

irrigation, more funds should be allocated for the construction of canals and sinking of tubewells and the prices of agriculture produce should be fixed in consultation with the farmers.

I hope that the above suggestions will be considered seriously.

(viii) Need to set up a memorial at Patiali town in Uttar Pradesh in the memory of the great poet Amir Khusro.

**SHRI MOHD. MAHFOOZ ALI KHAN** (Etah) : Mr. Deputy Speaker, Sir, Etah in Uttar Pradesh is a Parliamentary Constituency as well as an Assembly constituency. There is an ancient town named Patiali in it. This town has also its historical importance. It is the birth place of the famous Urdu-Hindi poet, Amir Khusro. The riddles written in Hindi and Urdu by Hazrat Amir Khusro are very famous and are very popular even today. But it is a matter of regret that the Central Government has not set up any such institution in this town which may keep the memory of this great poet alive. Hazrat Amir Khusro has a very important place in Hindi literature. Several books have been written on him in Hindi and Urdu.

I want that a literary institution should be set up at Patiali (District Etah), the birth place of the famous poet. Patiali town is one of the important places of the tehsil and has railway station, block and police station also.

The Government should set up an Institution or park in that town to perpetuate the memory of this great poet Hazrat Amir Khusro so as to ensure the development of that town.

14.30 hrs

[English]

Statement regarding price Policy for raw cotton for 1987-88 season.

**THE MINISTER OF AGRICULTURE** (DR. G. S. DHILLON) : Sir, after taking into account all relevant factors including

the recommendations of the Commission for Agricultural Costs and Prices, Government have decided to fix the minimum support prices for the fair average quality of raw cotton for the 1987-88 season as follows :

(a) For the basic variety, H-4, in the long and superior long staple group of cotton, the minimum support price shall be Rs. 550 per quintal. The support prices for other varieties in this staple group will be fixed by the Textile Commissioner in the light of their normal market price differentials with the basic varieties.

(b) For F-414/H-777 variety, the minimum support price shall be Rs. 440 per quintal. For varieties other than those in the long and superior long staple group, the Textile Commissioner will fix the support prices in the light of their normal market price differentials with F-414/H-777 variety.

The Cotton Corporation of India will undertake price support operations in all cotton growing States, except Maharashtra, in case market prices trend to fall below the level of the minimum support prices fixed by the Government.

The minimum support prices of raw cotton of fair average quality fixed by the Government for 1987-88 season mark an increase of Rs. 10.00 per quintal over the corresponding prices for the previous season and are intended to provide continued incentive to cotton growers to increase production and productivity of cotton.

14.33 hrs

[English]

Railway Budget 1987-88 General Discussion

**MR. DEPUTY SPEAKER** : The House shall now take up general discussion on the Budget (Railways) for 1987-88.

[Translation]

**SHRI BALKAVI BAIRAGI** (Mandsaur) : Mr. Deputy Speaker, Sir, you are initiating

general discussion on the Railway Budget. I would request you that there is no need to discuss the Railway Budget because only five Members of the Opposition are sitting in the House. What can be a greater indication of the popularity of the Railway Budget than this ?

SHRI MOHD. MAHFOOZ ALI KHAN (Ftah) : you ask about its popularity from us. We are not even given time to speak.

*(Interruptions)*

SHRI BALKAVI BAIKAGI : Why are you wasting 10 hours?

*(Interruptions)*

[*English*]

SHRI V.S. KRISHNA IYER (Bangalore South) : Mr. Deputy-Speaker, Sir, I thank you for giving me an opportunity to initiate the debate, Sir. I rise to oppose the Budget proposals. I expected a lot from this young, dynamic and also efficient Minister.

Sir, the Budget, if you read it on the face of it, it looks very attractive, but if you read in between the lines you will find that the Budget is STATUS QUO oriented and not development oriented.

Sir, I do not say that the Railway Minister has not done anything. He has toned up the administration. I know. There has been lot of improvement. That also I know. But I cannot give him credit to the fact that he has not increased the railway passenger fares or the freight charges. He is a very clever gentleman, Sir. Only in November, we have not forgotten, Sir, he spread a very wide net by which he got Rs. 1,000 crores as per year. It is a record ! Sir, if you go through the record of the railway budgets of previous years, I saw them for about ten years. I could not get them before that, no Railway Minister has imposed such heavy levies as the present Minister has done in November. The operation is done without any pain, he has done it. But the people are just finding the pain. There is a hue and cry that the prices are rising. Sir, may I say, that one of the reasons is the operation done by the

Railway Minister, fetching Rs. 1,000 crores.

MR. DEPUTY-SPEAKER : Post-operation effects.

SHRI V.S. KRISHNA IYER : They are just feeling it. It takes time, these post-operation effects.

THE MINISTER OF STATE OF THE MINISTRY OF RAILWAY (SHRI MADHAVRAO SCINDIA) : May I remind the hon. Member that the wholesale price index has fallen ?

SHRIMATI BASAVARAJESWARI (Bellary) : The hon. Member has agreed just now,—and he said it—that he had run it very efficiently.

SHRI V.S. KRISHNA IYER : There is difference. That is different. I told so, There is no contradiction. I have said it because it is not development oriented. You know it, Madam. You will know it. You are the sufferer, You will also see it yourself.

MR. DEPUTY-SPEAKER : All the Members are going to raise certain things, their own demands.

[*Translation*]

SHRI BALKAVI BAIKAGI : Mr. Deputy Speaker, Sir, I would like to tell my colleague that whenever some important issue is before the House, the big leaders are found present in the House in order to gain publicity but today when the situation is different, he has been asked to speak. There is no one for thumping tables for him. At least call some more Members to the House.

[*English*]

MR. DEPUTY-SPEAKER : Please continue, Mr. Iyer.

SHRI V.S. KRISHNA IYER : I will do my duty. I will do my duty.

Sir, of course, I have never expected, and the country did not expect that he

will increase fares. Even the lay man did not expect it because very recently he has enhanced them.

I take this opportunity — I do not blame Mr. Scindia for all this. I blame those who are in charge of the Planning Commission and the Finance Minister because... *(Interruptions)*

AN HON. MEMBER : What is there to blame ?

SHRI V.S. KRISHNA IYER : I will tell you why.

This House has said on several occasions that the Plan allocation for the Railways has been very very meagre. It is just 6.5 per cent or 6.02 per cent or something like that. How can there be an economic growth without growth in the Railways ? A just six per cent ! When the rupee value was nearly 75 paise or 12 annas at that time in the first Plan and Second Plan it used to be 10 or 15 per cent or 16 per cent like that. In the Sixth Plan also it was just below 6%. In the Seventh Plan it is a meagre 6.02 per cent. So, we have said to on many occasions. You do not care or take cognizance of the mood of this House. Irrespective of the party affiliations, everyone of us with one voice we have said that the Planning Commission must allocate more funds for the Railways. But that is not to be. Now, what is the result ? The poor Minister he comes to float a Finance Corporation !

AN HON. MEMBER : He is not poor.

SHRI V.S. KRISHNA IYER : Poor means, not personally poor. He has to constitute a Finance Corporation. For what purpose Sir ? To fetch about Rs. 300 crores. What for ? What for is this amount of Rs. 300 crores, hon. Minister ? What can you do with this Rs. 300 crores ? I say that it is not development oriented. I would like to ask the Government with all seriousness and I am sure the hon. Members will also agree with me, that if we do not find finances during the current year, how can you get money in the next year or next to next year or in the English Plan ? The

things are going from bad to worse. The money allocations are being reduced from year to year, from Plan to Plan. The Railway Advisory Board has stated more than once that there can be no development of railways without introduction of new railway lines to link up the remote places and far off places of our great country. But the hon. Minister has made provision of four or five new lines of 10 or 15 kms length in this budget. He says that he has no money. I would like to ask the Prime Minister ; if you do not give money to the railways, what is the use of these plans ? The plans are meant for the future development of the country. Unless you provide for more allocations to the railways, there cannot be development of the country.

The hon. Minister has said that so far as railways are concerned, we are among the leaders of the world. I am also of the same opinion that we should become leaders. But without giving more funds to the railways, how can we be leaders. We have seen the results. With the same number of wagons, same lines and same number of passenger coaches, he has been able to raise more money and he has been able to improve. I give him credit for that. But as I said already, it is the duty of the Government as a whole that the railways are founded properly. There has not been a single development work undertaken during the last few years. How can there be progress ? I once again plead that this House should pass a resolution at the end of the debate that the Planning Commission should allocate more funds to the railways. It is for the Finance Minister to give requirement of many. Everybody wants new lines, gauge conversion, railway stations to be modernised and improved.

I began my career as an MP with a speech on the railways. Same words and same things we have been saying. Particularly our State demands and our constituency demands are not being met. I once again say that sufficient funds should be provided to the Railway Ministry.

The Minister has said that lot of amenities have been given to the passengers. Of course, I admit that I do not travel so much in the trains. When I come to Delhi

I come by air because I have to come from far south. But I can say that what the hon. Minister has said is not 100 per cent correct. Before he gives cushions to second class berths, please see that bugs and cochroaches are stopped from entering the compartments. These are essential, primary and basic necessities of every passenger. Because he is a poor second class passenger, do not neglect him. I came from Agra by train. Travelling in the train was really a hell. This journey of just four hours was not comfortable. I want that there should be some improvement. Let the bogies be at least clean and tidy. That is very necessary.

Sir, I would like to draw the attention of the hon. Railway Minister to one or two letters addressed to the editor of a newspaper today. One of the letters has mentioned that at no time the Madras-Dadar Express has been running punctual. Every time it is running two Hours late or more. It has never reached the destinations at punctual time. So also the people who travel from Bangalore to Delhi by K.K. Express have been complaining that the Express reaches Delhi late, very often. I can easily go two hours late and receive my guiets at the Delhi Station. I would therefore request the hon. Minister to see that this train runs punctually. I remember when Mr. Hanumanthiah was the Minister he was very rude with the officials, that is quite different, he should not be rude with the officials and I do not want anybody to be rude with them—he saw to it that the trains were punctual. Punctuality means real punctuality. Of course, now-a-days even planes are not punctual. But you don't compare railways with the planes.

PROF. MADHU DANDAVATE (Rajapur): He has referred to Shri Hanumanthiah in this House. He told us the secret of punctuality. He said that Pandit Nehru said when the trains were late, adjust your new timing with the late arrivals of the trains.

SHRI V.S. KRISHNA IYER: Sir, in the budget speech, you have mentioned about the accidents. You have said that there has been decrease in accidents. I agree. The figures speak about it But I would like to mention that the victims of accident—God forbid, but if the accident occurs—are not given adequate compensation. How much

compensation the victims get? Do you know that they get only Rs. 10,000 or Rs. 20,000? When an air accident occurs the victims get not less than Rs. 1.5 lakhs or Rs. 2 lakhs each as compensation. But you say that they are all ensured. But Railway must also have this kind of insurance system. The present compensation is very very meagre. So, I would request the Minister that the victims due to railway accident God forbid and it is our prayer that no accident should occur and let there be no victims at all should be adequately compensated as is the case of air accident victims. There is no difference at all in a victims dying due to railway accident or air accident and there should be no difference in the compensation.

Then, Sir, I come to rehabilitation. I agree that it is very necessary that rehabilitation is a must. What for the depreciation funds? The depreciation amount is always meant for rehabilitation. But what is the present position? Of course, we have about 77,000 km. railway line throughout the country. According to the report of the Railway, during the beginning of the Serventh Five Year Plan, about 21,000 Kms. were due for renewal. What is amount provided for this purpose? Now, at the rate at which you are going for renewal, it is doubtful whether this length of 21,000 Kms. would be renewed within the Seventh Plan period. In 1985-86, renewal was done to the extent of 3578 Kms. In 1986-87, it was about 3800 and now this year it would be about 4000 Kms. more. What I would like to point out here is that in the Seventh Plan, a sum of Rs. 2750 crores is provided for track renewals. So, you will only clear the backlog. For the last five years, renewak work could not be completed according to the target fixed. Have you had any survey on this pending work? How many Kms. will be left the end of the Seventh Plan? Have you planned for that? You are only clearing the arrears. But what about the present one? Am I not correct in this respect? If I am wrong, I stand to be corrected. You may please give this clarification in your reply.

Sir, I mentioned about the meagre provision made in the annual plan. There is one point more. Now, the Railway Finance Corporation is there. I would like to know from the hon. Minister what is the necessity for this Corporation. What are the functions

of this Corporation ? Could not any Department of the Government of India or any other Corporation do this job ? Could not this job be done by the I.D.B. ? And you are spending more than Rs. 10,000 crores per year for Railways. If you wanted the Corporation with huge paraphernalia, how are you going to function ? Who are the persons who are to man this organisation ? Are you taking any experts from banking ? Can't your other two autonomous bodies in the Railways do this work ?

Another thing is, if this can be avoided the more economical would have been to take the funds from the Government of India. Their dividend is only 6.5 per cent. Now, you have to pay 10 per cent interest and then one per cent more you have to pay for service charges. On this account the country also loses the tax. It is not economical. So, my point is whether you really need this organisation. If so, if you have decided to have it, how are you going to utilise its services ? Do you treat it as a banker for the Railways or as the post office only. If it is going to be an effective instrument, if it acts as a banker of the Railways, if it mobilises more funds, then it is quite different. So, I would request the hon. Minister to clarify this point.

You have said in your report that about 2940 kilometres new line projects are on going and a sum of Rs. 1700 crores is required for that purpose. But what is the provisions in the plan ? A meagre sum of Rs. 350 crores. And what is the amount you have provided this year ? Rs. 146 crores. You have just provided Rs. 146 crores for the new lines. Just for the on-going projects Rs. 1700 crores out of which Rs. 146 crores are provided during the current year. When are you going to complete them ? It will take years and years. So, I would suggest, there should be no Railway Budget and speeches for the next 10 years. So, it is very meagre and nothing can be done.

PROF. MADHU DANDAVATE : A young Minister has long life !

SHRI V.S. KRISHNA IYER : Regarding on-going conversion projects, they have a length of 2,013 kilometres and the balance

fund required for this project is Rs. 700 crores. (*Interruptions*).

Sir, Rs. 700 crores are required just to finish the on-going projects. What is the amount provided for this ? Rs. 50 crores. When are you going to convert it ? It is impossible to do it with this meagre amount.

