

MR. SPEAKER : I shall now put the Demands for Grants on Account (General) for 1986-87 to vote.

The question is :

"That the respective sums not exceeding the amounts on Revenue Account and Capital Account shown in the third column of the Order Paper, be granted to the President out of the Consolidated Fund of India, on account for or towards defraying the charges during the year ending on the 31st day of March, 1987, in respect of the heads of demands entered in the second column thereof against Demands Nos. 1 to 107".

The Motion was adopted.

13.38 hrs.

APPROPRIATION (VOTE ON ACCOUNT) BILL, 1986*

[English]

THE MINISTER OF FINANCE (SHRI VISHWANATH PRATAP SINGH) : I beg to move for leave to introduce a Bill to provide for the withdrawal of certain sums from and out of the Consolidated Fund of India for the services of a part of the financial year 1986-87.

MR. SPEAKER : The question is :

"That leave be granted to introduce a Bill to provide for the withdrawal of certain sums from and out of the Consolidated Fund of India for the services of a part of the financial year 1986-87".

The Motion was adopted.

SHRI VISHWANATH PRATAP SINGH : I introduce** the Bill.

I beg to move** :

*Published in Gazette of India Extraordinary Part II, Section 2, dated 13.3.86.

**Introduced/moved with the recommendation of the President,

"That the Bill to provide for the withdrawal of certain sums from and out of the Consolidated Fund of India for the services of a part of the financial year 1986-87 be taken into consideration"

MR. SPEAKER : The question is :

"That the Bill to provide for the withdrawal of certain sums from and out of the Consolidated Fund of India for the services of a part of the financial year 1986-87 be taken into consideration"

The Motion was adopted.

MR. SPEAKER : We will now take up clause by clause consideration. The question is :

"That Clauses 2 to 4 and Schedule stand part of the Bill"

The Motion was adopted.

Clauses 2 to 4 and Schedule were added to the Bill Clause 1, Enacting Formula and Title were added to the Bill.

SHRI VISHWANATH PRATAP SINGH : I beg to move :

"That the Bill be passed"

MR. SPEAKER : The question is :

"That the Bill be passed"

The Motion was adopted.

13.40 hrs.

RESOLUTION RE : THIRD REPORT OF THE RAILWAY CONVENTION COMMITTEE

DEMANDS FOR GRANTS (RAILWAYS), 1986-87.

SUPPLEMENTARY DEMANDS FOR GRANTS (RAILWAYS), 1985-86, AND

DEMANDS FOR EXCESS GRANTS (RAILWAYS), 1983-84.

[English]

MR. SPEAKER : The House will now take up the Resolution regarding approval

[Mr. Speaker]

of the recommendations of the Railway Convention Committee, 1985 and discussion and voting on Demands for Grants (Railways) for 1986-87. Supplementary Demands for Grants (Railways) for 1985-86 and Demands for Excess Grants (Railways) for 1983-84 for which four hours have been allotted.

Hon. Members present in the House, whose cut motion to the Demands for Grants have been circulated, may, if they desire to move their cut motions, send slips to the Table within 15 minutes indicating the serial numbers of the cut motions they would like to move. Those cut motions only will be treated as moved.

A list showing the serial numbers of cut motions treated as moved will be put up on the Notice Board shortly. In case any Member finds any discrepancy in the list he may kindly bring it to the notice of the officer at the Table without delay.

THE MINISTER OF TRANSPORT
(SHRI BANSI LAL) : Sir, I beg to move :

"That this House approves the recommendations made in paragraphs 10 to 13, 15 and 16 contained in the Third Report of the Railway Convention Committee, 1985, appointed to review the rate of dividend payable by the railway undertaking to General Revenues as well as other ancillary matters in connection with the railway finance and general finance, which was presented to Parliament on the 21st February, 1986."

Sir, by a resolution adopted in the Lok Sabha on 20th March, 1985 and concurred in by Rajya Sabha on 28th March, 1985, the Railway Convention Committee, 1985 was constituted on the 21st May, 1985. The Committee was appointed 'to review the rate of dividend which is at present payable by the Railway Undertaking to General Revenues as well as other Ancillary Matters in connection with the Railway Finance vis-a-vis the General Finance and make recommendations thereon', for the Seventh Plan period (1985-90). This Committee selected 16 subjects for exami-

nation covering various facets of railway working and report thereon in a phased manner after consideration of memoranda by the Department of Railways.

