, that is, Rs. 20 lakhs and have requested that the Ministry of Railways should bear the remaining 50 per cent, that is, Rs. 20 lakhs for their rehabilitation. So, I urge upon the Minister to accept the proposal of the Government of West Bengal by sharing 50 per cent of the cost.

About the staff welfare, much has been said that the amount for the construction of quarters has been increased. Now only 20 per cent of the railway employees are covered

by the railway quarters and you will be constructing 5,000 quarters only. Out of the 15 lakh employees, only two lakhs are having their own quarters. So, these 5,000 quarters will not solve the problem.

Now I will say something about the hospitals. There are about 107 hospitals and 523 health units but for how many employees! For 15 lakhs of railway employees and their families. You are spending Rs. 15.50 per employee on medicines. Is this enough?

With these words I conclude my speech and I oppose the fare hike that is being imposed.

[*Translation*]

SHRI G. S. MISHRA (Seoni) : Madam Chairman, Sir, while congratulating the Railway Minister for presenting such a good Budget, I want to give some suggestions.

22 new railway lines have been laid during the last few years. You have made a provision of rupees 100 crores for new railway lines and rupees 50 crores have been provided for the conversion of metre gauge and narrow gauge railway lines into broad gauge. But your attention has not been drawn so far to the suggestions made by a number of Committees of Parliament and that of the Government. For this, I express my unhappiness.

The State Reorganisation Commission had recommended the linking of Jabalpur and Raipur with new railway lines, but you have paid no attention to that so far. Not only this, in 1969 the Uneconomic Branch Lines Committee had said in connection with the conversion of Jabalpur—Gondia narrow gauge railway line that :

[*English*]

The conversion of the system into broad-gauge has to be considered.

The system falls into two sections — the section North of the S. Railway Broad Gauge Main Line and the section South of it. We consider that surveys should be conducted for the

gradual conversion into broad gauge of Northern section consisting of Parasias-Chindwara-Seono-Nainpur-Mandla Fort and Jabalpur-Nainpur-Balaghat-Gondia and branches.

[*Translation*]

Sir, after this, in the Thirty-fourth Report of the Committee of Petition, which was presented in the House on 4th November 1976, it has been mentioned that—

[*English*]

The Committee hope that the work of conversion of the narrow gauge lines of Jabalpur-Gondia section into broad gauge will be completed by the Ministry of Railways on a priority basis within the period of four years envisaged by them.

[*Translation*]

In 1976, your Ministry had given its opinion to the Committee of petition that the conversion of railway lines between Gondia and Jabalpur into broad gauge would be completed within four years, but you have forgotten this.

Shri Ghani Khan Choudhury Sahib had made an announcement at Balaghat Station in this regard.

[*English*]

The Committee also recommend that a time-bound programme may be drawn up by the Ministry of Railways (Railway Board) for conversion of the entire narrow gauge system in the Satpura range, so that the economic development of this backward and undeveloped area may be accelerated.

The Committee hope that considerations of returns on capital investment will not be the sole criteria in determining the priority of this project and the special needs of this backward region will be given the consideration in the matter.

[Shri G. S. Mishra]

[*Translation*]

Besides this, there are other things also. These railway lines were laid 75 to 80 years ago. At that time 7,000 railway stations were constructed. Waiting rooms and *musafir khanas* were provided in them. Waiting rooms were meant for upper class passengers and *musafir khanas* for second class passengers who were previously called third class passengers. Today you will find that in most of the *musafir khanas* cows, oxen, dogs, donkeys and men live together. The Hon. Minister can visit them in the night and see things for himself. As has been said in the holy book *Geeta* :

*Shunichiv shwapake ch Pandita  
SAMDARSHANA*

You are a Pandit and, therefore, everyone is equal in your eyes.

[*English*]

SHRI H. A. DORA (Srikakulam) That is peaceful co-existence.

SHRI G. S. MISHRA : He is very much concerned about peaceful co-existence with donkeys, cows and other animals. I have no objection.

[*Translation*]

Even today, in most of the railway stations the small piece of railway line is used as well. You have not been able to replace that even. Now, let us examine the position of drinking water. Lot of funds are spent on providing amenities but at a number of railway stations, there is no filtered or chlorinated water available for drinking. Raw water is supplied there. The problem becomes serious during summer. Filtered water is available only at major railway stations.

So far as foodstuffs are concerned, it is mentioned in the report that hygienic foodstuffs will be provided in the aluminium casseroles. But the quality of *puris* and cooked vegetables, which are sold on the railway stations, is very bad. Most of the passengers have to eat this type of food be-

cause they have no other option. You are spending a huge sum to supply foodstuffs in the aluminium casseroles and you have earned a profit of Rs. 2 crore in it but there is need to bring about improvement in the foodstuffs supplied by the contractors on the stations.

In spite of the R.P.F., G.R.P., Dog Squad and vigilance—personnel...

... (*Interruptions*)

[*English*]

MR. CHAIRMAN : Please conclude. There are 25 more speakers to speak today. Whatever time has been allotted to each Member of your Party, you have already taken.

[*Translation*]

SHRI G. S. MISHRA : Madam, I have just begun my speech. I have not yet finished even one page. You have allowed him to speak for such a long time. I will not take more than 1 to 2 minutes. In spite of this, there has been no decline in the number of claims. Only there has been a slight decline. Of course, the fees of the lawyers have increased. On the one hand, Government is increasing the strength of protection force and on the other the number of cases of theft and pilferage is increasing. I am unable to understand as to how the two things reconcile. You please enlighten us on this matter... (*Interruptions.*) You are Chaudhary and you see all round.

People are encroaching upon the railway land and permanent structures have come on it. The officers get fixed monthly payment from them. It should be looked into as to what extent the encroachment is there on the railway land in the whole country and whether the encroachment has been made in connivance with the officers.

Thirty-five lakhs of rupees are spent on sports every year but in the last 15 to 20 years, in which period Shri Dandavateji of Janata Party had also been Railway Minister, not even a single player deserving medal emerged.

SHRI RAM PYARE PANIKA (Roberts-ganj) : P. T. Usha got 5 medals—4 gold and 1 bronze.

AN HON. MEMBER : That has also happened now and not in the time of Dandavateji.

SHRI G. S. MISHRA : I am tankful to you. By player I meant cricket or hockey player. P. T. Usha is an athlete.

THE MINISTER OF TRANSPORT (SHRI BANSI LAL) : Our Minister Scindiaji also plays cricket.

SHRI G. S. MISHRA : Let him win a gold medal and then we will recognise him as a great player.

Most of the funds are spent on the clubs belonging to Railways but gambling goes on there. The money should be spent on the international games like cricket and hockey. A separate provision should be made for it. It is the Railways which have produced players like Dhyan Chand and Roop Singh.

SHRI AJAY MUSHRAN (Jabalpur) : Dhyan Chand belonged to the army.

SHRI G. S. MISHRA : He first joined Railways. Afterwards he was taken in the army. (*Interruptions*). I am concluding.

A number of accidents take place on unmanned railway crossings. Steps should, therefore, be taken to check this.

With these suggestions, I express my thanks to you and support the Railway Budget.

16.31 hrs.

[*English*]

PROF. K. V. THOMAS (Ernakulam) : Madam Chairman, first of all, I congratulate hon. Transport Minister, Shri Bansilal and his colleague, hon. Madhavrao Scindia on presenting a very pleasant railway budget. Usually has railway budget a steaming effect on the people. This time, instead of steam bath, it has taken the oil bath. That is why, even the old sections of the people have given a warm welcome to the Railway Budget.