Finally, about the report the hon. Minister has mentioned about the technological upgradation, increasing speed capability etc. I agree, and I admire the Minister for he has really initiated certain steps, and I am sure they will be implemented.

MR. DEPUTY-SPEAKER : Try to come early to your constituency.

SHRI V.S. KRISHNA IYER : I will now come to my State straightaway. That is better. (*Interruptions*). About the Karnataka State, I have been pleading for sufficient funds. The Minister has heard me separately. I met him at Bangalore and he gave me a patient hearing. For the broad gauge conversion of Mysore-Bangalore line it is a project costing Rs. 25 crores. It was started 10 years back. Rs. 7 crores have been spent so far. The hon. Minister has made little improvement this year. This year he has provided Rs. 2 crores. When are you going to complete this project with that money ? It is an important line. He has provided only Rs. 2 crores. What for ? It may only meet the establishment charges. At least Rs. 10 crores must have been provided.

Then, I come to the New lines. What is the priority given to the on-going projects ? Is it the way of giving priority by just giving Rs. one crore or two crores ? They should have been completed earlier. When the foundation-stone was laid by the then Minister, he said, "In five years, we are going to hand over the project." Already 12 years are over after the laying of the foundation-stone. Chitradurga-Raidurga line is a Rs. 20 crore project. Only Rs. 3 crores has been spent so far. Last year, only Rs. 20 lacs was provided. This year only Rs. 66 lacs have been provided. It was a gift of Shri Jaffar Sharief. At this rate, when are you going to complete this line ?

And then, I come to electrification. I make a very serious charge on the Railway Minister for this. In the Sixth Five Year Plan, the very House approved an outlay of Rs. 25 crores for electrification Jolarpet-Bangalore city route/line.

MR. DEPUTY-SPEAKER : Now you are going to Tamil Nadu also.

SHRI V.S. KRISHNA IYER : That project has been almost shelved. You have just provided Rs. 1,000 as a token amount for this project. What is the use ? I make another serious charge. In the year 1984-85 a sum of Rs. 21 crores was surrendered by the Northern Railway under this electrification head. Again in 1985-86, Rs. 53 crores was surrendered. They did not use it. You do not give the money to the persons who are capable of using it. Bangalore-Jolarpet is a very important route.

Similarly, we have been asking for new lines, namely, Hubli-Karwar, Chamraj-Nagara-Satyamangala and Kottur-Harihar routes. Again, gauge conversion is an important one. The lines which need gauge conversion are Miraj-Bangalore, Salem-Bangalore and Mangalore-Hasan-Bangalore. Whenever you come to Karnataka, the development stops at Miraj. It does not go further.

MR. DEPUTY-SPEAKER : You are forgetting Pondicherry-Jolappet-Bangalore route.

SHRI V.S. KRISHNA IYER : We have to meet Mr. Deputy-Speaker very often. You please convert the Salem-Bangalore line into broad gauge.

Finally, about the rapid transport, you have shelved the responsibility. You want the State to take it up. But you have not given the same treatment to all the metropolitan cities. Again I repeat that the rapid transport system for Bangalore city should be taken up by the Railways. You please see that it is taken up early.

[Translation]

SHRI NIRMAL KHATTRI (Faizabad): Mr. Deputy Speaker, Sir, while supporting the Budget proposals presented by the hon.

Minister of State for Railways, I take this opportunity to congratulate him for the sincere efforts he has made for giving a number of facilities to the people through his Budget without putting any extra burden on them. I also congratulate him that last year witnessed the least number of railway accidents. There has been a 9.4 per cent increase in freight loading. Along with this, the Department initiated new schemes and proceeded on the path of development. With a view to strengthen the financial position of the department, he presented the Budget without levying any surcharge on the public and made it a surplus Budget instead of making it a deficit Budget. He deserves congratulations for this. Though a young Member and a young Minister, he has presented the Budget with a vision and we are proud of it and we hope that we shall continue to receive his guidance in the coming years also.

14.59 hrs.

[SHRI SHARAD DIGHE *in the Chair*]

Just now an hon. Member was speaking. In his speech he remarked that the Budget tends to maintain the status quo. I would like to say that had the Budget a tendency to maintain status quo, it would not have contained those things which have been mentioned in the Budget speech. Perhaps, those people who have said such things here did not try to understand it seriously. Had they tried to know these things, they would have come to know the number of steps that are being taken. In the Budget not only new trains have been announced but the frequency of the trains has also been increased. It has also been announced that 67 railway stations are going to be developed as model railway stations. Announcement has also been made to provide cushioned seats to the people travelling by second class. An announcement has been made to make a provision of Rs. 17 crores for railway overbridges, which was earlier Rs. 11 to 12 crores. Introduction of a scheme for increasing the number of coaches and diesel engines has also been announced. All these things prove that it is a progressive Budget.

With all these achievements, I would also like to give some suggestions to the

hon. Minister in this regard. Though announcement of introducing new trains and increasing the frequency of some trains has been made, yet one thing pains me that eastern Uttar Pradesh, the most backward area of India, has been totally ignored the latter not to introducing of any new train there. The paucity of resources mentioned by the hon. Minister in his Budget proposals appears to be correct. Taking into account the paucity of resources, your limits with regard to extension of lines are appreciated, but there are instances where lines are there but there are not being fully utilised because there is some mismanagement, proper feed back is not being received and there has been no proper utilisation of resources. I am of the opinion that the Varanasi and Lucknow section, under which my district Faizabad also comes, is not being utilised to the extent it should have been. The number of cities and towns coming within this area do not get all those facilities, which they ought to have got, in spite of the infrastructure being available there. There is a need to look into this aspect.

Sir, rail lines pass through the rural areas. The railway crossings in rural areas are unmanned. Recently, the Railways have taken a decision about the railway crossings in the rural area as being put under the control of the States concerned. They would construct hutments there and pay salaries to the persons employed there. The railways would be making arrangements there after only. Recently, in Marai Sahai Singh village in Faizabad this problem has arisen and an agitation to keep the route in operation has been launched. In this connection, I feel the State Governments may not be able to take up this work because they are already short of resources. Therefore, the Railways should themselves take over this work and in this connection, I hope the Railway Board will certainly realise its responsibility and undertake this work.

Sir, according to the rules framed by the Railways regarding construction of overbridges, half of the expenditure is borne by the States. The result is that a number of over bridges have not been constructed for want of resources which are otherwise essential. It is often seen that the funds you provide under this head are not fully

spent. Therefore, I request that you may reduce the States' contribution from 50 per cent to 25 per cent, bringing the Railways contribution to 75 per cent so that the amount earmarked for this work is utilised fully and over-bridges needed urgently are constructed without difficulty. In this connection, I request that over-bridges may kindly be constructed on the railway crossing behind the Government Inter College, Faizabad city and on the railway crossing on Bhailsar-Rudoli route in Barabanki.

I welcome your announcement regarding giving concession in the railway fares for the young, groups of farmers, the handicapped and the war widows. Besides, I would also like to request that the Railway Board has been able to set records in sports and have earned name in various sports events and competitions. It will, therefore be in the fitness of things that your attention may be drawn towards national and state level players who should also be provided railway passes. In addition to the sportsmen and women serving in the Railways, you can help the national level players also to travel in the country through your transport system.

Alongwith these general things, I would like to say, specifically about the problems relating to the Railways of the district coming under Faizabad Lok Sabha constituency. It gives me much pleasure to say that whenever I have submitted the problems of this area before the hon. Minister, he has listened to them attentively and shown personal interest and has tried to solve the same. With the same confidence we have been placing and explaining these problems before him because we are confident that he will find some remedy to these things. His approach and understanding of the problems has emboldened us to place more and more problems before him. I would like to submit these problems with this background.

Ayodhya is the famous place of pilgrimage of the country. There has been a demand for quite a long time to construct a railway bridge over Saryu River. A road bridge is already there and there is railway line on both its sides. But in the absence of a Railway bridge we have not been able

to connect not only Faizabad, but also Lucknow, Faizabad, Gorakhpur and Gorakhpur-Sultanpur etc. for Considering its necessity, you will realise that it is a very big scheme which requires assistance of the Planning Commission also. But if you take initiative in this regard, it will definitely yield results.

Only one train, Ganga-Yamuna Express runs between Delhi and Faizabad and that too 4 days a week. A proposal to run it daily between Varanasi and Lucknow by dividing it into 2 trains is pending with you. You have assured also that you would certainly try to provide it from 1st May. I am hopeful that your decision on the above proposal would be reaching us. The Ganga-Yamuna Express, which remains unutilised for 22 hours at Varanasi, can be put to use between Varanasi and Faizabad during morning and evening hours by increasing its speed. In this way a new train would be made available between Faizabad and Varanasi and thereby the difficulties of the people would be removed.

Saryu Express running upto Allahabad is your achievement and has been given by you. If it is linked with the Mahanagari Express for going to Bombay, then we can directly connect Bombay with Faizabad and Ayodhya, which is a place of pilgrimage and for doing this you do not require any additional engine or train. The only thing to be done is to link this train with the other and run both the trains as one train. Excepting the construction of railway bridge, I am not giving a proposal involving any financial implication.

The Kisan Express, Ganga Sutlej Express, running 4 days a week on this route, need to be run on all the 7 days of the week. It should run in such a way that the long time demand for running an inter-city train between Faizabad and Lucknow could be fulfilled. If the train leaves for Lucknow in the morning and returns via Ludhiana in the evening to Faizabad, then the problem of thousands of passengers, who travel between Faizabad and Lucknow will be solved and at the same time we shall also be utilizing this train with additional capacity.

We have been requesting for a long time that a new train may be introduced to link Ayodhya and Rameshwavram. We are hoping that at the time of delivering the next Railway Budget, speech you will certainly include it in the series of new trains and we are ready to wait for the whole year for this.

A scheme has been prepared for expansion of the railway stations at Faizabad, Ayodhya and Rudoli. All these expansion schemes about these three railway stations are pending for financial sanction. I hope that we shall receive the sanction of your Ministry on the schemes regarding expansion of these railway stations so that work could be started on them also. Along with it, these stations should be included in the scheme of developing certain stations as model stations.

With these words, while giving my full support to the Budget proposals submitted by the hon. Minister of State for Railways, I extend him many congratulations because he has inculcated in the Railway Department his personal traits of honesty of labour, behaviour and character.

SHRI D.L. BAITHA (Araria) : Sir, at the outset, I would like to convey my heartiest thanks to the Minister of State of the Ministry of Railways for presenting a very good Budget in the House. The Railways and the Communication Minister is arc such departments of the Government of India as have direct link with the common man. The common man, does not have any direct information about the activities of the Government and whatever information they get, it is through the State Governments. The people judge the performance of the Government by evaluating the functioning of both these departments and whether the trains run in time or not. If they are functioning properly, the people assume that everything is going on smoothly. The Railway Department reflects the functioning of the Central Government. A very good Budget has been presented this time in the House after a long time. Earlier, deficit Budget used to be presented every year. This time surplus Budget has been presented and that also



at a time when substantial sum from the Depreciation Fund has been released for rehabilitation and other works. Besides, it maintained its contribution of dividend to the General Revenue in accordance with the recommendation of the Railway Convention Committee. I would like to congratulate the Railway Minister that it has contributed dividend to the tune of Rs. 570 crores to the General Revenues and it also made up the deficit of Rs. 196 crore.

The Ministry have, by its efforts, reversed the trend that was there up till now and has put the Railways on such a sound footing from which we can expect much.

Mr.Chairman, Sir, We all know that the Railways are an important infrastructure on which the development of any area depends. If any industrialist wants to set up an industry, he first ensures whether facility of railways in that area is available or not. Not only this, our present day civilisation is based on the railway lines, good roads and air routes. Now you can imagine the condition of the areas where there is no facility of the railways. The Railway Minister is looking after 61,826 kilometer railway lines in the country. Therefore, he will have to keep this in mind that India is not limited to the triangle of only Bombay, Calcutta and Madras. I think that our hon. Minister might be knowing that by connecting the railway lines with this triangle, it cannot be presumed that one has provided railway facility to the entire country. The Britishers came to India with the sole motive to carry on trade here. They linked big cities with railway lines from the point of view of trade and their other aim was to transport military personnel and military equipment to the strategic points so that their administration may function smoothly. These were their only two aims. But the area of functioning has changed now. Now we shall have to take care of those areas also which are backward. There are still such areas in the country where children have not seen a train.

SHRIMATI VIDYAYATI CHATURVEDI (Khajuraho) : We also come in that category.

SHRI D.L. BAITHA : I would like to tell the hon. Railway Minister that he has done a very good job. The loading of goods has surpassed all the previous records. In the history of the railways, never has there been such a record loading of goods. We have high hopes from you. The entire railway administration extends its full cooperation to you. You have shown efficiency in such a short period and I would again like to congratulate you for this. I hope you will be getting cooperation of the entire railway administration and all the employees and you will place the railways on new footing.

You have stated a sum of Rs. 1100 crores is granted to meet the subsidy on the suburban railways and on transportation of goods which become necessary during the time of floods, drought and other calamities. But I would like to know as to how much amount is spent on the suburban railways.

In regard to the expenditure on the suburban train service of the three metropolitan cities about which you have mentioned in the Budget speech also, the matter should be taken up with the concerned State Governments and it should be segregated from the General Railways. A separate provision may be made for it so as to check the loss of revenue to the Railway. How far is the concept of subsidising the suburban railways justified? Because if some one sets up a factory in Bombay, he would not make provision for houses for his workers. The workers will come from the suburbs and the responsibility of their transportation will fall on the Railways. How far it is justified? Therefore, I would suggest that at the time of granting licence for setting up an industry, the Government should also see to it that the industrialist makes provision for houses for his workers. If he does not do so, the Railways should charge the amount of expenditure on the transportation of workers from the factory and the State Government should make arrangement for it.

I would like to give a few suggestion also to the hon. Railway Minister. Many areas are still very backward so far as the Railways are concerned. The area on the border of Nepal, on our side of the country

is very backward whether it belongs to Uttar Pradesh or Bihar. Nepal is a land locked country whose doorway is Calcutta Port in India. Nepal has been demanding that although broad gauge line has been provided from Jogbani to Katihar still a portion of 90 or 100 kilometers has been left without broad gauge line between Katihar and Jogbani. A survey in this regard has been carried out. I would like to request that partly from international point of view and partly from the view that Nepal is a friendly country, this work should be taken up expeditiously.