The Department of Railways submitted an interim memorandum requesting the Committee to permit the continuance of the financial arrangements between the Railways and the General Finances as recommended by the Railway Convention Committee, 1980 for the years 1985-86 and 1986-87 pending their final recommendation for the Seventh Five Year Plan. The Railway Convention Committee 1985, have since considered the interim memorandum and have agreed to the proposals made therein by the Department of Railways, subject to retrospective adjustments after the final recommendations of the Committee are available in the course.

With these words, I commend the Resolution for the consideration of this House.

MR. SPEAKER : Resolution moved :

"That this House approves the recommendations made in paragraphs 10 to 13, 15 and 16 contained in the Third Report of the Railway Convention Committee, 1985, appointed to review the rate of dividend payable by the railway undertaking to General Revenues as well as other ancillary matters in connection with the railway finance and general finance, which was presented to Parliament on the 21st February, 1986."

MR. SPEAKER : Motion moved :

"That the respective sums not exceeding the amounts shown in the third column of the Order Paper be granted to the President of India out of the Consolidated Fund of India, to defray the charges that will come in the course of payment during the year ending the 31st day of March, 1987, in respect of the heads of Demands entered in the second column thereof against Demands Nos. 1 to 16."

Demands for Grants (Railways), 1986-87 submitted to the Vote of Lok Sabha

No. of Demand	Name of Demand	Amount of Demands for Grants submitted to the vote of the House
(1)	(2)	(3)
		Rs.
1.	Railway Board	6,47,24,000
2.	Miscellaneous Expenditure (General)	40,81,52,000
3.	General Superintendence and Services on Railways	267,40,84,000
4.	Repairs and Maintenance of Permanent Way and Works	570,17,73,000
5.	Repairs and Maintenance of Motive Power	431,66,98,000
6.	Repairs and Maintenance of Carriages and Wagons	606,81,75,000
7.	Repairs and Maintenance of Plant and Equipment	323,82,98,000
8.	Operating Expenses—Rolling Stock and Equipment	490,30,15,000
9.	Operating Expenses—Traffic	549,91,59,000
10.	Operating Expenses—Fuel	1104,46,80,000
11.	Staff Welfare and Amenities	192,37,99,000
12.	Miscellaneous Working Expenses	295,45,45,000
13.	Provident Fund, Pension and Other Retirement Benefits	349,20,84,000
14.	Appropriation to Funds	1635,00,00,000
15.	Dividend to General Revenues, Repayment of loans taken from General Revenues and Amortization of Over-Capitalization	614,93,22,000
16.	Assets—Acquisition, Construction and Replacement Revenue	24,99,50,000
	Other Expenditure	5365,87,35,000

MR. SPEAKER : Motion moved :

“That the respective supplementary sums not exceeding the amounts shown in the third column of the Order Paper be granted to the President of India out of the consolidated Fund of India to

defray the charges that will come in course of payment during the year ending the 31st day of March, 1986, in respect of the heads of Demands entered in the second column thereof—Demands Nos. 1 and 3 to 16.”

Supplementary Demands for Grants (Railways) for 1985-86 Submitted to the Vote of
Lok Sabha

No: of Demand	Name of Demand	Amount of Demands for Grants submitted to the Vote of the House
(1)	(2)	(3)
		Rs.
1.	Railway Board	38,99,000
3.	General Superintendence and Services on Railways	4,67,94,000
4.	Repairs and Maintenance of Permanent Way and Works	30,20,89,000
5.	Repairs and Maintenance of Motive Power	18,82,92,000
6.	Repairs and Maintenance of Carriages and Wagons	3,22,84,000
7.	Repairs and Maintenance of Plant and Equipment	26,82,23,000
8.	Operating Expenses—Rolling Stock and Equipment	3,67,87,000
9.	Operating Expenses—Traffic	15,97,68,000
10.	Operating Expenses—Fuel	58,16,09,000
11.	Staff Welfare and Amenities	8,32,42,000
12.	Miscellaneous Working Expenses	26,59,09,000
13.	Provident Fund, Pension and Other Retirement Benefits	68,57,89,000
14.	Appropriation to Funds	3,66,26,000
15.	Dividend to General Revenues, Repayment of loans taken from General Revenues and Amortization of Over Capitalization	17,51,92,000
26.	Assets—Acquisition, Construction and Replacement Other Expenditure	7,000

MR. SPEAKER : Motion moved :
“That the respective excess sums not exceeding the amounts shown in the column of the Order Paper be granted to the President of India out of the Consolidated Fund of India to make

Good the excess on the respective grants during the year ended on the 31st day of March, 1984, in respect of the following Demands entered in the second column thereof — Demands Nos. 4, 9, 10 and 13.”