This Budget has certain main features. Among the travelling public, it has affected only 10%. The suburban commuters are almost spared. Freight traffic has been kept on a check.

As the representative of the people from the State of Kerala, I am specially thankful to Bansilal because any increase in the freight traffic would have an effect on my State, as foodgrains, fuel, vegetables and all those raw materials are transported to Kerala from a very distant place.

Another significant effect is that there is an increase in the Plan outlay. In 1985-86, the outlay was Rs. 2050 crores and this year it has been raised to Rs. 2650 crores. About Rs. 370 crores has been made by the internal resource mobilisation. This is really a commendable achievement.

In this connection, I would like to point out certain facts which need the attention of the hon. Railway Minister. One is the security angle. There is the Government Railway Police (GRP) and the Railway Protection Force (RPF) which look after the security of the Railways. There is no proper coordination between these two forces. Usually the State Government is transferring those policemen to the GRP who are not efficient. There should be proper training given to the policemen who are engaged in the security of the Railways.

If you look at the data, it will clearly show what a tight security arrangement we need. In 1980-81, the materials and fittings which were stolen in railways was to the tune of Rs 150.6 lakhs. When you come to 1984-85, that amount has increased to Rs. 187.16 lakhs. Looking at the loss in the booked consignment in 1980-81, Rs. 529.4 lakhs booked consignment was lost or stolen. In 1984-85, it has increased to Rs. 554.4 lakhs. But still was find that no effective measures were taken to bring down this increase in theft of railway property.

As regards ticketless travelling, in 1982-83, the number of cases of ticketless travel detected was 52.77 lakhs and in 1984-85, it has increased to 67.7 lakhs. That is there is a steady increase in the number of ticketless travellers. Effective measures

[Prof. K. V. Thomas]

have to be taken and effective measure can be taken only if there is a proper arrangement to check ticketless travel.

Another point which I want to bring to the notice of the hon. Minister is regarding the amenities. Here I want to bring only one point to the notice of the House that is how the toilets are being kept. Unless your nostrils are plugged, you cannot enter any of the toilets either in New Delhi or in any other railway station. At least this basic amenity has to be provided in all railway stations.

Regarding food supply, my hon. friend has explained that either the quality is deteriorating or the price is increasing. Something has to be done.

Coming to my State of Kerala, I have got lot of complaints. We have been continuously representing to the hon. Minister regarding the inadequate allocation of funds.

In 1984-85, we had Rs. 9.71 crores.

In 1985-86 it has been reduced to Rs. 6.36 crores.

This year, it has been further reduced to Rs. 5.24 crores.

One of our prestigious railway projects that is, Ernakulam-Allepy was started in 1975. It has to be completed in 1985.

Similarly, Allepy-Kayamkulam railway line has to be completed. But we do not know when it will be completed. We have given a number of representations for other projects that is, Cochin-Madurai railway line, Trichur-Guravayur-Kuttipuram railway line. They have to be completed in time.

Similarly, there is a proposal for the electrification of railway lines in Kerala. Ernakulam to Trivandrum railway line is used to the optimum capacity. It has to be doubled.

There is a proposal for the survey of Chenganoor-Kayamkulam-Trivandrum railway line. It has to be done quickly. It has the same effect of doubling Ernakulam-Trivandrum line.

With your permission, I will read one of editorials of Malayalam Manorama.

It says that after the Railway Budget nothing has come to Kerala - *Keralathul Onnumilla*. It is a long editorial and in the last sentence it says that the representatives from Kerala are sleeping here. If the people read this, they will think that we are not doing anything here. You know we met made a number of representations. Our Chief Minister has come and met you. All the Members of Parliament from Kerala have come and met you. This is a very reasonable demand. We are not making an allegation, We know that our beloved Prime Minister, Rajivji has helped us in times of difficulties. During the unprecedented floods he has given us Rs. 135 crores. In our coconut crisis you have already given Rs. 30 crores. NAFED is now in the field to help us. But regarding the railway projects unless our hon Transport Minister, Bansilalji takes it very seriously, our situation will be bad.

About one more request. During the recent tragedy in Tellicherry, the Railway Minister was very kind enough to come over there and study the situation. He was kind enough to sanction Rs. 3000 for the deceased person and Rs. 500 to every injured passenger. One more suggestion. We know it is a little difficult. But looking at the sad affair, you should find out a way so that the dependants of the deceased persons are given employment in the railways.

At the time of our beloved late Prime Minister Indiraji there was an assurance given that a coach factory will be given to Kerala but it has been shifted to some other place. So when you think of another coach factory or any other major project in the railways, you kindly consider my State.

SHRI V. S. KRISHNA IYER (Bangalore South) : I rise to oppose the Railway Budget. I will justify my statement in a few minutes.

We expect a train to move forward always. But at time it is compelled to go backward also. But unfortunately the development in our railways has always been backward. Our Railways is one of the

biggest organisations, the second biggest in the world. It carries almost 1 crore of passengers every day. The development of our country, the development our economy depends very much on the development of the railways. But I am very sorry to say that this fact seems to be forgotten particularly by the Planning Commission. During the last Budget discussion with one voice we all pleaded that the allocation for Railways should be increased. But unfortunately, that has not yielded any result. I do not know what is going to happen this time. As many members have already given statistics, I do not want to repeat what they have said. But I should mention here that the plan allocation for the railways has been very very disappointing. I do not know how the Railway Minister feels about it. But so far as I am concerned and I am sure many hon members know that it used to be 20% of the total plan outlay in the Second Plan. In the Sixth Plan it was 5.23%. Now it is less than 7%. The total allocation may be more than what we had in the Sixth Plan but compared to the total plan outlay it is really very much disappointing.

Every Ministry, every Department for its development should depend upon railways. I do not know why the Finance Ministry and the Planning Commission have not seen the truth in this. They should have allotted sufficient funds for the development of the railways.

I can quote a number of figures by which I can prove that the development of railways has not kept pace with what is expected. May be one or two instances I would like to give. It is regarding arrears of track renewal. I say—many honourable members have also said already—it was 13,000 km in the Sixth Plan. Now it is 20,000 kms. Similarly, in the Sixth Plan regarding acquisition of wagons and coaches even that it neutralised. What we are acquiring has been neutralised by what we are going to condemn. The Honourable Minister has already given the figures. One figure I would like to give. In 1984-85 it is according to the books supplied to us—12371 wagons were acquired. How many were condemned? 13620 wagons were condemned. Similarly, during the same year coaches acquired were 1250 and the coaches condemned were 1145. Madam, I would

like to ask, where is the progress? I would like to ask the Honourable Minister and the members of this august House, where is the progress? Where are we now. Madam, if we only go through the statement which the Honourable Minister in his budget speech referred to he has mentioned one sentence which I am sure the honourable members will look at it carefully—you will not get enthusiasm to speak at all. It is like this. In para 4 of page 3 it is mentioned "In view of the limited overall allocation of resources to the Railways and the consequent limited availability of vehicles and locomotives coupled with the priority required to be given to safety-oriented rehabilitation works like track renewal and the works required for creation of additional capacity for freight traffic, in the interests of the national economy, it will be difficult for some more time, for the Railways to create any substantial additional capacity for movement of passenger traffic." That is why we shout. The Minister himself admits helplessness and he cannot do anything more. That is the position. That is why I was telling we are going backwards and not forwards. Another two or three figures I would like to bring to the notice of the House. Even in regard to the passenger traffic, according to figures given to us, it was 3613 million kms in 1980-81. In 1984-85 it was only 3333 million kms. Also the total distance travelled by all passengers in 1981-82 was 2,20,787 kms. In 1984-85, there was a just little increase i.e. 2,25,582 kms. Also even regarding haulage, in 1981-82 it was 221.20 millions and in 1984-85 it was 236.43 millions.