Besides, I would like to submit that in the absence of bridges at many places it takes three days to reach the destination which otherwise could have been covered in three hours. You will be surprised to know that the late Prime Minister Shrimati Indira Gandhi while laying the foundation stone of Chitouni-Bagaha bridge had said that this rail bridge would be helpful in connecting the north India with Assam which is situated in the far east. Similarly, the bridge at Nirmali Saraigarh in the Saharsa district has been damaged. The Government should get surveyed and repaired. As far as I know this expenditure on the construction of a bridge is recovered very soon. Then what is the hitch in constructing the bridges? For example, I have been told that the expenditure on the construction of Hathidah bridge near Makama has been made up and it is being run on profit. If Nirmali Saraigarh bridge is repaired and a bridge at Chitanni is constructed and alongwith that the 70 km stretch from Forbesganj to Thakurganj is linked with a railway line, then this will become a strategic line which will connect Assam. At present, all the railway lines to Assam are affected by the floods but this line will be free from the menace of floods.

I wanted to raise many more points but the time is short. We know that our Railway Minister is very efficient and capable and we hope that he will find out some ways to carry out the rest of the works. I do not want to take much time and would like to convey my thanks for such a good Budget. I hope that the pace of development in the country will accelerate. With these words, I again convey my thanks to him.

**SHRI RAJ KUMAR RAI (Ghosi) :**  
Mr. Chairman, Sir, I thank you for pro-

viding me an opportunity to speak. I fully support this Budget. It is a good Budget because there is no increase either in any tax or in freight rates. A very beautiful Budget has been beautifully presented by a handsome Minister. I congratulate the hon. Minister for providing relief to the youths, the handicapped, the kisan, war widows and to the people living in flood and drought affected areas. It was an omission which should have been corrected much earlier but this time the hon. Minister has done it.

Sir, Just as a hungry man dreams of bread only are needy as far as that Rail lives are concerned and have certain complaints of our own. Therefore, we would like to submit them to Shri Madhavrao Scindia in this House and would request him that when a person like him is preparing the railway development plan and certain areas are left out, that is injustice. What I am telling you is a matter of principle. During that British time, they altogether ignored those areas from where the people had revolted against them. Not only this, if any area was already connected with the railway line and some problem arose there, that area was altogether ignored. I want to cite an example that a big agitation was started by Gandhiji in Champaran. There was a Bagaha-Chhatauni bridge which due to some reason was damaged. The then British Government did not re-build the bridge keeping in view the fact that most of the agitators were from Uttar Pradesh and Bihar and even small farmers and workers were participating in the agitation. They are apprehensive that they might unite on the call of Gandhiji, any. Therefore, the bridge, which was previously constructed by the Britishers on priority basis, was not reconstructed. Several times this matter has been raised in the Parliament and through letters by some hon. Members. I thank late Shri Genda Singh who approached Shrimati Indira Gandhi in this regard. The then Railway Minister late Shri Lalit Narayan Mishra had announced in a public meeting of Gorakhpur that this bridge should be reconstructed and after few months he laid its foundation stone. But it is a matter of regret that such an important bridge has been forgotten, which belongs not only to Uttar Pradesh and Bihar but is also part of the entire country.

It would also demonstrate that the Government wants to enter the backward areas of northern region to undertake development works. It clearly shows what Government wants to do for the development of an area which has made sacrifices during our freedom struggle. You do not take these things into account when you undertake the laying of Railway tracks, construction of bridges and conversion of lines. At that time the only thing which you have in your mind is as to how Calcutta and Bombay can be connected, how Super fast trains can be run between them because you consider that betterment of the country lies in these types of works. Seven weekly trains are started and it is considered a big achievement by the Railway Ministry. But I think it is an insignificant achievement for the Railways in view of its vast network. I want that at first our Government should pay attention towards our villages. Had there been only one example I would have kept quiet. You can see the condition of Balia district in Eastern Uttar Pradesh. This Balia district was declared independent even before our country achieved independence. Our tricolour was hoisted there. At that time Madhuban and Darba incidents took place. All the people of Azamgarh, Balia, Jaunpur and Basti districts stood by Gandhiji and Nehruji. When Shri Jawahar Lal Nehru was going by a train to attend a programme, an attempt was made to prevent him; but a peon of Eastern region took Nehruji on his cart and the programme was made successful. Today those areas are being ignored. If the railway line between Shahganj and Balia cannot be constructed, the dream of entering the 21st century will remain a dream. You are doing nothing for these areas. The other people will progress but we will lag behind. What was the fault of the people of Eastern region? Was it their fault that they fought against the Britishers, they took Nehruji on the cart or they followed Gandhiji? This was not a sin. Under the leadership of Shri Rajiv Gandhi, the Minister like Shri Scindia is holding the portfolio of Railways. Therefore, I would like to tell him that the people will not forgive him if Eastern region remains ignored by this Ministry. A decision was taken to convert Varanasi-Bhatani line into a broad gauge line which people have been demanding

for the last twenty years. Shrimati Indira Gandhi had stressed its need. It was also made an election promise. Its foundation stone was laid in 1980 and since then a meagre amount, say Rs. 50 lakh or Rs. one crore has been spent on it. I thank Shri Scindia that this year he conceded our demand and sanctioned Rs. 6.5 crores for this purpose though it is still insufficient. It was promised in 1977, in 1978 and again in 1980 that it will be completed. It should have been completed in five years i.e. by 1985 but could not be completed and now in 1987 funds are being sanctioned which are also not sufficient to complete it. Therefore, I would request that other expenditures should be curtailed and at least Rs. 10 to 15 crores should be sanctioned for this purpose so that it may be completed in a year or two. You should fix a target and a time bound programme should be chalked out to complete the Varanasi-Bhatani line. I can understand your financial limitations. But I would say that nobody wants to travel by train running on narrow gauge from Dohrighat to Allahabad because of the defective steam engine, lack of any first class bogie and stinking latrines. It is a record that in Azamgarh trains do not run properly for even a small distance. Keeping in view your liberal policy I would request you to extend it upto Allahabad by providing diesel engine to it. Coal can be saved though diesel will be consumed. Therefore I request you to provide a diesel engine so that people may get some relief. Till the conversion order of Shahganj to Balia railway line is not issued due to some financial hardship, cannot you provide diesel engine in place of steam engine and cannot you start fast trains on this line so that we may also enjoy the pleasure of trains as the Members of the Parliament and as such we do not enjoy Railway facilities but travelling by rail is not an attractive proposition. The trains neither run in time nor anybody wants to travel in them. People prefer to travel by bus and that is the difficulty. I was saying that whatever mistakes we have committed till now, should be corrected and we should agree in principle that in future in those areas which had contribute a lot to the freedom struggle and are more poor and backward and are populous areas, railway lines will be extended at least by 10 kms. But for the present

we are getting assurances only. You have provided for 50 halt stations which is like a drop in the ocean. When we made a demand for it, we were told that very few passengers detrain there and as such no halt will be granted. Therefore, I would like to ask what would be the use of trains if you do not provide halt stations or stoppages. You say that it will bring down the speed of trains to which I agree. But you have to fulfil the requirements of the people. I had requested that a halt be provided for at least one or two trains at Haldharpur. This demand was also raised in a big public meeting of Shri Rajiv Gandhi held at Mau and the Hon. Prime Minister also admitted that this demand could be acceded to. Leave aside a halt, what difficulty can be there in providing a stoppage of a train at a station. A stereotyped reply of the officials that it will reduce the speed of the train is sent. I do not know as to how much speed of trains they are maintaining and how much punctuality they are maintaining. Persons like me who have limited time do not travel in these trains because they know that these trains never reach in time. The trains on metre gauge move at a snail's pace which is of no use. When people make any demand or the people's representatives make any demand it should sometimes be considered on norms other than the ones fixed by the offices of the Board. I have drawn your attention towards the above mentioned points. These might have troubled you but I am sorry for that. I do not want to take much time. I would only like to point out that our area is very backward and that is why I have to draw your attention towards it. With these words, I once again support this Budget wholeheartedly.

[English]

SHRIMATI BASAVARAJESWARI (Bellary) : Sir, I rise to support the Railway Budget. I would like to congratulate the hon. young Railway Minister and our respected prime Minister for managing the affairs of the Railways so efficiently as to give a surplus budget. Through strict financial management and greater revenue efforts, the Indian Railways presented a surplus of a few hundred crores. The Railways have discontinued depending on budget revenues and they have started mobilising resources, on

their own. The main object of pooling resources is for expansion and modernisation. With this object in view, the Railway Department has entered the capital market and they want to raise resources by issuing 25 lakh secured redeemable 10 per cent tax-free bonds of Rs. 1000 each aggregating to Rs. 250 crores.

Sir, I am glad to thank the hon. Minister for having extended so many concessions during this year. Concessions were given for the young, for the handicapped, for those persons who are affected badly by drought, for supply of fodder etc, for kisans in the villages and for the families of those brave people who gave their lives in defence of our nation. But Sir, I have a doubt as to how these concessions are going to benefit the people. Because, though concessions are there, at the time of implementation we do find that there is a lot of inconvenience caused to the students as well as others due to the harassment caused by station masters by charging some other rates and getting money from these persons who are given the benefit of concessions. Therefore, I would request the hon. Minister to take firm steps and see that whoever errs should be punished severely. Otherwise, the concessions will have no benefit at all.

I would like to state that more emphasis should be given to protect the railway property. Railway Protection Force should be strengthened to keep a constant vigil on tracks, platforms and trains also, to check the increasing incidence of crime. Railway Protection Force should be provided with the most modern electronic devices for the purpose.

If I speak of the properties, Railways are having huge property of land on either side of the tracks. These lands have been leased to various persons indiscriminately. There is no set of rules as to how it should be given to the people.

Therefore, I would request the hon. Minister to find out the extent of land which is in possession of the Railways and how they have been leased and what is the amount of revenues that they are getting today? So, I would like the hon. Minister to look into the affairs at the time of the disposal or leasing, etc., otherwise, we will

be losing a lot of revenue. Therefore, the Minister should take every possible step to find out the extent of land under the possession of the Department, we do have some urban lands also on either side of the tracks and those lands are very-very valuable and they are not properly taken care of. If these lands are not taken care of I am afraid, that slums will come about there and it would be very difficult to vacate such persons occupying Railway lands. Therefore, immediate care should be taken to protect the landed property on either side of the railway tracks.

Sir, modern electronic devices should be used to detect the planting of explosive material, if any, on or near railways, tracks, particularly, in the troubled State of Punjab. Despite the Indian Railways Property (unlawful Possession) Act, 1966, the incidence of crime still presented a grim picture. I would also like to see that the cases of payment of compensation to the victims of railway accidents should be settled early and payments should be made as early as possible because ours is a welfare State and there should not be any legal lacuna to settle it. There should not be any dispute at the time of payment of compensation. Similarly, trials of offenders should be expedited and deterrent punishment should be awarded to the persons who commit crimes.

Sir, I would like to stress about overcrowding in Second Class Reservation Compartments. This is my personal experience. Even on the reserved seats, the Conductors are permitting the un-reserved passengers to occupy them. It has happened so many times. By doing so, fighting starts between the reserved and unreserved passengers and unnecessarily trains are detained for hours together and not only, that, it causes a lot of inconvenience for women and children, who travel in such type of compartments. So, Conductors who are committing such crimes should be punished severely. They are being paid bonus and they should be made responsible for result oriented inputs.

Late running of trains could be stopped and punctuality could be enforced more vigorously if Railway Staff are more vigilant.

Sir, I would like to stress upon the Minister about the following points for which I had been struggling to fulfil, which are very genuine and are concerning my Constituency. Therefore, I appeal to him once again that he should consider them on an urgent basis keeping in view its importance.

1) Construction of proposed new meter-gauge railway line between Harihar-Kottur, Bellary District, Karnataka.

2) Starting of independent broad-gauged night trains from Hospet to Bangalore via Guntakal, Bellary.

3) This has been already ordered by the ex-Minister Shri Bansi Lalji and instead of running an independent train, only two bogies are being attached from Hospet to Guntakal.

These bogies are being attached to Secundrabad-Bangalore Train which has caused a lot of inconvenience to the passengers who come to Guntakal and the same compartments are being detained for hours together at Guntakal during night time. So, I urge upon the Minister to start an independent night train from Hospet to Bangalore via Guntakal and a day train which is running from Bellary to Bangalore may be cancelled, if they are prepared to start a night train.

I have been hearing that the route of the Navajivan Express is going to be changed. Under no circumstances, should the route which is being followed by this train should be changed, because this train is feeding a number of places in Northern Karnataka. If the route is changed, the passengers from that area will be affected very much. So, I would request the Minister to retain the present route.

The Amaravati Express which is coming from Guntur VIA Guntakal to Hubli has been converted into a fast train and dieselized. Very recently, its timings have been changed. Instead of leaving Guntakal at 9 a. m., it leaves now at 7 a. m. All the passengers who are arriving at Guntakal from broad-gauge trains from the sides of Madras, Bombay, Renigunta, Secunderabad and by K.K. Express from Delhi are put

to a lot of inconvenience, after the change in the timings of Amaravati Express, for want of connecting trains. So, I would request the hon. Minister to see that the previous timings are restored, for this Amaravati Express.

I have been writing to the hon. Minister to see that the Kittur Express is named after the freedom fighter, viz. Kittur Chennamma. But I have received a reply from the hon. Minister that it is not possible to do so. The Minister has named another train as Tippu Express. Here also, this lady in question is the first lady to fight against the British for our freedom. Instead of having it as Kittur Express, you can call it as the Kittur Chennamma Express, so that the entire people of Karnataka will be very happy.

I have been told that out of the 20 model stations mentioned by the Railway Minister, Bellary is one. I would request the hon. Minister to take up this model station at Bellary during this year itself, and see that the provision of a foot over-bridge at Bellary station, connecting broad gauge and metre gauge platforms is covered within the overall development programme at Bellary.

The meals served at Bellary station have since been discontinued. I would urge upon the Minister to see that meals are served at Bellary once again. Otherwise, the passengers will be put to inconvenience.