Demands for Excess Grants (Railways) for 1983.84 Submitted to the Vote of Lok Sabha

No. of Demand	Name of Demand	Amount of Demand submitted to the Vote of the House
1	2	3
		Rs.
4.	Repairs and Maintenance of Permanent Way and Works	76,82,023
9.	Operating Expenses—Traffic	1,86,86,993
10.	Operating Expenses—Fuel	26,35,69,139
13.	Provident Fund, Pension and other Retirement Benefits	5,67,21,760

13.45 hrs.

[SHRI VAKKOM PURUSHOTHAMAN
in the Chair]

SHRI R.P. DAS (Krishnagar): Mr. Chairman, Sir, I would like to first point out two things. First, is the circular railway of Calcutta. The circular railway has now become a truncated railway in Calcutta because the entire portion had yet to be done but that could not be done for reasons beyond our thinking. In the last Session I had made some points and the Minister of State for Railways referred to one point concerning circular railways namely, that there are certain constraints for which the extension of the circular railway could not be taken up. He said that circular railway as approved by the Planning Commission for inclusion in 1984-85 budget and out of that only 10 km long section from Ultadanga to Prinsep Ghat has already been completed.

This section was also commissioned to traffic in 1985. It has now been proposed that the line be extended from Ultadanga Road to Dum Dum to connect with the existing suburban section so that substantial relief may be provided to the commuters. But there are some encroachments on that section and these have to be cleared. There are some problems in this respect and the Government is very much aware of it. After the partition, people came over from the other side of West Bengal and they have

been settled on this portion. These people have, therefore, to be shifted elsewhere. For doing that, some alternative arrangement has to be made. The State Government had approached the Central Government for funds so that these people could be shifted elsewhere. I would request the Minister to consider this proposal in all seriousness and some measures should be taken so that these people can be shifted elsewhere and the section freed of encroachments and the line extended upto Dum Dum.

Beyond Prinsep Ghat, on the southern side, this line has to be extended upto Majherhat railway station. Until and unless this section is completed upto Majherhat, the Calcutta circular railway would not be completed. The Minister says that there are other constraints. He further says the alignment that passes through the port area where elevated structure has to be provided for the line and this part of the work will therefore, involve high cost. There is no doubt about it, but all these constraints would have been discussed at the Planning Commission level. And since it has been approved by the Planning Commission, the elevated structure has to be provided and the line extended upto Majherhat so that the circular railway could be completed.

The Minister also says about some other constraints that is that the alignment adjacent to Prinsep Ghat has been occu-

[Shri R. P. Dass]

pled for construction of second Hooghly Bridge and the Bridge Commissioner has expressed his inability to allow passage through this area until the bridge is completed. This was the opinion of the Bridge Commissioner. Therefore, This portion can be left for the time being. In the meantime, the elevated structure can be taken through the port area. Now, in the meantime the second Hooghly Bridge is going to be completed and after that the left out portion could be taken up for Completion of the Circular Railway project.

We are of the opinion that the Calcutta circular railway should be completed as early as possible and the traffic problem in Calcutta solved to the extent possible.

Secondly, I would like to draw the attention of the railway Minister to the D.O. letter dated 27th February, 1985 that he wrote to the Chief Minister of West Bengal's letter regarding various railway projects in West Bengal. These were all about construction of a new BG-cum-MG line connecting New Jalpaiguri with Siliguri Junction via Rangapani to avoid traffic congestion and also of a railway line from Budge budge to Namkhana. This is a very old scheme. For this line also sanction was obtained from the Planning Commission. There was a clearance from the Planning Commission for work, but nobody knows as to why this has been abandoned.

The third one was regarding construction of a railway link Raniganj to Bankura via Mejia. The question of construction of this railway line has been raised many times in this House but of no avail.

This is a very big area. Mejia has a coal-field and a thermal power plant, which has been sanctioned by the Planning Commission, is to be erected at this place. The DVC has taken up this work very earnestly. Therefore, I request that the construction of this line should be taken up immediately. But the Hon'able Minister has stated in his reply to the state of West

Bengal that it would not be economically profitable.