Many of the honourable members have mentioned about the report of the Railway Convention Committee and its recommendations and also about the Railway Reforms Committee. I do not want to go into the details of it. The Report clearly says that for the improvement of the railways, the real parameters for measuring the development of the Railways is that they should go in for new tracks particularly track development, particularly in the areas which are not covered by trains and remote places and strategic places. Unless you have new lines and track development, there can be no progress in Railways. Of course I do agree that consolidation is very very important and track renewal is also most important. Why

[Shri V. S. Krishna Iyer]

do you provide for depreciation reserve fund? That is because you require money for replacement of track; replacement of wagons and locomotives. But at the same time, what is important and equally important is along with the consolidation, rehabilitation, laying of new lines, track expansion is equally important. That factor has been forgotten by the Honourable Minister when preparing this budget. He pleads his inability for that.

Then, Madam, regarding the electrification—just now many members have already mentioned about it—that is also very very disappointing. Electrification of routes is the cheapest transport in the Railways but unfortunately that has also been again going on backwards. In the Third Plan electrification of 1678 kms. was done. In the Sixth Plan it was only 1572 kms. In 1980-81 it was 440 kms. I would like to draw the attention of the Hon. Minister to the provision made for electrification. You had provided Rs. 210 crores last year, and has been reduced this year to Rs. 180 crores.

For the new lines, the provision made in 1984-85 was Rs. 87.47 crores, in 1985-86 Rs. 64.86 crores; in 1986-87 about Rs. 100 crores.

In one of the replies that the Hon. Minister has given, he has mentioned that the Railways require Rs. 1,350 crores for completing on-going works, new lines. You have provided for 1986-87 just Rs. 100 crores whereas you require Rs. 1350 crores to complete all on-going new lines.

Similarly for conversion of gauge, in 1985-86 you had provided for Rs. 30.40 crores. The provision you have made for 1986-87 is Rs. 50 crores. In the same reply the Hon. Minister has stated that, for on-going gauge conversion the Railways would require Rs. 850 crores. But you have provided for a token amount of just Rs. 50 crores for 1986-87. Do you call it really development and progress or do you say that we are going backwards so far as development is concerned?

I will now come to my own State lest I should lose time. Last year I mentioned in this very House that a great injustice had been done to Karnataka. I would say, this year, greater injustice has been done to Karnataka. Of course, many other States have also been saying that. I know the affairs in my State. Madam Chairman, you also belong to our State and you know better than I do. For the past ten years we have been requesting the Railways to complete conversion of Bangalore-Mysore metre gauge line into broad gauge line. In 1979 the work was started. The estimate was about Rs. 25 crores then. They have spent so far Rs. 6 crores. Last year a sum of Rs. 50 lakhs was provided and later on it was increased to Rs. 100 lakhs. But this year I do not know on what basis these things are done, what are the criteria for providing funds—a sum of only Rs. 49 lakhs has been provided. At this rate when are you going to complete it? It is only a question of 135 kms. You have already taken nine years. Only preliminary work is going on. When are you going to complete it? That is a very important line. I do not know on what basis budget provisions are made. The Hon. Minister was saying last year also that preference would be given to all on-going schemes. I am sure the provision of Rs. 25 crores in the original estimate will not be sufficient. It will be nearly Rs. 40 crores. I have discussed with the railway officers. It will not be less than Rs. 40 crores if it is completed by 1990. My fear is that it cannot be provided and it will not be completed in the Twentieth Century. We are supposed to be entering the Twenty-first Century as a prosperous nation. If this is the progress, I do not know what prosperity we will have.

Coming to Chitradurga-Rayadurga line, Shri Jaffer Sharief, when he was the Railway Minister, was kind enough to sanction that line. I think it is a 20-crore project. Last year a token amount of Rs. 10 lakhs was provided, probably for payment to staff—not for work. Afterwards it has been enhanced by another Rs. 10 lakhs or so. This year only Rs. 20 lakhs have been provided. What can you do with Rs. 20 lakhs? It is just like giving a chocolate to a crying child. This is not the way to treat an on-going project. This is a very important railway connection. I would strongly urge that sufficient provision

should be made. I think, the Railway Administration asked for Rs. 2 crores. With regard to Mysore, Bangalore broad gauge line they are prepared to spend even Rs. 6 crores if it is provided in the Budget. But you are not doing that. The Karnataka people are disappointed.

I have spoken about electrification. He spoke about electrification of railway lines. There is some politics in that. The Bangalore-Jolarpettai electrification is there. First, the idea was to have electrification on the Bangalore—Madras route because that is an important traffic route and the nerve centre of economic activity in the South. Madras and Bangalore are two major cities. A sum of Rs. 25 crores was provided in the Sixth Plan for this project—i.e. for electrification between Bangalore and Jolarpettai. But unfortunately last year no amount was provided. Even this year only Rs. 1000 has been provided. I don't know what for! I think they have shelved this project almost. We are going to protest strongly. This is a very important project. You have come half way. why don't you take up the other half? I plead and urge that it should be taken up from Bangalore side of the Bangalore-Jolarpettai line, so that the Bangalore transport also might be improved.

There are other important conversions of lines of which you are also quite aware, that is, Bangalore-Miraj line, Hubli-Hospet line and Bangalore-Salem line into broad gauge. No provision has been made for this. Of course, the Minister has already replied. I would request him to provide a few lines. An important commitment was made recently. Last month a delegation met the Railway Minister and even the Prime Minister. It was assured that Kottur-Harihar line would be included. But unfortunately we find that not a single ft. of new railway line is provided. This is very very disappointing.

Similarly about the survey. Whenever there is a pressure, a survey is ordered. For Hubli-Karwar railway line, fourth or fifth survey is going on. Every time a survey is carried on, the estimate becomes doubled or trebled the original estimate. The Hubli-Karwar line and Onamarajanagar—Mettupalyam line have remained a dream in so far as Karnataka is concerned. So far as my

constituency of Bangalore City is concerned, ever since I became a Member I have been pleading with the Railway Minister and the Railway Ministry. Our Chief Minister also wrote a number of letters. In Bangalore City the traffic problem has been very very difficult. Your own Metro Transport Organisation has prepared a scheme of Rs. 650 crores for a circular railway and a metro train in Bangalore City. Whereas other metropolitan cities enjoy a metro train, why do you deprive one of the biggest cities, a fast growing city and a lovely city of Bangalore of this metro train? I urge upon the Railway Minister to take up this scheme also.

Just this morning, I was suggesting that wherever there are level crossings, as far as possible with the help of the State Government, over-bridges and under bridges must be constructed. I may tell you about the railway lines running through in the heart of the cities. Even in my own constituency of Bangalore City I have observed this. I suggest that the Railway Minister should see and give instructions to the concerned railway to fence both sides of the railway line which are passing through the heart of cities.

Lastly, I oppose the enhancement in rail fares. Last year, 10 per cent enhancement in fares was made altogether at a stroke. There is no need for this and you say that for a II Class Express and Mail for the first 250 kms. it is 71/2 per cent increase. It is an injustice. The bus fare will be definitely more than this. It was suggested that they should switch over to the road transport. That will be more than the railway fare. So, I would request you to withdraw this. Rs. 76 crores is nothing; by efficient management you would get that amount. I request you again to withdraw this enhancement in rail fares.

I am sure that an experienced person like Shri Bansi Lal can fight with the Planning Commission. The whole House is with you. Rs. 2600 crores is nothing for this Annual Plan. You cannot do anything with this.