With these remarks, I am sure that under the dynamic leadership of our young Railway Minister, Railways will become self-reliant at all levels, to enable India to become strong and united. I wish him success in fulfilling all the ideas he had expressed in his speech on the Railway Budget.

Thank you.

[*Translation*]

**SHRI JUJHAR SINGH (Jhalawar) :** Mr. Chairman, Sir, today while speaking on President's Address, our hon. Prime Minister expressed his concern and said that at present, the main weakness of the Administration was that Government

officials do not perform their duties properly and the inefficiency of the administration is causing delay in the completion of various schemes. He expressed concern over this matter and warned the officials that measures will have to be taken to improve the efficiency.

In this regard if we look at the Railway Budget I would congratulate the Railway Minister because this Budget could have been a deficit Budget also as the Railways had to meet the additional expenditure on account of enhanced salaries of its employees as per the recommendation of the pay Commission. Budget has been changed into a surplus Budget. Therefore, I would like to congratulate the hon. Minister for the fact that though coaching fleet has not been increased, more facilities have been provided for the passengers and more trains have been started. In addition, loading of goods has also increased. It is all possible because of the administrative efficiency. We hope that if other Government departments also function likewise, the difficulties of the people can be removed to a great extent.

I do not want to enumerate the achievements of the Railways because efficiency has increased in every department of the Railways, be it loading of goods or facilities for the passengers or any other job. Therefore, all units deserve congratulation. The Railways are the biggest department of the Government of India. There are more than 7000 railway stations throughout the country and about 17 lakh employees are working in it. I would like to congratulate the hon. Railway Minister for his effective management of such a big department and for improving its efficiency, and I hope that he will maintain this efficiency in future also.

**SHRI BALKAVI BAIKAGI (Mandsaur) :** You want to congratulate him or want to bid farewell to him ?

**SHRI JUJHAR SINGH :** I have said congratulation but you might have heard something else. I would not like to take much time to enumerate your achievements because there is hardly any Member in the House who will not mention about them. In the Depreciation Fund, you have increased the amount from 3 per cent to 12 per cent which is a good beginning. It will

help in further improvement and development of the Railway department. Similarly, the allocation for pension has been increased by Rs. 350 crores and a sum of Rs. 570 crores has been contributed to the General Revenues as dividend. The way you have brought a surplus budget and have invested that money on the productive items, it is praiseworthy.

Now, I would like to say something about my constituency. My constituency is adjacent to the constituency of the hon. Minister. Anyone who comes to our area after visiting that area feels the difference in both the regions. In comparison to the development which is going on in Guna and other areas of Madhya Pradesh, there has not been any improvement in our region. Due to this, the people of our area are resentful. The Government has not paid attention towards this area as it should have.

No new train has been introduced for the last many years on the track between Nagda and Kota. Quite a large number of passengers travel on this route. They are not getting any amenities. Therefore, this long standing demand should be met. Similarly, there is a demand to introduce a train between Kota and Delhi. There is only Dehradun-Mathura-Vadodra Parcel train for the ordinary passengers but the Dehradun Express does not go beyond Ratlam now a day. This also causes inconvenience to the people. I had said about the train running between Mathura and Vadodra earlier also, that the required number of coaches are not attached to this train. Also it does not run on time. Besides, there is no proper facility of electricity and water in this train. Although I have got some assurance for this and some improvement has also taken place but all the same it runs without the required number of coaches. I would like to submit that already there are very few trains running on this track and if no improvement is brought there and inefficiency is not removed, it will continue to cause great inconvenience to the people. Six coaches of Bombay-Dehradun Express are attached to the train running from Indore to Bombay and six coaches are attached for Delhi to the Indore-Delhi train. As a direct train has started running from Indore to Bombay, a new train

should also be started from Indore to Delhi by attaching these 12 coaches without any extra burden on the Railways. At least it will give some relief to the people because there is a great demand for trains on this track and one extra train will also be available between Kota and Nagda.

As the hon. Minister has said in his speech they have started more trains without increasing the coaching fleet and by better utilisation. It will be an example of better utilisation, if six coaches are withdrawn from each of these two trains and a new train is started between Indore and Delhi with a different timing. This will give great relief to the people.

I would like to congratulate you on introducing Kota Bhopal Express train. You have opened a new station Kesholi also. But still there is need to open stations at one or two new places on this track because there is a considerable distance between the two stations. I would request that a flag station should be opened at Chattarpur. I think it is under examination and I hope that the report will be favourable. This railway track is contiguous to the railway track in Guna. Therefore, it will be of much convenience for the people if some improvements, though not equivalent to the adjoining track, is brought about them. Adequate number of sheds are also not there on the stations on Rajasthan side and their look is also not good. Much improvement has been made on the side of Madhya Pradesh. The Railways should bring about some improvement in the adjoining tracks also.

Just now an hon. Member, who spoke before me, has said that little facilities have been provided to the passengers travelling in the second class and they have travel in overcrowded compartments. Additional facilities should also be provided to the passengers travelling in the second class. Although there are many long distance trains running on this line yet majority of the passengers travelling on this line are the common people. They have not been provided as much facilities as have been provided to the long distance passengers. Therefore, I would request that some improvement should be brought about in this direction also.

I would like to say one thing more. There are some tracks which are regarded as disturbed tracks. For example, in Uttar Pradesh passengers constantly complain that they have to face difficulties while travelling in the trains. Undesirable elements enter the compartment and harass the passengers. Incidents of chain pulling take place and passengers do not feel comfortable during the journey. Vigilance should be kept on such trains as are identified by the Railway Department. There is need to improve the situation by paying special attention towards them and by employing extra staff and extra security force in these trains so that the passengers may feel that they can travel without fear and without interference. If such trains are identified, this work could be taken up. There are a number of trains in which incidents of chain pulling take place. There are a few places in Rajasthan also where such incidents of chain pulling take place repeatedly. Such trains should be identified and arrangement of additional security should be made in them. I hope by taking up such measures we can improve the situation.

16.00 hrs.

In conclusion I would like to congratulate the hon. Minister for his excellent performance and for increasing the efficiency of the Railways without incurring any additional burden. I would like to repeat what Shri Balkavi Bairagi had said over the T.V. that the hon. Minister has converted the Railway administration into a family and I think it is a very big achievement. If the staff of any department of the Government treats the Minister as a member of the family, it reduces tension and increases efficiency. I have noticed that such feeling has arisen in the mind of the staff of the Railways and they have started taking interest to effect improvement in the department which is not to be seen in other departments. I would like to particularly congratulate the hon. Minister for this. The hon. Minister has brought about a vast psychological change in the minds of the employees. He deserves our congratulations. I think the same efficiency should have been brought in other departments also so that the administrative efficiency may increase there which is greatly needed and which our Prime Minister also wants.

[*English*]

SHRI N.V.N. SOMU (Madras North) : At the outset, I want to say that the people of Madras city are greatly disappointed by this Railway Budget. The Madras Beach—Luz Rapid Transit System, though it is presently under execution I do not know when it will be completed. It is an important project for the Madras city people. Traffic is too hazardous in the Madras city. Now the suburban trains are running to full capacity. There is no difference between peak hours and ordinary hours. Always they are full. Therefore, it is very essential to complete the Madras Rapid Transit System immediately.

In the Budget it is said that the State Government should bear 67 per cent of the cost whereas railways would bear 33 per cent of the cost. I do not know the principle behind it. It is the railway project. The railway should bear its cost in full. I do not know why such an attitude from the railways asking the State Government to share two-third of the cost. It is the duty of the railways to see that the Madras city people should get this very essential system immediately.

The State Government is now facing a very serious drought situation. Though I belong to the opposition party in Tamil Nadu, I still say that the State Government cannot pay such a big amount as its share for the MRTS. The State Government has to solve water and drought problems. I think, it cannot be in a position to contribute to this. Why not Railway Administration itself can do the MRTS? Yesterday, our Prime Minister has announced a grant of Rs. 100 crores to solve the Bombay slum problem. I welcome it. It is a grant. An amount of Rs. 100 crores is given in no minute as a grant. Likewise, such a grant should also be given to Madras to construct MRTS. That is my humble opinion. I request the hon. Minister to consider this. This is the sincerest request of the Madras city people.

While extending the southern railway at Madras Central Station, the Moore market area was to be acquired. Then there were so many litigations and stay orders in the courts. But suddenly two



years before at midnight the entire Moore market was burnt. I rushed to the spot at midnight. I saw the business people crying like anything. Crores of rupees worth goods were burnt in their presence. With burning heart they cried and cried only to see the entire market into ashes. Till now it is undetected. Who has done this sabotage? The culprits are not brought to book. Two years have passed. But we do not know who are the persons behind this great calamity. Nobody knows this. Neither the State Government nor the Central Government nor the Railway authorities are able to find the culprits. The Moore Market was one of the beautiful architectures in Madras. Not only that. Many important and precious books which cannot be purchased from anywhere outside this Market have all been burnt down. They are valuable books. This is the actual drawback of not only the Madras City Police but also the Central Police and the Railway Police and that is why they could not track down the culprits, so far. Many small businessmen engaged in business in the Moore Market have died of heart-attack, some of them have gone mad and some others are wandering on the streets as beggars because they have lost everything in the Market that was burnt down. The compensation given to them was very very meagre. I would therefore request the Government kindly to interfere in this matter immediately and arrange to give suitable place for those people who have lost their things and the business in the fire so that they can re-start their business. I would request the hon. Minister to see that those people are rehabilitated.

16 00 hrs.

[SMT. BASAVARAJESWARI *in the Chair*]

Then, coming to the Sanitary conditions in the Railway Stations, especially in the suburban areas, it is very very poor. In the mofussil railway stations, the conditions are still worse. I would request the Minister to pay immediate attention to this pressing problem. Sir, I have already requested the hon. Minister thrice in this august House for taking immediate action at the level crossings in North Madras. In Korukkupet area which falls in my constituency of North Madras, there are level

crossings and these crossings are always busy because of their being near to the Madras Central Station where incoming and outgoing trains are continuously keeping the railway crossings busy. The people living in those areas have to wait for a long time to have access to the other part of the city. I would therefore request the hon. Railway Minister kindly arrange to construct subways at these crossings to avoid hardships faced by the people.

Sir, the Station Masters of the whole Railways are agitating for parity of scale of pay with that of Yard Masters. Now, the Yard Masters are placed two grades above the scale of Station Masters. The Association represented that while there was no minimum qualification necessary for appointment of Yard Masters, the Station Masters are to be Graduate. Moreover, the drivers and their crewmen are given running allowance, but in the case of Station Masters this is denied though they also play equally important role in the running of railways. I would request the hon. Minister kindly to look into this and try to redress the grievance of the Station Masters as early as possible.

Sir, I represent North Madras Constituency where I.C.F. is located at Perambur. The target fixed for the manufacture of coaches in 1986 was 1000. But the budget presented by the hon. Minister shows a very small amount for this project. I would therefore request the Minister to allocate sufficient funds for this purpose so that the I.C.F. will be able to reach the target of thousand mark in the manufacture of coaches at least from 1988 onwards so that this can generate more employment opportunities and other facilities in the country.

Sir, there has been a repeated demand for the issue of railway passes for the workers coming from Arakonam to Parambur Railway Workshop. At present, they are not given free passes only between Arakonam and Tiruvallur. The workers have to pay for their tickets from Tiruvallur to Arakonam. This is a great injustice done to the workers. When the Railway Administration is giving free passes between Perambur and Tiruvallur, why cannot they extend this free-pass facility between Tiruvallur and Arakonam. I have made

several requests in this august House and I also met the hon. Minister in his Chamber in this connection and in the Central Hall. I would therefore once again humbly request him kindly to redress the grievances of the Railway employees. I would request him to consider this request and amend the rules suitably so that the workers get the benefit. Thank you.

[*Translation*]

SHRI VIRDHI CHANDER JAIN (Barmer): Mr. Chairman, Sir, the hon. Railway Minister has presented an attractive Budget in an attractive way. I welcome it. I would like to read out that part of his speech which to me seems the most important one: "

[*English*]

"In fact so great was the improvement in transport efficiency that it is a matter of pride for me to state that the Indian Railways are amongst the leaders in the world in freight capacity utilisation leaving behind almost all Railways even in the developed world."

[*Translation*]

The increase in the net tonne kilometre per wagon is praise-worthy. I take this opportunity to say that the performance of the Janata Party during their tenure had been very disappointing. The progress made in the capacity utilisation during the last four years, particularly since he became the Minister, has been very satisfactory. In this Budget neither the fares nor the freight rates have been increased. I would like to request that while preparing the next Budget, the price rise should be kept in mind. Taking this factor into consideration, there is no scope for further increase in the fares and the freights. It should not happen that you may disappoint us by presenting a Supplementary Budget. Therefore, I am giving this suggestion to you.

SHRI MADHAVRAO SCINDIA: Why are you apprehensive? Let those people be apprehensive.

SHRI VIRDHI CHANDER JAIN: The reason for this apprehension is that the

way demands are being made, a Supplementary Budget may have to be presented. If the railway lines are laid in the backward areas, and for that if Supplementary Budget has to be presented, we shall have no objection to it. The provision for depreciation which was 3 per cent earlier has been raised to 12 per cent now. It is bound to increase efficiency. The Central Government in the Fifth Five Year Plan had made 21 per cent contribution for the plan expenditure on behalf of the Railways which has now been increased to 58 per cent which is really praiseworthy. I am thankful for the facilities that have been provided in my area. We welcome the new train service introduced from Samdari to Ranibara. We also welcome the extension of 265, 266 Jodhpur—Bhilri Express train upto Ahmedabad. The departure time of Agra Fort train which leaves Barmer at 4.00 pm and reaches Jodhpur at 9.00 p.m. should be changed to 10.00 p.m. so as to enable it to reach Jaipur at 5.30 in the morning. Its arrival timing should be linked with the Hawra Mail so that we may be able to reach Agra Fort at 11.00 a.m. and are able to catch Toofan Mail from Agra for Calcutta. In this way people from Barmer will reach Jaipur at 5.30 a.m. and Agra at 11.00 a.m. and will reach Calcutta by Toofan Mail very soon. This will be a great achievement. We have already given this suggestion to the concerned officials. We have also brought this to the notice of the General Manager of the Northern Railway. I have another suggestion. One train runs between Jodhpur and Barmer and the other for Agra Fort. The former leaves Jodhpur at 6.10 a.m. and the latter after two hours at 8.50 a.m. There is a difference of two hours between their departure time. We want that its departure time should be 1.30 P.M. instead of 8.50 A.M. so that Jodhpur Mail which arrives at 11.00 A.M. may be connected with it. The area of my constituency is equal to the area of Punjab and double that of Kerala. Jaisalmer is a very important place from tourism point of view. A survey was conducted by the Maharaja of Jodhpur from Faloudi to Kolayat and some developmental work was done during his time. After that no railway line has been constructed in Jaisalmer. What I mean to say is that if the railway line between Faloudi to Kolayat is constructed, there

will be direct railway line between Jaisalmer and Delhi which will reduce the distance by 300 kms. Kolayat is 101 kms from Faloudi and if a railway line is constructed there, that can gradually be further extended from Jaisalmer to Barmer and from Pathankot to Kandala. Besides Railways contribution, it requires the contribution of Defence and Irrigation departments also. Only then its work will go on smoothly. Coal is very costly in the desert area and it is brought from the east to Jodhpur. There is scarcity of water and steam engines are provided there. Therefore, the steam engines running between Jodhpur and Jaisalmer should be maintained properly. You are talking about the afforestation in desert area but during summer heavy, dust storms form sand dunes in that area. Therefore, you should make some permanent arrangement so that such heavy storms may not cause obstruction in the movement of the trains. The most important point is that the recommendation of the Reforms Committee to set up a separate Zone for the areas having metre gauge lines, should be accepted. It is very important for the development of our area. Today you have set up Coach factories in Punjab and in other places but in spite of continuous demand it has not been set up in Rajasthan. One coach factory should be set up in Rajasthan also whether it is in Ajmer, Jaipur, Jodhpur or at any other place in Rajasthan. From the Model Station point of view, Jaisalmer has become a famous place of tourism. Therefore, it may also be included in the list of those stations which are to be developed as Model stations. Barmer should also be developed as a Model station. I would like to say something about the improvement in catering which you are making. You are closing pantry system and now packed meal will be supplied. But the packed meal is not of good quality. Therefore, pantry system should not be stopped. It is being done entry with in Jodhpur Mail.

A first class coach is attached to Ahmedabad Mail at Jaipur which runs between Jaipur and Delhi but it keeps on humping. I have been raising this matter for the last seven years but nothing has been done to replace it. It is of no use. Station Masters, Guards and Assistant

station Masters are also entitled to travel in first class and Railway employees themselves occupy most of the seats, and rest of the seats are occupied by the military officers. In this way no other person is able to sit in first class compartment. It has become a big problem in Barmer and Jaisalmer districts. Even an M.P. or MLA does not get seat in first class. A seat meant for three passengers is occupied by six persons. You should look into this matter.

With these words I support the Railway Budget.

[English]

SHRI VIJAY N. PATIL (Erandol) : Madam, let me congratulate the Railway Minister for presenting the Budget. He has shown some profit in the end but he could have shown deficit or loss as well and allocated funds to some new railway lines and given some more concessions specially for the goods which are meant for export and which are loaded towards gate way ports so that our exports could have increased more.

I would like to emphasise one point. There are still some district head quarters in the country which are not connected with the railway lines. These district headquarters should be taken on priority basis for the purpose of allocating new railway connections irrespective revenue earnings. If you consider the revenue earnings it may not be possible for 10 or 20 years more. In case of communication Department, sanctioning and installation of automatic Exchanges as far as district headquarters are concerned was given on priority basis. Here also we would like you to consider these thing. There are two or three districts in every State. For example, there is Buldhana and Garchoroh in my Constituency in Maharashtra. If you, see even the airlines, they are touching about 84 stations in the country. They are increasing the airports very fast. But our new railway lines are not coming up that fast and wherever they are coming up, they are more concentrated in the Northern India specially Bihar and U. P. Now the Minister has taken up some parts of Central India and he has sanctioned one line between Guna and Etawha.

[Translation]

THE MINISTER OF STATE OF THE MINISTRY OF RAILWAYS (SHRI MADHAVRAO SCINDIA): You are saying that concentration of railway lines is more in Bihar and U.P.

[English]

SHRI VIJAY N. PATIL : It is good. Since independence, these things have taken place. In the name of mines, the railway lines have been constructed. In the name of border security, Bihar and UP and Punjab also have got more new railway lines. This time the Minister has taken some part of Central India for construction of new railway lines. That is why, I am thanking him. So far that has not been done. I repeated it three times in this august House that the survey of one railway line between Agra-Gwalior Guna-Indore and Manmad should be undertaken and construction should be considered because it should be one more connection between Delhi and Bombay which is very much required. That is a long pending need for the development of this area.

We are electrifying the portion between Jhansi and Agra. Agra-Delhi line is already electrified. We wish that this should be connected as early as possible up to Bhusaval so that super fast trains can run in more frequency on this line. It has already been heavily loaded because the Southern Railways joins this line on Itarsi-Bhopal section. I would also like the Minister to consider allocation of more funds on Central Railway and to consider the creation of new Zone i.e. Western Central Zone, for the development of Railways in this area. We are facing shortages. Different Departments of the Central Government should try to share the facilities, equipment amongst themselves. For example, we think of sharing of the towers of Communication Department for erecting the Antennae of I & B Department. We can also think of sharing communication towers and other facilities of the Railway Department with the Communication Department so that the equipment utilised can be more economically utilised. There can be most cost-effectiveness. This can also be considered.

There is another aspect also. Coordination between different Departments should also be considered. Now a days, we see there is more strain and lack of coordination between the Departments specially between the Departments of Communication and Railways. The Communication people complain about the Railways. The railway people say that they want more space and they have got the Stations. The Communication people say that they want some space for building for the purpose of postal sorting stations and other purposes. So, you can get that coordination and acquire more and more lines. You can coordinate with them. I would like to say that these things should be more properly planned. Even at the Ministers' level, the meeting can take place. Then, development will be more faster and more economical.

Lastly I would like to say that the steam engines are now being used only for the sake of using them. They are more costlier and they are not economical. They should be phased out in toto-Whatever may be the case. Diesel engines which are being produced at a faster rate at the Chitharanjan Locomotive Works should be brought into use as early as possible so that the losses to the Railways will be reduced.

[Translation]

SHRI KAMLA PRASAD SINGH (Jaunpur) : Mr. Chairman, Sir, I wholeheartedly welcome and support the Railway Budget presented by the hon. Railway Minister. This Budget presented by the hon. Minister will definitely benefit the poor, the farmers, students and the youth. It is a welfare-oriented Budget. I would like to congratulate the hon. Minister for the reason that the Budget presented by him has been appreciated by the people throughout the country. This Budget will definitely benefit the people belonging to the working class of the society and the poor.

The officers and the employees of the Railways who are working under the leadership of the hon. Railway Minister have definitely worked efficiently, be it the job of good loading or carrying the passengers

and it is a good achievement. For this I would like to congratulate the hon. Minister and his officers and employees.

I would like to draw the attention of the hon. Minister towards some problems relating to my area.

I come from Jaunpur constituency which is a backward area. There is no direct train for Delhi from that area. I want that a Super fast train should be started on this line. Several times I have requested the hon. Minister for this purpose and today I again want to request through you that such a train should be provided on this line so that we may be able to travel at night and reach the Parliament in the morning. I hope that the hon. Minister will pay attention towards it.

I want that the condition of distance imposed in respect of Puri Express and Kalka Express trains for going from Mirzapur to Allahabad should be lifted. I heartily thank the hon. Minister for providing a new train, Varuna Express to us which has benefited lakhs of people between Varanasi and Lucknow. Earlier people used to travel at night and had to wait there for as many as two days. Now this train has definitely solved their problems. It starts from Varanasi at 4.55 and perhaps you are going to extend its timing by one hour. There is no objection to it but the train should start in time. Once we had made a complaint to you regarding its departure time from Lucknow. That was not a matter of one or two days but it continued for many days. I would like to request you that the departure time from there should not be changed.

The Varanasi-Bareilly Passenger train in our area runs with steam engine and its speed is also not fast. Clothes of the people get blackened with soot. I, therefore, request you to provide diesel engine to this train. In Jaunpur city station, there is only one platform. Therefore, I would like to request that double platform should be constructed there because many trains like Himgiri, Ganga-Yamuna etc. pass through that station. In addition to it, there is no godown to keep the goods. Drinking water and toilet facilities are also not available at this Railway station. Therefore, all these arrangements should definitely be made there.

The Mahanagriya Express train runs upto Varanasi about which our colleagues from Eastern regions Shri Raj Kumar Rai and Shri Nirmai Khattri also spoke. About 30 lakh people of Northern India live in Bombay. If any new train cannot be given for this region, then at least this Mahanagriya Express should be extended upto Jaunpur which is only 58 km. from there. This train can run from Jaunpur to Bombay VIA Varanasi and it will definitely benefit the people. During summer, people face too many difficulties because when they want to come to attend marriages etc., they do not get reservation. This makes these problems more complicated.

[English]

PROF. N.G. RANGA (Guntur) : What is that wonderful railway station where you have only one platform and no goods shed ?

[Translation]

SHRI KAMLA PRASAD SINGH : It is the Jaunpur railway station.

There is one Bhandari Railway station in our area which has no shed. It causes great inconvenience to the passengers during summer and at noon time. Therefore, a shed must be provided there. Similarly, sheds should also be constructed at Jaunpur city station and Barsity station. A shed is also required at Shahganj junction in our area so that passengers may not face any difficulty during rains, winter and summer.

In my constituency there are many small Railway stations which do not have sheds. Therefore, I would request you to get a comprehensive survey conducted and the Railway stations which do not have sheds, may be provided with sheds.

In the end I would once again like to say that one Super Fast train should be started from Jaunpur to Delhi and the Mahanagriya Express which terminates at Varanasi should be extended upto Jaunpur. With these words, I wholeheartedly support the Railway Budget presented by you.

SHRI RAM NAGINA MISHRA (Salempur) : Madam Chairman, the Budget

presented by the Minister of Railways deserves maximum appreciation. It is a fact that there would hardly be a person who may not praise this Railway Budget, presented by the Hon. Minister this year. I also support it. I thank the Minister of Railways that he presented a very good Budget ; a Budget which would also please all the persons having socialistic views.

Besides, I would like to place some problems of my area before the hon. Minister and I do so with the hope that the hon. Minister is a fair minded person and will consider this justified demand. If I do not say this thing, I will not be fulfilling my duties. It is a matter of regret that the conversion of Varanasi—Bhatni line into broad gauge has been under construction for more than 4 to 5 years but it has not been completed. The bridge has been constructed there. All other work has been done. Every year promises are being made that it would be done but it has not been constructed so far. When I went through this year's Budget, I was greatly disappointed. What are the reasons? Why is it being neglected? People are facing a lot of difficulties in the eastern sector. Just now I saw in the Budget that the latest anticipated cost is Rs. 66.07 crores. The estimated expenditure for the year 1986-87 has been shown as Rs. 12.77 crore rupees and for the year 87-88, it is 6.50 crore rupees. The amount still required is Rs. 47.43 crores. It is a matter of great disappointment. Not only the Prime Minister but the Ministers also say that any work that has been undertaken will be completed. This work has been going on for the last 5 to 6 years. What is the cause of annoyance with Deoria and Varanasi that the work has not been completed so far? They do not complete the work, Lakhs of rupees have been spent unnecessarily and the work remains incomplete. Every year a taken amount of a few lakh rupees is earmarked. I would like to submit to the hon. Minister with folded hands that if it is genuine and justified case then arrangements should be made to lay a railway line from Varanasi to Bhatni without delay.

Similarly, our late Prime Minister, Shrimati Indira Gandhi had laid the foundation stone of Chhatauni Bridge,

some 8 to 9 years back in 1973-74 with a view to connect Bihar with U.P. and the people of that area were very much happy with it. It is a fact that everybody takes the name of Shrimati Indira Gandhiji and Gandhiji but I would like to ask the hon. Minister whether the bridge, whose foundation stone was laid by a person who was the leader of our nation, will be constructed or not? Why the above bridge on Narayani is not being constructed? If there are some technical difficulties, why cannot these be removed when the man is moving in the space and has reached the moon? In this connection we were told in the last year's Budget that Governments of U.P. and Bihar are not paying their share. But we know that Chief Ministers of both the States had come and they had announced in a large public meeting and also told the Government that they are ready to pay their shares. When the Chief Ministers of U. P. and Bihar are ready to make payment of their shares, what are the difficulties on account of which this railway bridge is not being constructed by the Railway Ministry. It is very necessary to construct this bridge both from strategic point of view and also with a view to connect both the States. The area is on the Nepal Border and on the border of our country and late Prime Minister Shrimati Indira Gandhi had laid the foundation stone of this bridge. She was a great leader of this great country. It should be your duty to at least complete the project whose the foundation stone was laid by her. A commitment made by our fore fathers must be fulfilled. Recently, the people of that area observed Satyagraha and courted arrest because they were facing a lot of difficulties. I would request you to include this Chhauni bridge in your Budget and make arrangements to construct it.

Alongwith this, I have to submit that a train, called Vaishali Express runs from Barauni to Delhi. The Hon. Minister himself visited the place and saw that it was overcrowded. The people of that area have been facing a lot of difficulties and it is the long outstanding demand of the area, that at least one more train be introduced. Prior to this, an express train was running from Guahati to Delhi but this has since been cancelled. Keeping in view the demands of the people

of that area and difficulties being faced by the passengers, I would request the hon. Minister that the old train from Guwahati to Delhi, which has since been cancelled, may please be re-introduced.

Besides this, 3 to 4 years back a question was raised in this august House that rail lines may be laid from Deoria to Chhatauni. Survey to this effect had also been conducted and survey data had also been received. I would request the hon. Minister that he should look into this. Kushi Nagar is the city of Lord Budha and it is a famous city not only of India, but also of the entire world. Therefore, in order to connect this city by rail, it was decided that a rail line will be laid from Deoria to Chhatauni. Survey to this effect had also been conducted and its estimated cost worked out. When a decision had been taken that this line will be laid, why has this been abandoned. It is a place of international importance and past commitment is also there to undertake the work. Therefore, I request the hon. Minister that the work on the proposed railway line between Deoria and Chhatauni may be undertaken.