With these words, I conclude.

[*Translation*]

SHRI RAMPAL SINGH (Amroha) :  
Madam, I thank the Hon. Minister for presenting such a balanced Railway Budget. The common man has been least affected and those who have been affected, and have to bear more, it would not make any difference for them.

I would like to draw the attention of the Hon. Minister, through you, to a few points. Bhojpur falls on Moradabad—Kashipur—Ramnagar railway line. About 10 or 15 years back a survey was conducted for the construction of a railway line between Bhojpur and Kotdwar but no progress has been made so far in this regard. What is its position today ?

17.00 hrs.

Gajrola station is between Delhi and Moradabad. If provision for a railway line between Gajrola and Babrala is made, it would be welcome. Similarly a platform should also be provided at Gajrola Railway station.

Punjab Mail runs between Amritsar and Howrah but it is overcrowded between Moradabad and Lucknow. If a first class chair car is provided from Lucknow to Moradabad, it would be of considerable relief to the Delhi bound passengers as also to those going there from Delhi.

The first class and A. C. C. second class are heavily overcrowded these days. The Railways have restricted that only 6 persons can be seated on lower two berths and four persons can sleep in the first class compartment. Generally 5 persons can be seen seated on each berth. If the sitting capacity of lower two berths is raised from 6 to 8 persons, it will afford much relief to the passengers. The distance between Agwanpur and Matlabpur stations on Moradabad—Najibabad railway line is 11 kilometres. The students of these areas commute between Delhi and Moradabad. If a halt is provided for them at Saharanpur part of the railway track it would be quite convenient to them.]

These days, the sleepers are reserved for the period from 9 P.M. to 6 A.M. If instead

it is done for the period from 10 P.M. to 5 A.M., it would give 7 hours rest for the passengers reserving sleepers and those who travel sitting would be able to sit till 10 P.M. and it would give them relief.

17.04 hrs.

[MR. DEPUTY SPEAKER *in the Chair*]

I am sure the Hon. Minister will consider my suggestions. With these words, I thank you for giving me an opportunity to speak.

SHRI NIRMAL KHATTRI (Faizabad) :  
Mr. Deputy Speaker, at the outset I would like to congratulate the Hon. Railways Minister for presenting a Railway Budget which has enabled the common people to have a tax holiday. We are fortunate that Hon. Prime Minister reorganised this Ministry in such a way that it could be run effectively. As we conjure Lord Krishna we are not only impressed by his personality but by his outer appearance with a flute in his hand as well; similarly the Hon. Prime Minister has brought Madhav (Krishna's Synonym) and Bansi (flute) together to run this department effectively, and that is why we have come across a beautiful coordination in the working of this department.

While supporting the Demands for Grants of this Ministry; being a youngman myself, I congratulate him for extending the special concessions granted to youth during the International Youth Year by the Railways to this year as well. He deserves congratulations. I extend my congratulations also to RITES and IRCON—two public sector undertakings of Railways—which have shown good results and have an edge over other public sector undertakings which are in the red. We have come to know through the Budget that both these undertakings RITES and IRCON are earning profits.

By giving relief to the common people who travel by passenger trains in second class and those travelling on seasonal tickets, the Hon. Transport Minister has tried to indicate that the Congress party realises the hardship faced by such passengers.

Besides this, I would like to give a few suggestions. These suggestions are based on

neither any statistics nor any report. They are based on the some shortcomings of this department which I have myself experienced during my travel by trains. I would briefly dwell on them. If on the one hand we have tried to provide additional relief to 90 per cent of the people who travel by second class passenger trains by not levying taxes in this budget, then on the other hand we shall also have to ensure better facilities, like drinking water at small stations and in second class coaches to the common people. The Hon. Minister should pay attention to it.

The problem of additional coaches still exists and due to this and shortage of Engines, the Government is not able to run additional trains. This has resulted in extra burden on the existing trains and, therefore, the Government should also take necessary steps to augment the production of coaches and engines within the country to solve this problem. The Hon. Minister should pay special attention to the punctuality of trains whether these are superfast, express or Mail trains, particularly to passenger trains so that the poor people reach their destinations in time. These were some common experiences which I had during travel and, therefore, I shared it with all of you.

I would now draw your attention to Eastern Uttar Pradesh which is a backward area not only of Uttar Pradesh but also of the entire country. There is nothing special in this budget in respect of this area. A passing reference has been made in the Budget, regarding Uttar Pradesh that a survey of the railway track between Delhi and Agra, and Delhi and Kanpur will be conducted in order to modernise it so that superfast trains could be run in these sectors. But the Budget fails to mention how better means of transport and electrification of tracks can be provided in eastern Uttar Pradesh which is a backward area of the country. I feel the Hon. Minister should pay special attention for the progress and development of this area.

My constituency, Faizabad is facing many problems in respect of Railways for the last so many years. I fail to understand why no new train has been introduced on the Lucknow-Faizabad-Jaunpur-Banaras section and why it has been neglected by the Railways for so many years. We have neither

come across any such move by the Railways which may indicate that the department is making efforts to introduce more trains on this route. I would like to congratulate Shri Scindia and the Transport Minister for converting a passenger train between Faizabad and Allahabad into express train and renaming it as Saryu Express last year. In this connection, I would like to submit that this train should start from the famous pilgrimage centre of Ayodhya to Allahabad, so that the passengers do not face any difficulty in visiting both these places of pilgrimage. I feel that this suggestion will neither involve any financial implications nor any administrative problem.

Besides, with a view to helping the removal of the neglect of this route to enable the passengers to benefit from the facilities, I would suggest that the Ganga-Jamuna Express, *i.e.*, 83 UP and 84 DN should be run daily instead of four days in a week. For the remaining three days, this train goes via Sultanpur and, therefore, to save the people of Sultanpur from inconvenience, Assam Mail can be diverted through that route. This would benefit the people of Faizabad, Jaunpur, Barabanki and Rudoli.

As I mentioned earlier the Saryu Express should originate from Ayodhya. In this connection I had given a suggestion to the Railways that Saryu Express should be linked at Allahabad with Mahanagri Express which goes to Bombay *via* Banaras and Allahabad, so that the people of Ayodhya and the neighbourhood get a direct link for Bombay. The Hon. Minister should pay attention to provide a direct link to the people living on this route for South India. If in the near future, efforts are made to start a new train from Ayodhya, Faizabad or its neighbourhood or even Banaras for South India or Madras; it would be of immense help.

The construction of a railway bridge on Saryu river near Ayodhya has been our long-standing demand and we have been raising it from time to time since years. Railway tracks are on both the sides of Saryu and Ghagra rivers near Faizabad. The tracks on the other side of the rivers serve the people of Gonda, Gorakhpur and Bahraich but in the absence of a railway bridge the people of both the sides are not able to take benefit of

[Shri Nirmal Khattri]

these facilities. They have to travel by a longer route. The then Railway Minister, late Shri Kedar Pandey had announced in Faizabad, the construction of a Railway bridge on Saryu river at Ayodhya, but no action has been taken in this regard so far. I would request the Hon. Minister to do something in this regard in the near future so that not only the people of Ayodhya and Faizabad but also of Gorakhpur, Gonda, Bahraich and Sultanpur are also benefited. According to my information several expansion schemes for Faizabad, Ayodhya Rudoli railway stations have been sent at different times to Lucknow office but no final decision is being taken on them and these have been pending for quite a long time. I feel that final decision should be taken on them at the earliest. In addition, two schemes are about the construction of over-bridges between Faizabad and Rudoli. I think that the Railways are not constructing those bridges under these schemes because 50 per cent contribution is to be made available by the State Governments. As the bridge is to be constructed on the railway lines, all the residents are facing difficulty and the contribution cost which has to be borne by the State Governments, should be contributed entirely by the Railways. As it is a policy decision, it should be applied not only to Faizabad but to all other places as well. A halt should also be provided at Prana Railway Station of Northern Railway for Jammu-Tavi-Sealdah Express and Khajuraha Railway Station for Saryu Express.