Similarly, 2 to 4 years back, there was a proposal for laying a railway line from Belthara road to Balia because there is no arrangement for traffic movement there. People travel on the roof of the buses. In this connection it was told last year that it will be included in this year's Budget but it has not been done.

I would like that the hon. Minister may please fulfil the commitments made in the past about laying railway line from Belthara Road to Balia.

I would also like to bring to your notice that the employees approach us - they must be approaching other hon. Members also with the request that the employees working in temporary capacity for last 2 to 3 years may be made permanent. When you need their services and there are vacancies also - if there is no vacancy then it is altogether a different thing - they should be made permanent.

One more important work is that between Varanasi and Bhatni where the line is being converted into broad gauge line, there comes

Salempur Barhaj, a place of pilgrimage. There is narrow gauge railway line there which is hardly 10-15 kms long. I would like that the hon. Minister may kindly convert this line into broad gauge line. In the eastern sector, the condition of the trains running between Gorakhpur to Siwan via Kaptanganj is very bad; there is not a single express train on this line and a journey of 50 kms takes 4 hours time. An express train may kindly be introduced on this line.

Sir, I am not mentioning these things just for the record. These are the problems which I have felt by visiting that area and seeing the condition of those people and whatever just and genuine demands have merged have been placed before the Railways which require due attention to be paid to them. It is our duty to convey the feelings of the people of area to you for which we get elected and we have conveyed their voice. I will say only this much to the people of my constituency that we had made a fervent request to the hon. Minister and we are hopeful that their desire will be fulfilled. We thank you for the nice Budget you have presented and we hope that you will pay attention towards our backward areas. Sir, it is a pity that ghar ghar diwali hai aur mere ghar andhere. There is happiness everywhere but ardent hope of people of my area that Bhatni to Varanasi line will be converted into broad gauge line. Work on Chhatauni-Deoria line will be undertaken and an express train will run from Gauhati to Delhi has not been fulfilled as nothing has been done there. Therefore, I would request that when you are meeting the demands of other regions you may meet the demand of our eastern sector also.

With these words, I thank the hon. Minister and once again pray that he may pay his kind attention towards the demands put forth by me.

SHRI SHIV PRASAD SAHU (Ranchi) :  
Madam Chairman, since independence, Shri Scindia is the youngest Railway Minister who has presented this Railway Budget and I wholeheartedly welcome it. Such an ideal Budget had never been presented before. There is shortage of time and, therefore, I will express my views in brief.

The hon. Minister has shown a surplus of Rs. 69 crores in the Budget which unheard of before. It is an admirable thing. Last year 165 lakh new trees were planted by the Railways has been according to the programme of our young Prime Minister. This year also lakhs of new trees are being planted for which the Railway Minister deserve congratulations. Not only this, concession provided in the freight rates for transporting goods to the drought and flood affected areas has been raised from 8 per cent to 25 per cent for which also he deserves congratulation. Not only this, if the farmers sometimes feel bored and want to go on a pilgrimage, the hon. Railway Minister has provided a concession of 33 per cent for them in the rail fare upto a distance of 1000 kms. for which also he deserves congratulations. You have set an ideal by providing 75 per cent concession in rail fare to the sportsmen of the country and war widows. I come from Bihar. Just now Shri Mishra was saying *ghar ghar mein Diwali hai aur mere ghar mein andhera*. There may be darkness in his constituency but our entire State of Bihar is in darkness. In this Budget and in the Seventh Five Year Plan, the Bihar State has been completely left out and not even a single new railway line has been given to it. It is gross injustice and has caused great dissatisfaction among people. I come from Ranchi which is an area of Chhota Nagpur. Chhota Nagpur abounds in minerals without which our country will not get clothes, iron, coal, copper etc. Today ours is the most poverty stricken area. Japan says that if it had two to four areas like Chhota Nagpur, it could have built four more Japans from that land. But we are starving. I am not talking of India. About 2.5 lakh labourers of Ranchi and Palamu are working all over the country. You can see this from Punjab to Gorakhpur, Balesia and Varanasi of Uttar Pradesh that Munda and Oraon adivasis are working in all brick-kilns because of unemployment in that area. The biggest reserves of Bauxite in Asia are in Lohardaga and Gumla districts. The Hindalco company of Birla has prepared a blue print to set up a plant with a capital of Rs. 400 crore in collaboration with Bihar State but as they are not getting a new railway line to that place they are

unable to set up the plant. A survey from Ranchi to Lohardaga and Horo has been conducted for the third or fourth time. It has been said that it is not a profitable project because it involves an expenditure of Rs. 58 crores. I agree that it is not profitable but it is the poorest area of our country inhabited by Tana tribes which had taken part in our freedom struggle. Now 2.5 lakh people of this area are fleeing their native place in search of jobs. This is something strange. Late Shri Lalit Narayan Mishra had declared just one minute before his death in the bomb explosion that in Chhota Nagpur area, new broad gauge railway line would be constructed from Ranchi to Lohardaga and from Lohardaga to Tohri but that promise has not been fulfilled. Now Shri Mishra is not with us. Late Shri Kedar Pandey had also promised in a public meeting at Lohardaga that a new broad gauge railway line would be constructed from Ranchi to Lohardaga and from Ranchi to Kodarma via Hazaribag but that promise has also not been fulfilled. Shrimati Indira Gandhi had also said it in a meeting held at Hazaribag that the railway line would be constructed from Ranchi to Koderma VIA Hazaribag even if it results in loss. But today Shrimati Indira Gandhi is not with us. Chhota Nagpur is an extremely backward area. Today even our reasonable demands are not being conceded. Today a demand of separate province is being raised there. Dissatisfaction is spreading among the people of Bihar. The people of Chhota Nagpur ask us what Congress has done for them. Their demand of laying new railway lines is not being conceded. Today the opposition parties are inciting the feelings of separation. Therefore, I would request the hon. Minister that the railway lines from Ranchi to Lohardaga and from Ranchi to Kodorma via Hazaribagh should be constructed in public interest even if that results in loss to the Government. These lines should be constructed for the upliftment of the adivasi and the poor people of that area. During the British rule, in 1946 the construction work of a 72 km. long railway line from Palamu Barwadih station to (Sarguja) Sarandih was undertaken. Railway stations were constructed and the pillars over the rivers and nullahs



were also erected. The earth work was completed. This work was carried out upto 1956 and then it was abandoned. Lakhs of rupees were spent on it and about 75 per cent work was completed. Then it was said that the project was not profitable. It is very strange that this work was initiated when our country was not independent but it was abandoned when India became independent. You are playing with our Chhota Nagpur. Therefore, I would like to submit to the hon. Minister that the situation in Chhota Nagpur is becoming explosive and timely attention should be paid towards it because the opposition is taking advantages of it. I am repeatedly saying this thing in the House. Without taking much time I would like to request the hon. Minister that attention should be paid to the construction work of these three lines. Otherwise the opposition parties and separatist forces will get encouraged and that will cause disturbance. Ranchi is called the second capital of Bihar. It is also being demanded that a new rail service should be started from Ranchi to Bombay. The Chamber of Commerce, Chhota Nagpur and Hatia factory which is called the mother of Indian factories have also demanded a new rail service from Ranchi to Bombay. In the end I would like to congratulate the hon. Railway Minister for presenting such a magnificent Budget and also thank the young Prime Minister. I would request that new Railway lines should also be provided for Chhota Nagpur and other areas of Bihar where they have not been provided.

[*English*]

SHRI SALAHUDDIN (Godda) : Mr. Chairman, Sir I rise to support the Railway Budget presented by the young Railway Minister of India. I feel that the proposed Railway Budget is a watershed in the history of our Railways.

[*Translation*]

I think that the present Railway Budget is a matter of pride for our countrymen and from its contents we can guess and also hope that a revolutionary change may be brought about in our Railways in the

coming years. The trend of deficit Budget during 1983-84 and 1984-85 Budgets has changed during last two years and it is a good indication for the coming years. In addition to it, our sleepers were becoming outdated and infrastructure was not being prepared for new trains and for increasing their speed. I have seen during the last two years that a portion of the Budget has been earmarked for the renewal of Railway tracks. I think that the track renewal process can play an important role in augmenting the railway infrastructure. You have increased the loading capacity by 13 per cent. I would like to congratulate the young Railway Minister who has brought about such a revolutionary change in the Railway administration with his hardwork devotion and honesty. It can be an ideal for the other departments as well and they can learn a lesson from the way improvement and changes have been brought about in the Railways. You have raised the Depreciation Reserve Fund which is a commendable thing. If you spend this Reserve Fund now, we may earn applause from the people. The Reserve Fund earmarked for wear and tear of the machines, is never diverted which is a very important from administrative point of view. It may not be important from the public view point but it carries much importance from administrative point of view. Then you had shown a deficit of Rs. 95 crores in the Supplementary Grants but due to your hardwork and honesty, you have not only made it up but have also shown Rs. 11 crores as surplus. In addition, you have contributed dividend to the General Revenues and in spite of it you have shown a profit of Rs. 11 crores which is an index of the Railway administration's efficiency.

17.00 hrs.

You have also promised to introduce 40 new suburban trains. I feel that this figure is quite meagre. In a country like India this figure should have been at least 400. This figure of 40 is nothing ; it serves no purpose. Therefore, I hope that the hon. Minister will certainly, increase it.

You have a programme to do reservation through computer.

[English]

I think this is a doubtful programme because your infrastructure is not even ready to receive computerisation programme.

[Translation]

I feel that our infrastructure is not yet ready for this, it is not prepared to receive your computer programme. There should be co-ordination between these two. Only then computerisation programme will be successful. Only time will only tell whether your computerisation programme is right or wrong.

You have also announced development of 67 stations into Model stations. In this connection I would like to suggest one thing to the Railways that wherever Pilgrim stations like Varanasi, Baba Dham Deogarh or Ajmer Sharif are there, where there are temples, mosques and other seats of religions you may convert them into Model stations. India is the land of sages, gods and goddesses and saints. Therefore, I suggest that such stations should be developed into Model stations. You have increased punctuality in the Railways. Simultaneously, you have also reduced the accident rate in the Railways by 13%. For this I would like to congratulate the Railways specially....

(Interruptions)

SHRI HARISH RAWAT (Almora) : Madam, the opposition has no interest in the Indian Railways, because no one from the entire opposition is present.

SHRI BALKAVI BAIKAGI (Mandsaur) : Madam, this is for the first time in the history of Lok Sabha when the entire opposition is absent. Therefore, it may be written at the end of the speech that the opposition did not oppose the Railway Budget.

SHRI MADHAVRAO SCINDIA : I think a party meeting could have been convened.

SHRI SALAHUDDIN : Till now, I have covered the entire Railway Budget. I have drawn your attention towards its merits and demerits. Now I would like to

say a few things about my State. I will conclude my speech thereafter.

I would like to draw the attention of the hon. Minister that no provision for Bihar has been made in this Railway Budget. I was not able to find any provision for even an inch of railway line in that State.

In the proposed Budget the only mention that has been made about Bihar is about the old railway line of Jamalpur, which was already there. I don't find any provision for a new railway line.

Now, I want to submit a few demands of my area. There is one Baba Baijnath Dham in my area. Lakhs of pilgrims visit that place and pour holy water at the feet of Baba Baijnath by fetching the same from Sultanganj. Pilgrims in lakhs go to that city carrying water with them but they do not get train in time. I would request the hon. Minister to introduce a train from Quel to Asansol so that the pilgrims do not face any difficulties. To end their difficulties a local train may also be provided so that they may feel comfortable.

I would like that this train may be named Baba Baijnath Express after Baba Baijnath. I hope that our demand will certainly be met keeping the holy city in view.

AN HON. MEMBER : Hon. Minister had been there recently.

SHRI SALAHUDDIN : I was there and I accompanied him upto the temple. I would also like to say that Santhal Parganas is a tribal belt dominated by Santhals and other tribals. The entire Santhal Parganas has been divided into 4 districts but it is deprived of railway service. I would like to say to the hon. Minister that he may kindly connect the head quarters of Santhal Parganas at least with Deoghar so that the neglected area, the tribal belt might be benefited. It is the policy of our Government. Our Government talks of regional planning. Our area is a sub-plan area and I feel that the Planning Commission should have no objection to it because the Government is interested in allocating funds under sub-plan. I, therefore, feel that you will get the

approval of the Planning Commission in this regard.

There was a steam shed in Madhupur; you have closed it in the name of diesel train. It is the programme of the Government to run diesel and electric trains. I welcome it. You have closed the steam shed but steam engines are being brought to that place from Asansol and Jhajha to-date. There has been no change in it. You may please note my point and examine it. Even now, steam engines are being brought. The only difference is that previously engines used to remain at Madhupur and now trains are being run by bringing engines from Asansol and Jhajha. There has been no change in the working style and structure. The purpose for which this work was undertaken has not been fulfilled so far. It has been shown in your papers that dieselisation has been carried out but the same steam engines are being used. You may examine this.

It is my request to you that you may set up a workshop there so that you are able to meet the demand of the people of that area.

With these words I conclude.

17.10 hrs.

[SHRI SHARAD DIGHE *in the Chair*]

[*English*]

DR. GOLAM YAZDANI (Raiganj) : Madam Chairman, I support the Railway Budget. In this connection, I want to thank the hon. Minister for the progress he has been making in West Bengal for certain railway lines. For example, the construction work has been taken up at Digha-Tamluk railway line and a final location survey has been in progress for the Lakshmi-kantapur-Namkhana line. Now I thank him very much for this, but I am drawing his attention to some other problems about new lines.

I want to tell the hon. Minister that during the partition of the country, West Dinajpur District was the victim of partition, and it is all known to everybody that West

Dinajpur District was devoid of any railway line after partition, connecting West Dinajpur District to Calcutta because Santa Parbutipur line connecting Calcutta fell on the Pakistan side and West Dinajpur District was devoid of it; that means West Dinajpur District did not have any railway connection with Calcutta after partition. So, that district is a victim of partition. Now, whenever, the government talks about refugees from West Pakistan and some other areas, they just give attention to their rehabilitation etc. But what about the rehabilitation in terms of railways. When there was no railway line, then they should pay more attention to make this district connected with Calcutta directly. But I have been drawing the attention to the hon. Minister to this for many years but no attention is being given. There is an existing line from Barsoipur to Radhikapur on the Bangladesh border through Raiganj and Kaliaganj and that line is a metre-gauge line, and trains run every irregularly, and there is a popular demand that this line—about 50 kms.—should be converted into a broad-gauge line, but nothing has been done. Then there was a longstanding demand for a railway line from Eklaukai to Balurghat because is the headquarters of the District connected with no railway line. So, a scheme was taken up and the construction work also started in 1983. But I do not know why this construction work has been stopped. At one time, we had heard that the scheme was dropped. I do not know about it. The Minister can only say whether that scheme was dropped or whether that construction work will again be taken up or not. At that time, we drew the attention of the hon. Minister to the fact that only making a railway line from Eklaukai to Balurghat would not be because it will be a blind line. So, there must be continuous line somewhere. So, ultimately a scheme was taken up to connect this line from a Point Buniyadpur to Raiganj and Raiganj to Gunjuria on the main line. But the survey work from Buniyadpur to Gunjuria has not yet been taken up nor there is any indication in the budget whether it will be done or not. So, I draw the attention of the hon. Minister to this very acute problem of West Dinajpur and request him to immediately start the construction

ork of Ekloukai to Balurghat. The gauge conversion from Barsoai to Radhikapur should be taken up so that the People of Liganj at least can be directly connected with Calcutta through Barsoai.

There has been a long outstanding demand for an over-bridge at Dalkola and Siliguri and a site has been selected at Dalkola and some work has started; now again it has been stopped. I do not know why it has been stopped. There is a tremendous rush and the traffic gets jammed for hours together. For hours together the traffic is stopped over there and also at Siliguri. So, I want the hon. Minister to pay attention to North Bengal and pay special attention to the overbridges at Dalkola and Siliguri. So, these things should actually be done immediately and the other aspects of the problem regarding railway lines are also there.

I may say that the Punctuality of the trains is one—the Minister has said many things about punctuality—but I only mention about one train. I want the hon. Minister to see that No. 347 Up and Down Calcutta-Jaipaiguri passenger runs regularly. Ministers have come, Ministers have gone, but no Minister has been able to just run this train in time. It runs three hours, four hours, 15 hours or even 24 hours late! But that is the only train, for the poor people. This is a third class train, it is a passenger train connecting Jaipaiguri to Calcutta. That train is very very irregular. I want the hon. Minister to pay special attention to this train, No. 347 NJP, New Jalpaiguri Passenger.

About punctuality of other trains, hon. Members have said and the hon. Minister will pay general attention to all those. Only about one more train I want to mention. There is a Gaur Express running from Malda to Calcutta. When it comes to Malda town from Calcutta, that engine is put kept a side and another engine takes the connecting train from Malda town to Katihar. And in the evening the same train comes to connect Gaur Express, if the same diesel engine goes to Katihar with the Maldá Katihar passenger and comes back in the evening, then that train from Katihar will not be late to catch the

Gaur express. Because the train from Katihar to Malda comes late the Gaur Express becomes late. So, I want to draw the attention of the hon. Minister to this I had spoken to the Manager so many time. It is a simple thing. But I do not know, whatever is simple to us may not be simple to them, it may be difficult. But the engine which brings the Gaur Express up to Malda should go to Katihar and in the afternoon go to Malda carrying the passengers from Katihar, so that it is not late. And there is another aspect I want to ask the hon. Minister to pay attention about this Gaur express and connecting train from Katihar to Malda from Katihar to Kumedpur that portion which is in Bihar. That is a very unsafe area. There is constant chain pulling always there. The train is late, one hour, one and a half hours, and then the Gaur Express has to wait for this train to come. So please see that chain pulling does not occur in that part of the train from Katihar to Kumedpur.

Another point I want to draw the attention of the Minister to, is that if you have got the time you may please come in disguise and travel by the train which has only first class from Malda to Katihar. You will find that the accommodation is not worth the name. I am telling about the first class. All condemned coaches are attached. There is no water. Sanitation is very bad and it is most disgusting to travel in first class as it is always full with school students and with other people who always travel ticketless. They sit in first class, and bona fide first class passengers do not get any accommodation.

I want the hon. Minister to pay special attention to this aspect. I some times travel in the second class——I do not travel in the first class——just to save my honour; because it is always full with all those second class travellers, and they just go on singing and dancing and doing what not. They say that the first class compartment is the safest compartment to travel without ticket.

I want to draw the attention of the hon. Minister to the fact that when the construction of Eklakshmi—Balurghat line

was started, many casual workers were taken. When the Minister was changed, these casual workers were suspended. Some of the suspended workers went to the court. The court has given the verdict that they should be taken in service without any break in service. Some of them have been given service. But many others have not yet been given service. I have got a reply from the hon. Minister. I am going to give names of all those persons who have not yet got the service. I request him to pay attention to this.

I request the hon. Minister that the survey work of Buniyadpur to Gunjuria via Raiganj line should be done as early as possible.

Lastly, I repeat one thing which is very much in our hearts. Please see that 347 passenger train which is for the poor people, run punctually so that the people may go to Calcutta in time.

**SHRI BALASAHEB VIKHE PATIL** (Kopargaon) : Mr. Chairman, Sir, I thank you for giving me a chance to speak on the Railway Budget. Last year I did not get the chance to speak but before that I had the chance to speak. I congratulate our young Railway Minister that he has not increased the fares. He has as far as possible, tried to extend the facilities, be it farmers students, players or ex-servicemen. He has also promised to provide cushions in the second class within three years. We hope that he will stick to this commitment in the Supplementary Budget also and would not make any increase in the fares etc. Being a young man, our Railway Minister works for 18 hours a day and he has tried to give a new dimension to the functioning of the Railway. I also congratulate the officers and members of staff of the Railway Ministry without whose co-operation no improvement could have been possible. The hon. Minister has been able to take alongwith him the Railway officers and members of staff. Now a days trains run mostly on time. The station Masters themselves monitor the movement of the train. Whereas previously the trains used to run late by 6 to 12 hours, now they run late by half an hour or so which is not

to be worried much. Still there are some short comings which require to be removed.

The hon. Minister has given subsidy of Rs. 1200 crores in this Budget-Rs. 900 crores for passengers, farmers, youths and others and Rs. 200 crore for the movement of essential commodities. Rs. 80 crores will be spent on uneconomic lines. I think our Railways are not a commercial proposition, but they are for the welfare of the people. If you look at it from the national integrity point of view, it would be a good thing for the country if our countrymen are provided travelling facilities on lesser fares from Jammu to Kanya Kumari i.e. from one corner of the country to the other. Our States have different languages and different cultures. It would, therefore, be in the interest of the country if our countrymen try to visit different places of the country. Therefore, I want that the hon. Railway Minister while considering the proposals for providing new railway connections should not take revenue into account. I think the hon. Railway Minister should not make it the basis for development. Expansion of the Railways is essential.

It is true that the number of train accidents has reduced to a great extent but the thefts are increasing. I think we should look into the problem of passenger safety also. Last time I had given a suggestion in this regard. Today one of our colleagues from Calcutta while speaking on safety has emphasised that every Government department depended on State Police department for safety purpose. The Railways have their own police force. Why should we not constitute a safety department through which we may exercise proper control and we may provide proper safety to our passengers in trains?

Though the Railways are functioning a bit honestly and its administration is being improved yet some more improvement can be brought about in it. The Planning Commission has not allocated as much grant to the Railways as it should have. I think our Railways are the cheapest vis-a-vis the rest of the surface transport.

In every state Railways are cheaper than the road transport. All the States have heavily increased the bus fares. That is why the poor people prefer to travel by train. Now-a-days bus fares are continuously increasing but the railway fares do not increase to that extent. That is why we observe that most of the passengers in trains are poor people. Therefore, it is necessary that the railways are expanded more and more in the country. When the expansion of the railways is necessary, more funds should be made available for it. You have brought efficiency. You should get more funds for the Railways.

In spite of the hike in cartage, people prefer to send their goods through road transport because of lesser theft risks and it is convenient for them to book their goods there. Proper arrangement should be made to carry the goods in trains safely. You can further increase the loading which you have achieved upto 300 million tonnes because you are incurring loss even when wagons are not unloaded. The traders utilise the wagons as godowns. They should unload the wagons quickly so that other people who want to use them may utilise them. The traders use railway wagons as godowns which is not a good thing.

Now I will talk about farmers. You have given concession of 25 per cent infreight for fodder and 33 per cent to the farmers for tours etc. It has been said that the tours should be sponsored either by the Central or the State Governments. I want that some officers of the Central Government or State Government should issue certificates to the group of 100 or 200 farmers who have gone on tour. I do not know as to what procedure Government is going to follow? The poor farmers or labourers of India never cheat or will never cheat any one. They never tell a lie. You have to check cheats.

SHRI MADHAVRAO SCINDIA : We shall have to be very cautious about it. It is necessary to maintain proper check on it so that the persons other than the farmers may not take advantage of it. The practical way is that such tours may be sponsored by the Central or the State Governments.

SHRI BALASAHEB VIKHE PATIL : You can ask the farmers to produce certificates.

[English]

The Collector or the Mamledar or the Deputy Collector can certify that these are kisans. So, your Government officers cannot cheat..... (Interruptions)

[Translation]

You have used the word 'sponsored'. The word 'sponsored' can have different meaning and the word 'certify' can have different meaning and this can create some difficulty. I would like to say that you should make improvements to the extent you can so that the farmers may get facilities.

You may recall that I approached you for giving priority to the perishable goods. The vegetables and fruits are sent from one corner to the other of the country and the farmers are getting reasonable prices. The goods' trains remain stands at different stations such as Manmad, Shri Rampur, Bombay etc. You know that fruits are sent from Delhi to Bombay and from Bombay and Kolahapur to Calcutta by trucks. Why cannot these be sent by trains? Because by rail they suffer loss in prices and in the case of trucks, damage is less and arrival is timely. You have to see as to how you can give priority to it. You have done the right thing by increasing the speed of trains. I have no doubt that you are working speedily and the speed of trains will also increase with this but we have to be more cautious because our tracks are quite old and it is dangerous to run trains on them with fast speed.

I would like to say two more things. In my constituency Dhone-Manmad rail line is a link line which was constructed mainly for loading purposes for South and North India. Load is considerably increasing there. The goods and passenger traffic have increased by more than 200 per cent. Therefore, either two more bogies should be attached or a new train should be introduced. For example, tickets are not available for Pune-Jhelum Express. Therefore, people are demanding that a new train should be introduced

from Pune to Calcutta VIA Delhi on the same track. It has come to my notice that you are starting Navjiwan Express from Bombay instead of Pune because there was a demand by some people of Ahmedabad and traders of Rajasthan. I think it will not be proper to discontinue the train from Manmad because it is an industrial track. There are many industries on this track and because of the industries, large number of passengers are also there. Therefore I want that you should pay more attention towards it. Seats are not available in Dhone-Manmad passenger train. Therefore, two more bogies should be attached to it. It will make hardly any difference if it has 18 bogies instead of 16. I would like to thank you for giving diesel engine to this train. Thirdly, I would like to say that from Nasik to Bombay the third line has been completed upto Igatpuri. Therefore, why do you not extend the local train upto Igatpuri instead of Kasara. By extending it to Igatpuri a major part of traffic from Nasik will be terminating near Bombay i.e. Igatpuri. It will also be helpful in diverting the Bombay traffic and 2 over rowding due to the increasing population of Bombay will also be eased. I think the extension of local train upto Nasik or Manmad will be much beneficial. It will be better if it is extended at least upto Igatpuri. In addition to Panchvati Passenger Express, one more train should be introduced from Manmad to Bombay. I would like to submit three points.

**SHRI MURLI DEORA** (Bombay South) : Will not the Ghat come on this route ?

**SHRI BALASAHEB VIKHE PATIL** : Third line has been laid in Ghat. As it has been laid in Pune, similarly...  
(Interruptions) There is already a train on Igatpuri Kasara Ghat section.(Interruptions)

As we have local train from Pune-Khandala to Lonawad, similarly for Kasara also if we construct a new track and two separate local trains are provided it will be much beneficial. Just as you have connected Pune with Bombay similarly you can connect Manmad, Nasik, Igatpuri and Kasara with Bombay by providing local trains and I think that would be much beneficial.

**SHRI MADHAVRAO SCINDIA** : You have done your home work.

**SHRI BALASAHEB VIKHE PATIL** : Thank you. I was saying another thing. The people have been demanding that by de-linking Karudbadi, Pandarpur and Pardi Baijnath from metre gauge and linking them with a single train will bring the coal field nearer also. Now it is upto you to see how you can do it. Because, earlier the Railway department has incurred the expenditure on it and now I believe that the Railways will get revenue from it. In the end I would like to know how you propose to lay the new railway line. One survey has been conducted. Some tracks are already there. Kalyan Ahmed Nagar, Baithan, Pardi Baijnath and Hyderabad lines are already there. The survey has been done several times for the new railway lines during the period of Shri S.K. Patil.

In the end, I would like to say that an agitation is going on in Marathwadra in Maharashtra for a converting metre gauge line into broad-gauge because M.I.D.C. lines have been completed in six districts. Aurangabad and Jalana are yet to be covered whereas Parbhani and Nanded have already been covered. A very meagre amount has been allocated for conversion work. For the conversion work, it has been decided by the Government that work other than that included in the scheme will also be undertaken under the Employment Guarantee Scheme and the present ratio of 60: 40 will be made as 50: 50. Therefore I would request you to think over it and more and funds more should be allocated for the conversion of metre gauge line into broad-gauge. With these words I congratulate you and your officers for presenting a very good Budget and giving a new direction. I once again thank you and with these words I conclude.

**SHRI RAMESHWAR NEEKHRA** (Hoshangabad) : Mr. Chairman, Sir, I congratulate the hon. Railway Minister, through you for the Budget he has presented and I support that Budget.