With these words, I once again thank the Hon. Transport Minister. He has shown self confidence and has resolved to do hard work. He has presented a good Budget. Supporting the demands for grants of the Railways once again, I request that suggestions given by me may be considered.

[English]

SHRI P. KOLANDAIVELU (Gobichetti-palayam) : Mr. Deputy Speaker, Sir, the Hon. Railway Minister has successfully brought in a good budget in 1986-87. There is a considerable elevation so far as the Minister is concerned, though not for the Department of Railways as such. Last year

when he moved the Railway Budget, he was Minister for Railways. Now when he moved the Railway Budget here, he moved it as the Minister of Transport. Now, all the transport systems have been clubbed together and made as one Department. It has been left in the hands of our Hon. Minister, Bansi Lalji who is a very experienced Minister. He was also a State Chief Minister. He has gained so much of experience and he can run the Department very well.

There are certain welcoming features in the Budget and I have to congratulate the Minister for having brought in those welcoming features. Firstly, with regard to the freight charges, there is no increase. Secondly, with regard to the season-tickets also, the fares have not gone up and the same rates are being maintained. Then, he also brought a surplus budget this year. For all these, I have to congratulate the Hon. Minister.

But one or two things prick my mind. When a Minister is bringing forward a surplus budget, I do not understand why he cannot allot any amount for new railway track and for new systems that have to come in the country. An experienced Minister knows that when he bring a surplus budget it always hits the poor people. We have to keep in mind that a deficit budget is a welcoming feature to those people who are poor and down-trodden. A surplus budget clearly shows that you are not going to spend on new systems or new track. You want to maintain the old track, which are being maintained so far. That is why he has brought in a surplus Budget. It is not at all useful for the poor and the down-trodden people, but it may be useful for the Minister to say that he has brought in the surplus Budget. That is all. And moreover, I find that step-motherly attitude being shown to the Southern Railways—I do not know why—but because the Minister happens to be from North...

PROF. N. G. RANGA (Guntur) : South Central Railway also.

MR. DEPUTY SPEAKER : Then other will say Eastern Railway, Western Railway and so on.

SHRI P. KOLANDAIVELU : Of course for the South Central Railway also. So many Railways are there. Since the Minister happens to be from the North, he is showing the step-motherly attitude to the Southern Railways and the Southern-Central Railway, I suppose. Why have the funds not been allocated? It is really surprising. Take for example, the doubling of the Kelpakkam Bye-Pass Line. While the estimated cost is Rs. 88 lakhs, how much have you allotted? It is only Rs 5 lakhs. When are you going to complete it? After 16 years or 20 years? We will be nowhere by that time. Whether, we will be alive or not at that time, we do not know. Are you allocating only for the next generation, that is, for our grandsons and grand-daughters who are yet to come? Why are you allocating like this. What is the purpose of allocating the funds, when that particular purpose is not served? That is what I wanted to say. Even with regard to Palghat-Division. the anticipated cost was Rs. 104 lakhs, but you have allocated only Rs. 5 lakhs. At page 35, the Mettupalayam-Coimbatore Section—proposed road over-bridge in lieu of level crossing at km. 15/2-3 near Coimbatore North Station, that is being sanctioned now. The estimated cost, the anticipated cost, is Rs. 55 lakhs, but you have allocated only Rs. 15 lakhs. It is a very important bridge and it is being pressed for the last two decades, that is, from 1962 onwards. With regard to other schemes also, you are actually allocating a very meagre amount, just Rs. 1 lakh or Rs. 5 lakhs or Rs. 6 lakhs. That is all. It will not serve the purpose.

Another important thing which is actually under progress in Madras city, which you may be knowing fully well, is with regard to the MRTS (the Mass Rapid Transit System). This particular scheme has been sanctioned in the Sixth Plan. It is a system in which from Madras Beach and Lus—a distance of 8.45 kms. is being covered and for which the total estimate is Rs. 51 crores and 46 lakhs. But so far how much have you allocated? In 1983-84, you have allocated Rs. 1 crore. In 1984-85, you have allocated Rs. 2.5 crores. In 1985-86, you have allocated Rs. 3.5 crores. And in 1986-87, it is nearly Rs. 4 crores. That is all.

So, much amount we have to spend, but you have allocated so far from 1983 onwards

upto 4 years only Rs. 10 crores. The remaining, more than Rs. 40 crores, when are you going to spend? When are you going to complete it? And for that the Madras Metropolitan Development Authority have come forward and donated a land of 18.60 hectares. It is already being donated to the Railway Board. After donating all these things, despite these representations even our Hon. Chief Minister of Tamil Nadu, when our Prime Minister come there in July, 1985, had made a personal representation. He took up the matter to the Hon. Prime Minister. And after that in January also, this year, our Hon. Chief Minister made a representation to the Prime Minister at Madras with regard to the allocation of more funds. At least more than Rs. 20 crores ought to have been allocated, but you are allocating only Rs. 4 crores, Why this step-motherly attitude is being shown. It is because we are keeping an alliance with you or is it because we are all poor Tamilians? It is because we live far away, i.e. about 1500 miles away from Delhi?

PROF. N. G. RANGA : That is a relevant point.

SHRI P. KOLANDAIVELU : We want to promote integration, and unity in diversity. When we speak so, why do you allocate funds like this? Please show some mercy on Tamilians and the southern people, and allocate more funds.

The Karur-Dindigul line is an ongoing project. For that project also, for 1986-87 you have allocated only Rs. 3.8 crores. Till the end of the current financial year, you have spent Rs. 23.3 crores.

PROF. N. G. RANGA : Why don't you mention Tirupati-Katpadi line?

SHRI P. KOLANDAIVELU : I will mention it.

The total cost of the Karur-Dindigul project comes to Rs. 70 crores; but you have so far spent only Rs. 23 crores. We have to spend the remaining Rs. 47 crores. At this rate, when are you going to complete the line? We may not be able to complete it within the 7th Plan, at this rate. Another Railway Minister may have to come, check

[Shri P. Kolandaivelu]

things, make plans and re-allocate funds. Then only we can do it.

I am also pressing for a project in my constituency, viz. the Chamaraja Nagar-Satyamangalam line. You had promised it. When Prof. Dandavate was the Railway Minister, he had promised that the Chamaraja Nagar-Satyamangalam line would be taken up. Chamaraja Nagar is in Karnataka. Janata Party is in Karnataka. Janata Party is in power there. Mr. Hegde is the Chief Minister in Karnataka. But the Chamaraja Nagar-Satyamangalam line has not yet been sanctioned. Not even a single paisa has been allocated for this project. So, I request that the Hon. Minister should take up this Chamaraja Nagar-Satyamangalam line atleast during 1987-88.

I want to speak about the fare hike, because it is a very important matter. This hike does not reflect the dramatic increase in efficiency and in the utilization of assets claimed by the Minister. There is no indication in the Budget with regard to the introduction of new passenger trains, passenger amenities and removing the backlog of overaged infra-structure. You have not mentioned them in your Budget speech.

The fare hike for Mail and Express trains to meet the needs of expansion programmes is an index of ineffective financial management. Resorting to this, despite having an increased revenue earning, is a great paradox. The Railway Minister is sensitive to people's sentiments. Still he has made a hike in fares.

Some more new lines, or ongoing lines have to be taken up. Narrow gauge lines have to be converted into broad gauge lines; metre gauge lines into broad gauge lines. and broad gauge lines converted into double lines.

The Tambaram-Chingleput line must be converted into a broad gauge line. The Madras-Tiruchi line should be doubled. In the Vellore-Vaniyambadi line, two over-bridges have to be constructed.

When I was a Minister in Tamil Nadu, I was in charge of highways also. I had then

approached the Railway Minister many times and pressed for railway over-bridges. In Tamil Nadu, 326 railway over-bridges have to be constructed. In this year's Railway Budget, you have sanctioned only one railway over-bridge, that too in North Coimbatore. What about the other 325 railway over-bridges? When are you going to sanction them? When the over-bridges can be constructed, we have to think of it. When you come forward with the surplus amount remained in the budget, that should be allocated to the Southern Railway, South-Central Railway and other southern parts of the country.

[Translation]

SHRI GIRDHARI LAL VYAS (Bhilwara) : Mr. Deputy Speaker, Sir, I welcome the Railway Budget and want to congratulate the Hon. Minister that a surplus Budget has been presented this year. Before me, an Hon. Member was saying that injustice is being meted out to the Southern Railway and South Central Railway. My submission is that injustice is being done to the Western Railway whereas this Railway is yielding the maximum earning.

[English]

MR. DEPUTY SPEAKER : Every Member is saying that area in his constituency is neglected.

SHRI BANSI LAL : It means it is a discrimination with none.

[Translation]

SHRI GIRDHARI LAL VYAS : Through you, Sir, I want to request the AIDMK leader that injustice is being meted out to every one. Do not say that it will lead to disintegration. It depends on the Hon. Railways Minister how he allots the funds. Chaudhary Sabib is considering in stages the names of the places where the assistance should be provided first. He will help Southern Railway, South Central Railway and Northern Railway also. Western Railway gives you the maximum earning. No chain-pulling is resorted to there, nor any other problem is created. Therefore, more attention should be paid to Western Railway. Injustice is being done to Rajasthan because Northern

and Western Railway trains pass through that area. Due to lack of a separate zone of ours, the Railways have neglected that area. You have, in principle, agreed that a separate zone should be formed. A few days ago, I received your letter. You have written that due to financial constraints, you are not implementing this decision. When you have surplus funds, do justice to Rajasthan. In Rajasthan half of the area is desert, one-fourth is hilly and the remaining one-fourth is plain. It is a very backward area and has the maximum number of SC/ST people. Even such area is not getting justice. At least from Shri Bansi Lal we want justice that a separate zone should be provided to us. When you earn income you will pay attention to new lines. The separate zone, for which you have agreed, should be set up at the earliest so that we may get justice. No provision for new line for Rajasthan has been made. AIDMK leader was saying that they have been provided Rs. 10 crores but we have not been provided even 10 paise. We have not been provided Rs. 10 crores even during the last four years. At least we should be equally treated. We praise the Hon. Minister everywhere. Therefore, some attention should be paid to us. Survey has been conducted twice for Kota to Devgarh broad gauge line. Toda Rai Singh to Nathdwara meter gauge line and Lambia to Vyawar line. Third survey is going on for Toda Rai Singh to Nathdwara. After the completion of survey, your Department will refer the matter to the Planning Commission. We request that at least one line should be provided out of the three. We have been crying ourselves hoarse for the last six years. I, therefore, through you request the Hon. Minister that at least one new railway line should be provided to us because we have not been getting any new line in spite of our demand for many years. Acceding to the prayer of this poor brahmin, provide at least one railway line to Rajasthan so that the people there could say that we had elected Shri Vyas as Member of Parliament who got one line for Rajasthan. Mr. Deputy Speaker, Sir, at least you should recommend our case. You have been here for a short time. We had appealed much to the earlier Deputy Speaker and submitted our demand repeatedly. Chaudhary Sahib is also a very experienced Minister. We appeal to you also, as we had been requesting the earlier Railway Ministers, that something must be done for Rajasthan. I hope that in your

reply you will definitely make an announcement about providing a new railway line. Survey has been made there for three lines. You should at least provide one this time.

Another submission I want to make is that in Rajasthan railway tracks are very old. The track between Ajmer and Ratlam and Kachiguda is the oldest. You have done a small work but that is not upto the standard for a superfast train to run on it. Therefore, arrangement should also be made to renew the tracks and whatever little work is in progress that should be done on large scale so that we are able to get some superfast train. At present there is no superfast train for that area. Ajmer-Kachiguda is such a long route that it takes three days to reach Hyderabad from Ajmer. On this route passenger and express trains run but no superfast train is available. To cover this small distance, three days time is too much and the main reason for this is non-renewal of the track. I, therefore, request that arrangement to renew this track should also be made. This work should be done on a large scale. One superfast train should be given on this line also.

One more submission I want to make is that the coaches of the trains running on Delhi Ahmedabad route are in very bad shape. One day I was going from Delhi in the Ajmer coach which is connected to Ajmer Mail from Delhi. That bogie caught fire at 1 o'clock in the night. It was a very old coach and had been connected to the train after repair. It was somehow going on. At 1 o'clock in the night we had to shift to another coach. We were lucky that we got a place to sit. Otherwise our position would have been miserable. My submission is that the coaches in Ahmedabad Mail going from Delhi are in dilapidated condition and they can catch fire at any time. Attention should be paid towards this.

In Rajasthan, the entire track is useless but the most useless track is Ajmer-Khandwa-Kachiguda track. The condition of the trains running there is most deplorable. I request that you should at least pay attention to improve this situation.

Chaudhary Sahib, you have given one coach factory to Punjab. Similarly give one meter gauge, if not broad gauge, coach

[Shri Girdhari Lal Vyas]

factory to Rajasthan also. It should be set up in Ajmer where India's oldest loco workshop is already located. The workshop also requires to be renovated. All the coaches and engines which need to be repaired should be repaired there. A factory should be set up there on a large scale. You have established a coach factory in Punjab keeping in view the special circumstances, though it was not needed there. Therefore, we have also a right to ask for a coach factory for Rajasthan.

Meenakshi Express runs via Ajmer, Khandwa and Kachiguda three days a week. We have been demanding for quite a long time that it should run on all the days of the week. Moreover, it has neither any first class coach nor a pantry car. In the entire journey one has to remain hungry, nothing is available for eating. I request that a first class coach and a pantry car should be added to it and this Meenakshi Express should run on all the 7 days of the week. This action needs to be taken immediately. Alongwith it, diesel engine should also be connected so that it may run at high speed because at present it takes long time to reach its destination. If diesel engine is provided, the train will cover the distance a little earlier.

Almost same is the position of Garib Niwaz Express which terminates at Udaipur. This train also runs three days a week. You have provided diesel engine to it but arrangement for its running all the seven days in a week should also be made. From here upto Jaipur, it runs all the seven days but from Jaipur to Udaipur, it runs three days a week. Our demand is that it should run all the 7 days of the week from Delhi to Udaipur. This will give a great relief to the people of the area.

One train, Chetak Express, runs between Udaipur and Delhi. In this train, reservation from our place is very less. This is the only train which has 4 first class and 10 second class seats from Bhilwara. One coach used to be added from Chittorgarh but this has now been stopped. I request that this coach should again be provided and reservation from Bhilwara should be increased. There is one Gulabpura sub-division headquarter

in our area. Nearby there are mines of zinc and lead. You may be knowing that Rampura Agucha has the biggest lead mine. You might have heard the name and I recollect that perhaps you had gone there also during elections. There are textile mills there. It has only a flag station. It should be converted into a full-fledged railway station. In doing so, you have not to spent much. Therefore, you should get this work done quickly. Even otherwise, a flag station at such an important place and at a sub-division headquarter does not look good. Therefore, you should get this work done as early as possible.