**SHRI BALKAVI BAIRAGI** (Mandsaur) : You could go to Rail Bhavan and meet him; why do you waste time.

SHRI RAMESHWAR NEEKHRA : Ever since Mr. Scindia assumed the charge of the Railways an atmosphere amongst the railway employees has been created which has resulted in all round efficiency. Earlier also, we used to travel as railway users, as Members of Parliament, as a common man but now all round development is seen everywhere. I would like to thank the Railway Minister for it. To-day we see cleanliness on the railway stations, we find that trains run on time and also see the good behaviour of Railway employees. Seeing all these things we feel, as has been told by the Railway Minister at the outset of his Budget speech, that all these works have been done by the Railway employees. All the officials from top to bottom in the Railways say only one thing that they have accepted Mr. Scindia and Mr. Scindia has accepted them. They both have created a family like atmosphere by accepting each other. Because of this, efficiency is seen everywhere in the entire Railway Department. I would like to thank him for that. He arranged loading in such a manner during last few days that 286 million tonnes of foodgrains could be transported. He has solved the problem of wagons, which to date continued to be the greatest problem. He deserves congratulations for this and also for the facilities he has extended to the youth, to the farmers and the war widows. I thank him for presenting a Budget of this kind in which he has played the role of a railway passenger, a railway employee, a railway officer and a Railway Minister. He has giving true shape to the sentiments of our young Prime Minister Shri Rajiv Gandhi who wants to take the country to the 21st century and to bring modernisation gradually. He deserves congratulation for this. I do not want to take more time because Mr. Bairagi has already advised me to meet him at Rail Bhavan and get my problems solved there. A few days back he had visited my Parliamentary constituency. He had told that the problems of the area would be solved. I would like to resubmit these problems so that these could be solved expeditiously. He has made rake loading arrangements in the Railways which has increased efficiency. Pulses are produced in large quantities in Piparia, Gadarvara, Narsinghpur and Kareli. There are two hundred pulses mills in that area. Pulses

are supplied all over India from that area. The rake loading arrangement does not suit the small stations. The problem cannot be solved until and unless wagons are supplied to small stations in addition to rakes. Problem of rakes continues to be there. I am sure that arrangements to supply the wagons alongwith rake loading with rake loading will also be made. I expect this from him. He had also inspected the Hoshangabad station and had found that 2 lakh passengers come to that station every month and this station did not meet their requirements. It is a place of pilgrimage. Therefore, the station should be constructed in such a way that it may look as if it is meant for the people who come for worshiping, for having a darshan of Mother Narmada. He had given directions for this and also realised the prevailing shortcomings. I am sure that a sitable station will be constructed at Hoshangabad. At the same time he has talked of 67 Model Stations and we may remind him that Itarsi is situated in the heart of this country and it is a very important function. Therefore, I request that Itarsi may also be developed as a Model station. He had also visited GoteGaon and people had placed their demand before him. People had given a memorandum also to him to the effect that its name may be changed to Shridham. I also request him that by taking necessary action in this regard the name of this station may be changed to Shridham. Alongwith this, he has provided several stops in my area. Itarsi is a very important station. Therefore, I request him that if he can provide stoppages for Tamil Nadu, K.K. and A.P. Super Fast Trains coming from South, it will be quite useful for those passengers who are going to Bombay or Allahabad. It will certainly be convenient for the pilgrims going to visit the four 'Dhams'. It is also my request to you that arrangements be made to stop the Ganga Cauvery Express at Narsinghpur, Mahanagarj Express at Gadarvara and Bombay Howarah mail at Soha Kareilly and Gote Gaon. Although some trains stop there but tickets are not issued. Ticket are not issued from Itarsi to Bhopal.

SHRI BALKAVI BAIRAGI : You must get ticket from Hoshangabad to Delhi ; take this guarantee from him.



**SHRI RAMESHWAR NEEKHRA :**

That is there. When ticket is not made available, it becomes inconvenient to the people, people come to Bhopal but it results in loss of revenue to you. People have to make some other arrangement, they have to go through back door they have to please some railway employees to make arrangements that we will go out from this place and we will pay you something every month. In this way the Railways themselves encourage them to indulge in corruption. Railway employees are being encouraged indirectly in this manner. For this, you may ensure availability of tickets where tickets are not available.

With these words, I would like to give two more suggestions. Catering service is going on very well. On big stations, a single big contractor has taken up the catering arrangement and has given the same to vendors on hire basis. For example, he charges Rs. 100 each from 'Pan' vendors, Rs. 200 each from tea and Rs. 300 each from sweet vendors and Rs. 100 each from fruit sellers. In this way they wield control over vendors. If this is the arrangement, then why do we not award these contracts direct to the vendors. They have to pay Rs. 100 to 200 to the contractor. They do not use good quality material like tea-leaf, milk etc. as they have to pay money to the contractor. If they save this money then catering arrangement will be better. At the same time the Railway can provide employment to un-employed persons indirectly. It is also my submission that there is a long standing demand of my state. Hon. former M.P. Shri Kamta had also raised this point and I also request that if Bina-Itarsi fast passenger train is extended upto Bhopal, then you will not have to lay any separate rail line, nor you will be required to make arrangements for the rake. This would facilitate the people to go to Bhopal. There is much rush in the train that runs during night. This arrangement can reduce this rush. If you do not want to do this, then another suggestion is also there. This train may be divided into two trains. One train may run between Bina and Jabalpur and the other may run between Jabalpur and Bhopal stations. It will be of much convenience to the passengers. To promote sports, a stadium should be constructed in Itarsi.

With these words, I thank you very much for the manner in which you have created an atmosphere in the Railways and at the end of your speech you have resolved alongwith the railway officials to build the country under the leadership of the Hon. Prime Minister. You have said that we are engaged in building this new India, brick by brick, line upon line. We, in the Railways take pride in being participants in this grand enterprise, and we re-dedicate ourselves to the fulfilment of these ideals. I congratulate you for the resolve you have made and the spirit of dedication you have shown towards the country and I assure you that wherever you feel our necessity in implementing this resolves, we will be available to you and we will co-operate with you.

With these words I thank you for presenting a very good budget.

**SHRI CHANDRA KISHORE PATHAK (Saharsa) :** Mr. Chairman, Sir, I support the Railway Budget. Mr. Scindia has presented a Budget which is as good as his sweet nature. Therefore, I support it. I want to draw his attention towards some points. This Budget lacks approach and thinking. Its approach and thinking has been limited to the fact that it considers only Delhi, Calcutta, Bombay and Madras as India. All efforts are made for the convenience of these cities and the entire amount of the Budget is spent on these cities. Those who are neglected otherwise, have remained neglected in this Budget also. You know that Bihar and eastern U.P. are the most backward area in the country but not a single item for these areas has been included in this Budget. Not to speak of starting some new work, no provision has been made for Chhatauni-Bagah bridge whose foundation stone was laid by the late Shrimati Indira Gandhi who has been our inspiration.

My area Nirwali is at a distance of 13 kms from Bhahtiyati. This line was washed away in Kosi floods some 40-45 years ago. There is no provision in the Budget for its construction also. I am not asking for a new line but for the construction of an old line; the people have been demanding this for years but that too has been neglected. Until and unless the backward

and neglected areas of India are given priority. these cannot be developed and upto that time the country cannot progress. Development is possible only at a place where transport facilities and electricity facilities are available. Hence, until and unless you pay attention towards this, the backward areas cannot develop. I would like to ask that if the backward areas are not developed, how can you dream of reaching the 21st century. How this dream will take shape. Therefore, I request you to first develop the backward areas. Therefore, you may please encourage the people of that area be at least starting the work of the Nirmali Bhatiyal and Bagah-Chhatauni bridges.

[English]

**SHRI CHINTAMANI JENA (Balasore):**

Hon. Chairman. I am very grateful to you for giving me a few minutes towards the end of today's sitting to speak on the Railway Budget. I wholeheartedly support the Budget placed by our hon. Minister for Railways for the reason that this is the Budget which was expected for the last more than a decade, so to say that this type of Budget could not come to the House. This is, for the first time, that our young Minister, Scindiaji has brought forward this Budget.

From the Budget you will see, the internal contribution to railway plan in the 4th Plan was 27.85%. In the Fifth Plan, it was 25.24%. In 1978-79 and 1979-80, during the Janata regime, it was only 26.35%. But in the Sixth Plan, when Mrs. Indiraji came to power, the Congress party came to power, it was 42.26% and 1985-86, it was 53%. In 1986-87, it was 59% and for 1987-88 it was targeted for 63%. It is unique. I must say. In spite of track renewal and many other developmental works executed by Railways. In the Fifth Plan, track renewal was 1,400 KM per annum on an average. In 1978-79, it was reduced to 1,000 KM and in 1979-80, it was still reduced to 900 KM. Now after the Congress party, under the leadership of late Prime Minister Smt. Indira Gandhi came to power, in 1980-81, it was about 1,200 KM per annum. In 1981-82, it was about 1,300 KM. In 1982-83, it was more

than 1,900 KM. In 1983-84, it was 2,700 KM. In 1985-86, after our beloved Prime Minister Shri Rajivji came to power, it was 3,200 KM. In 1986-87, it was 3,900 KM and this year, the young Minister has targeted for 4,200 KM. So, we may see that not only in these fields the Indian railways have shown their very good performance but also have shown very good performance in track renewal and other things. Contribution provided for depreciation is also very significant.

In 1977-78 it was 2.9%. In 1978-79 it was the same 2.9%. In 1979-80, it was 3.6%. But in 1987-88, it would be 11.7% and the railways would have surplus of about Rs. 1,100 crores. If the contribution would be fixed as in the Janata regime, it would be 2.9%.

For such significant performance, I must congratulate the young Minister who is the youngest one among all the railway ministers in India. I must congratulate the hon. Minister and the Railway Board as well as millions of railway employees for their sacrifices and sincere efforts by increasing loading of goods for the last two years even though not a single wagon was added to it. I will not go into the details because I have lot of other points to cover. Furthermore, our beloved Prime Minister Shri Rajivji and his young colleague Shri Madhavrao Scindiaji are to be heartily congratulated for the concessions they have provided for almost all sections of people and particularly for the young, handicapped farmers and war-widows. It is proposed that 35 railway stations should be declared as model railway stations and I hope these railway stations, are converted and declared as model railway stations. lot of improvements would be therein those Railway stations.

In this connection, I would draw the attention of the Minister that Balasore which is the headquarters of my Constituency, has been recommended by the South-Eastern Railway authorities to be declared as Model Railway Station. I would request the hon. Minister to kindly include Balasore Railway Station among the 35 Railway Stations which are to be declared as Model Railway Stations.

Sir, the computerisation of passenger reservation is really a praiseworthy matter. It became very convenient for the passengers in the matter of ticket booking. It also checks the corruption in such reservations which were there in the past. I would request that the Railway Stations like Puri, Bhubaneswar and Kharagpur in South-Eastern Railway should be included in the 1987-88 budget along with Bombay and Calcutta for which it has already been proposed.

Further, I must congratulate our hon. Minister that the percentage of accidents for the last 9 months have declined up to 12.7 per cent in comparison to corresponding period of last year. In this connection, I would like to suggest one thing i.e. to check the ticketless travel and chain-pullings and unsocial activities etc. in the trains. The PR section of the Railways should contact the students and educate them through lectures. They can take up the schools and colleges located nearer to the Railway Stations all over the country and educate the students. They should be made known that the railway properties are the nation's properties and nation's wealth.

I am grateful to the hon. Minister for proposing additional train facilities to be provided in the year 1987-88. In this connection, I would like to draw the attention of the hon. Minister that in 1984 the South-Eastern Railway Authorities have announced before the Chief Minister and the PR Department of the Railways also issued notification. This news was published in almost all the newspapers of our State that a fast passenger is to be introduced between Balasore and Bhubaneswar, which is the capital of the State. This has not been implemented. I would request that in 1987-88 this should be taken up and this facility should be provided.

I would further like to say that track electrification is really a praiseworthy matter. In the year 1979-80, it was 97 kms. This year they have targeted for 560 kms. In 1986-87, it was 560 kms. In 1987-88, it was targeted for 570 kms. So, I am thankful to the hon. Minister on this issue. The portion from Howrah from Kharagpur has been electrified. But the middle portion of Kharagpur to WALTAJR has not been

electrified. It is causing a great loss to the railway exchequer. This may be given top priority for electrification.

Modernisation of workshop, rolling-stock, signalling and telecommunication system are another factor of significance. In this connection, I would like to draw the kind attention of the hon. Minister about the completion of the second phase of MUNCHESWAR Coach Building Factory in Orissa for which the first phase has been completed. Due to constraint of resources, they have not made allocation for the second phase. Production is suffering to a great extent.

This may be taken up in right earnest. In the 1987-88 budget, funds should be provided for the completion of the second phase of Mancheswar coach-building factory.

Due to resource constraint, conversion of railway track from narrow gauge and metre gauge to broad gauge has been totally stopped. In this connection I would like to draw the attention of the hon. Minister to the narrow gauge line from Rupsa to Bangriposi which was constructed about 100 years ago. In case due to resource constraint the conversion cannot be taken up in the Seventh Plan, I would request that at least diesel engine should be provided with good coaches and the speed of the trains on this time should also be increased.

Leasing of railway land has been banned. I would request the Railway Ministry to reconsider it and lease out the land to poor people, particularly the low-income group people, not only for agricultural production purposes but also for commercial purposes. This will help the railway exchequer. The ban must be withdrawn.

The power of allowing stoppages of express trains is now with the Railway Board which is making it very inconvenient for the railway-users. I would request that the previous practice be restored, namely, this power should be vested with the Zonal Managers.

It is really a matter of great satisfaction that the hon. Minister is trying his best to improve the catering services in the railways

and also the base kitchen. In this connection I would like to submit that one Member should be there exclusively on the Railway Board to look after the catering services which have increased ten-fold compared to what they were before nationalisation. I would request that this may be given due consideration.

Casual labourers who were recruited at the time of construction of doubling lines were retrenched after the completion of the work. They should be taken back as CPC gangmen.

Coming to my State, there are two points which I want to make. Regarding Sambalpur Division, the construction work has not yet been started. I would request that necessary funds for this purpose be provided. Doubling of Khurda Road-Puri railway

line should be taken up in right earnest because we know the importance of Puri—it is not only a pilgrimage centre but also a tourist place. I would request that in the Seventh Plan priority should be given for doubling of this railway line from Khurda Road to Puri.

With these words, I conclude.

MR. CHAIRMAN : The House stands adjourned to reassemble tomorrow at 11.0 a.m.

18.04 hrs.

*The Lok Sabha then adjourned till Eleven of the Clock on Wednesday, March 4, 1987 Phalguna 13, 1908 (Saka).*

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