My third suggestion is that you had provided some money for Bhilwara station which was used on its renovation but the waiting room, main station area and the shed have not at all been extended. They are in the same position. Therefore, these should also be extended. Bhilwara is a vast area, it is also an industrial area and it is a district headquarter. It is also politically important. Therefore, this station should definitely be enlarged.

There is one Rupali station in our area which is totally useless. That should be changed into Bhojras station and Bhojras station should be made a fullfledged station because from there a large number of long distance passengers catch the trains.

We have demanded overbridges for our area. You have given all the overbridges under Western Railway to Madhya Pradesh. Now as the Minister is also from Madhya Pradesh, he cares more for Madhya Pradesh and has forgotten Rajasthan. He has not cared for Rajasthan. We have demanded one overbridge each in Kishangarh, Saradna, Rayala Road and Mandal. These four overbridges are very necessary. If at Mandal, overbridge is not constructed it will do but allow Rajasthan Government to construct a road under the culvert, located nearby. Railways are not giving permission even for that. The road will be constructed by Rajasthan Government but your department is not allowing to construct road under that culvert. What is the objection in it. If there are any technical difficulties, those can be pointed out by your engineers and removed. There should not be any difficulty in it. This permission should be given so that this arrangement is made at the earliest.

At least these three overbridges should be constructed. You have given all the overbridges under Western Railways to Madhya Pradesh and you have totally forgotten us. We have been sanctioned nothing. This should not be done.

Mr. Deputy Speaker, Sir, the Hon. Railway Minister is a large hearted person and he is our neighbourer also. There is not much difference between Haryana and Rajasthan. Therefore, a new railway line which I have demanded, should definitely be provided to Rajasthan, particularly to my constituency and the Hon. Minister should give assurance to this affect.

With these words I support the Railway Budget.

SHRI R. JEEVARATHINAM (Arakkonam) : Hon. Mr. Deputy Speaker, Sir, I wholeheartedly support the Railway Budget for 1986-87. This Railway Budget is a concrete proof of the silent but successful steering of the Railway Ministry by the young and ebullient Minister of State Shri Madhavrao Scindia under the direction and guidance of seasoned administrator Shri Bansi Lal, the Hon. Minister of Transport. We should commend the substantial contribution of Railways to Indian economy in 1985-86. The road transport, the surface transport, the sea transport, and all other forms of transport play not only a significant but also a vital role in the industrial and economic progress of the country. In realisation of this factor; the various forms of transport have been brought under the umbrage of the newly formed Transport Ministry, for which our dynamic Prime Minister, Shri Rajiv Gandhi deserves the accolade of the House.

There are 16.03 lakh regular employees and about 2 lakhs of casual labour in the Railway. Their dedicated and determined contribution has enabled the Railways to make decisive progress in 1985-86. As a token of his appreciation, the Railway Minister has sanctioned an additional sum of Rs. 20 crores for creating housing and other amenities for the staff. This 100 per cent increase as compared to the provision made in

1985-86 has ensured the continued cooperation of the Railway workers all over the country. I do concede that it will not be possible for the Railways to regularise all the 2 lakh casual labour. At the casual labour numbering about 2 lakhs. Hence I suggest that all the casual labour should be given the rights of regular workers like leave, medical facilities, railway pass wage increase. bonus etc.

No increase in freight rates has been proposed in this Budget. Even then the Railway finances have been admirably managed by the Hon. Railway Minister. But the second class passenger fares in Mail and Express trains has been increased by 7.5 percent up to 250 kms and by 50 per cent beyond 250 kms. This higher increase upto 250 kms is being justified on the ground that the short distance passenger traffic would take to road, which will relieve the congestion, consequently helping the long distance passengers. If train passengers take to road, then more buses will have to be run; in other words there will be higher consumption of diesel. This will defeat the laudable objective of the Government to curb consumption of diesel. Hence I suggest that the increase in second class passenger fare in Mail and Express trains upto 250 kms should be reduced from 7.5 percent. I request the Hon. Minister of Railways to look into this personally and do the needful in this matter.

I have spoken inside the House and in the meeting of the Informal Consultative Committee of Southern Railways about what I am going to say. I have also written to the Railway Minister and to the General Manager of Southern Railways about this. Unfortunately all my pleas have fallen on deaf ears so far. After our Hon. Minister of Railway presented this Budget, I reminded him about this. Today I have also handed over a letter about this. I request him to look into these issues and act positively towards their implementation.

In my Arakkonam Parliamentary constituency, thousands of Railway employees are there. The British regime had given prime of place for Arakkonam junction in Southern Railway. There is also 100-years old Railway workshop here. It is regrettable that Arakkonam junction building and the Railway workshop look like dilapidated archaeologi-

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\*The speech was originally delivered in Tamil.

[Shri R. Jeevarathinam]

cal monuments. That is because after independence no repair work or remodelling work has been undertaken either in Arakkonam junction or in the railway workshop. There is also a very narrow railway under-bridge in Arakkonam. The goods-laden lorries cannot pass through this under-bridge. The General Manager of Southern Railways is fully aware of this. When he was recently in Arakkonam, I drew his attention to this under-bridge. Yet nothing has been done in this Budget. The Government of Tamil Nadu is willing to meet 50 per cent cost of an over-bridge here. I appeal to the Hon Minister of Railways that he should sanction the remaining 50 per cent of the investment. The total investment will not be more than a crore of rupees. The State Government will give Rs. 50 lakhs and the Railway Ministry should give 50 lakhs. In a surplus budget running into several hundreds of crores, this sum of Rs. 50 lakhs is insignificant. I request the Hon. Minister of Railways to sanction Rs. 50 lakhs for this overbridge in Arakkonam. He must direct the Southern Railways to complete this work at the earliest before the existing under-bridge claims more victims.

The other point is this. From Madras to Katpadi we have electric track. There is electric train running from Madras to Arakkonam. For the past several years the people of this area have been demanding that this electric train from Madras to Arakkonam should be extended upto Katpadi for which already there is electric track. You may not need extra coaches and electric engine. This will be a great help to the people of this area.

In Vellore we have the world-renowned Christian Medical College Hospital which is visited by patients all over the country. For them Katpadi is the alighting point. In Raniket we have the SIPCOT's Industrial estate besides the huge BHEL factory, in which thousands of workers are employed. North Arcot district contributes substantial foreign exchange in the export of leather and leather products. North Arcot district has also contributed and is contributing the largest number of personnel for the Indian Army. For all of them Katpadi is the central point. Presently thousands of people from Katpadi are going by road to Madras and

versa. If there is electric train between Madras and Katpadi via Arakkonam, it will help common people to a great extent. This train will earn money for the Southern Railways.

I want to remind the Hon. Minister of Railway that my repeated insistence as a Member of Tamil Nadu Legislative Assembly, the then Minister of Industry in the Government of Tamil Nadu, who is presently our Vice-President, Shri R. Venkataraman, recommended the electrification of Madras-Katpadi track. I want that during his tenure as the Vice President of India he should at least see that the electric train is running between Madras and Katpadi and vice versa.

I appeal to the Hon Minister of Railways that he should earn the gratitude of the people of this area by running this electric train.

Before I conclude I would also refer to another important line. I am sure that our Hon Deputy Leader of the House, Prof. N. G. Ranga, who is present in the House, will extend his whole hearted support to this proposition. Our Railway Minister, Shri Bansi Lal will also earn the blessings of Balaji and also the goodwill of the lakhs and lakhs of devotees of Balaji who through to Tirupathi throughout the year. There is BG track between Pakula and Tirupathi. From Katpadi to Pakala for a distance of 70 kms we have the MG track. If this short distance of 70 KM MG track is converted into broadgauge, then there will be direct BG link between Katpadi and Tirupathi. This will be the most profitable line for Southern Railways, as all devotees of Balaji from North, East, West and Southern tip of the country will be enabled to reach Tirupathi directly. This line of conversion must be undertaken by the Railway Ministry forthwith. The investment for this can be made from the sum of Rs. 250 crores to be raised as public borrowings. If this line of conversion is announced, I am sure that all the devotees of Balaji from all over the country will contribute substantially for the investment. I request the Hon. Minister of Railway to look into this request of mine and do the needful.

I understand that a recent circular from the Railway Board says that only ITI quali-

fied candidates should be appointed as Khalasis on the Railways. There is a substantial number who is not ITI qualified, but they working as Khalasis for 10, 15 years. I suggest that no harm should be done to them. Hereafter, the Railway Board may recruit ITI qualified candidates for the posts of Khalasis.

Before I conclude, I would suggest the laying of BG railway track between Pondicherry and Bangalore via Krishnagiri. This will open up the backward areas of Tamil Nadu.

There is the general feeling among the people of Tamil Nadu that Railway Ministry is not doing justice to the genuine demands of the people of Tamil Nadu. I would appeal to the Hon. Minister of Railways that he must implement at least three suggestions of mine 1986-87 itself. Then alone I will have the consolation and I will be able to carry conviction to the people of Tamil Nadu that Railway Ministry is interested in their welfare also.

With these words I conclude my speech.

**SHRI KALI PRASAD PANDEY (Gopalganj)** : Mr. Deputy Speaker, Sir, I thank you for giving me an opportunity to be the last speaker on the subject after a long wait. Being an Independent Member, I support the Railway Budget presented by Hon. Transport Minister without any reservation. When the Hon. Minister was presenting the Budget, we had high expectations. On 5th there was a meeting of the North Eastern Railway in which the Hon. Members and the Minister participated. All the Members thought that Shri Bansi Lal would certainly throw some light on the progress of Chittoni railway bridge, the foundation stone of which was laid by late Shrimati Indira Gandhi way back in 1972. When I was scanning the pages of Budget I was sure to find some mention of the two projects in which crores of rupees of the Central Government are involved, viz, the Chittoni railway bridge and Bhatni-Banaras railway line. But I fail to understand why these projects have not made any headway in spite of an effective Minister like you. Similarly, crores of rupees have been spent on the construction of a railway bridge on Bhatni-Banaras section but in the absence of a railway line so far crores of people are deprived of railway facility.

I had a dream yesterday night. Before going to bed I was conscious that Railway Budget would come up for discussion today. In the dream I saw late Shri Kedar Pandey addressing me. He said to me, "Dear Kali Pandey, you belong to Gopalganj and I belonged to Western Champaran but even today when people of North Bihar die, they ask me as to what I did for North Bihar; so you may go to the House today not as Kali Pandey but as Kedar Pandey and tell my elder brother Shri Bansilal, that Chittoni-Bagaha rail bridge may please be constructed at an early date so that my soul may rest in peace."

[English]

**MR. DEPUTY SPEAKER** : Did you have a day dream or night dream ?

[Translation]

**SHRI KALI PRASAD PANDEY** : Sir, I wanted to ask that even when the projects were approved and funds allocated, what was that which forced a cut on these projects of North Bihar and the supply of boulders and raw material to be diverted ? It happens not only with me but with other Members as well that when they visit their Constituencies, people ask them similar questions. They ask me what is the progress in respect of Chittoni railway bridge which is the result of Shri Gainda Singhji's hard work who could prevail upon Shrimati Gandhi to lay the foundation stone. Many Members from Bihar particularly North Bihar have been Railway Ministers and, therefore, it seems that a deliberate attempt is being made by Government not to implement the sanctioned projects or to sanction more in future. It will be observed that one crore rupees have been spent on Bhatni-Banaras line and earth work, bridge etc. have been completed and only rail line is to be laid. Thereafter it will become a broad gauge line. It would facilitate the people of Nepal and adjacent areas, particularly pilgrims visiting Banaras which is a place of pilgrimage. I would like to point out most humbly, as some other Hon. Members have also pointed out that there is heavy overcrowding in Jayanti Janata Express train as a result of which the passengers have to face a lot of difficulties. If a mother dares to board the train with her child, she may be able to board it but the child is left behind

[Shri Kali Prasad Pandey]

weeping and wailing. The Government had assured that Assam mail would be started thrice a week from April. The Railway Department, the Government and the House want to provide more train facilities in that area. From Siwan Railway Station alone there is ticket booking worth Rs. 2.50 lakhs to Rs. 3 lakhs every day. But all those assurances were never implemented and were confined only to paper work as were the deliberations of the Committee. Therefore, Bansilal ji, I have requested you not once but a thousand times to introduce one more train between Delhi and Barauni on Eastern Railway so that the people of north Bihar could benefit. We MPs, have only one point programme in the morning, and that is, to help the people of north Bihar in getting reservation in trains. They are thankful if they manage to get reservation in Jayanti Janata train for next month. Getting a ticket for Jayanti Janata train is a big problem for them. A Member of Parliament is generally engaged in helping the people to get reservation in Jayanti Janata express from morning till noon. This is what is happening today. You may kindly look into the sale of tickets for Jayanti Janata train which is fairly good in comparison with other trains.

Similarly, we were expecting that some provision will be made for the construction of a narrow gauge line between Siwan and Gorakhpur in the Budget but it has not been done. The construction of this 100 kilometre long railway line will not only benefit the people of Ayodhya, Kanpur and Bihar but also of Nepal.

In the end, I would suggest to replace the State GRPF which is working for Railways at present, by constituting a Railway force of its own and the services of State police should not be utilised. The Railway police should be pressed into service. What happens today is that the State Government sets up a police station on the Railway Stations in order to facilitate filing of FIR if there is any case or accident. I would suggest that

Railways should have a force of its own. This is very essential if the Government want to eradicate corruption there. Every State Police has a one point programme and that is :

*Pahli seekh yahi jivan ki, apne ko abaad  
karo,  
Bas na sake dil ki basti, to aag laga  
barbaad karo.*

I have myself been a witness to such corruption. I was travelling in second class of the train, as my family was along with me and I could not travel in AC two tier. I saw that there were two Bihar policemen in the Cabin for security purposes and in spite of valid reservations they forced the people to pay Rs. 5 and Rs. 10. When we reached Aligarh it was again the same story. I was, therefore, forced to lodge a complaint with you as well.... (Interruptions)

With these words, I would request the Government to pay attention to Chittoni Railway bridge, Bhatni-Banaras railway line and Jayanti Janata Express. Thank you very much.

18.00 hrs.

[English]

## BUSINESS ADVISORY COMMITTEE

### Twentieth Report

THE MINISTER OF STATE IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI GHULAM NABI AZAD) : I beg to present the Twentieth Report of the Business Advisory Committee.

MR. DEPUTY SPEAKER : The House stands adjourned to re-assemble tomorrow at 11 a. m.

18.02 hrs.

*The Lok Sabha then adjourned till  
Eleven of the Clock on Wednesday,  
March 5, 1986/Phalguna 14,  
1907 (Saka)*