The fourth project which I would like to refer do now is the modernisation of Bandel-Katwa section. This is one of the most important sections of West Bengal. This section is situated on the western side of the Ganga. Right from the 18th century, this area is one of the most advanced areas, so far as education and other economic aspects are concerned. People have to come to Calcutta daily from these areas for job and other purposes. As there are so many daily commuters, it requires immediate modernisation and it requires electric trains also. We are given to understand that some work has already been taken up for modernisation of this section. The section at Katwa is being reorganised for the last four years. People of the area are given to understand that the Government might take up the work of modernisation this year. So, the platform has been raised and some other constructions have also been made. The next important station is Nawadweep. Kalna is also in this section. That is why this portion is important, and many daily commuters have to travel from this part to Calcutta. Therefore a double line is a must. But the note says that it would not be possible to include the electrification of Bandel-Katwa Section in the work programme of the Railways. I do not understand why it is not possible. If you go into the requirements of the area and if you have any regard for people's need, you possibly have no alternative but to take up this project.

The fifth line is the Tamluk-Digha BG rail line. This also is one of the most important projects. I would like to point out one thing in this regard. The Union Minister replied to a letter of the Chief Minister of West Bengal, it would not be possible for the Government to take up this project. Our Chief Minister wrote back to the hon. Transport Minister, Shri Bansilal that the Railway Ministry in their letter dated of 6.4.84 had requested the State Government to take immediate steps for requisition of about 1380 acres of land

under the provisions of the West Bengal Land (Requisition and Acquisition) Act, 1984 for construction of Tamulu-Digha Broad Guage railway line. At the instance of the Railway Minister, the work was almost completed by the State Government and the Railways have taken over a big portion of land in that area. Now the Union Government says that there is no justification for taking up this project. Why is there no justification, when the Central Government itself had written to the State Government to take up the work and when the State Government has actually taken up the work? The present Railway Minister has said that no on-going project would be abandoned. In this case it seems as though this line has been abandoned. Therefore, I would again request the Hon. Minister to consider the matter and see that the work is taken up as early as possible.

SHRI ANANDA PATHAK (Darjeling :
I beg to move :

“That the demand under the head ‘Railway Board’ be reduced by Rs. 100.”

[Need to provide improved sitting arrangements at Jalpaiguri station.] (1)

“That the demand under the head ‘Railway Board’ be reduced by Rs. 100.”

[Need to replace the old track between New Jalpaiguri and Dalkhola.] (2)

“That the demand under the head ‘Railway Board’ be reduced by Rs. 100.”

[Need to introduce a direct fast train from Jalpaiguri to New Delhi via New Jalpaiguri.] (3)

“That the demand under the head ‘Railway Board’ be reduced by Rs. 100.”

[Need to introduce a superfast train

between Jalpaiguri and Sealdah via New Jalpaiguri.] (4)

“That the demand under the head ‘Railway Board’ be reduced by Rs. 100.”

[Need to restore A.T. Mail and Vaishali Express Ex-Siliguri Jn. under Northeast Frontier Railway.] (5)

“That the demand under the head ‘Railway Board’ be reduced by Rs. 100.”

[Need to provide a new rail line between Malda and Balurghat via Tapan and Hilli.] (6)

“That the demand under the head ‘Railway Board’ be reduced by Rs. 100.”

[Need to provide a new rail line between Eklakhi (Malda) to Dalkhola via Itahar and Raigunj.] (7)

“That the demand under the head ‘Railway Board’ be reduced by Rs. 100.”

[Need to allot reservation quota of some berths in Vivekananda Express to New Jalpaiguri station.] (8)

“That the demand under the head ‘Railway Board’ be reduced by Rs. 100.”

[Need to raise the status of Jalpaiguri Road Station.] (9)

“That the demand under the head ‘Railway Board’ be reduced by Rs. 100.”

[Need to modernise and provide all facilities to passengers at Jalpaiguri station.] (10)

“That the demand under the head ‘Railway Board’ be reduced by Rs. 100.”

[Need to provide new tracks from New Jalpaiguri to Kishangunj.] (11)

[Shri Ananda Pathak]

“That the demand under the head ‘Railway Board’ be reduced by Rs. 100.”

[Need to fill up all vacancies in Railways through Employment Exchange.] (12)

“That the demand under the head ‘Railway Board’ be reduced by Rs. 100.”

[Need to regularise the services of casual workers within a specified period.] (13)

“That the demand under the head ‘Railway Board’ be reduced by Rs. 100.”

[Need to run Darjeeling Mail on time.] (14)

“That the demand under the head ‘Railway Board’ be reduced by Rs. 100.”

[Need to modernise Tindharia Railway Workshop in Darjeeling District.] (15)

“That the demand under the head ‘Railway Board’ be reduced by Rs. 100.”

[Need to modernise Darjeeling Himalayan Railway.] (16)

“That the demand under the Head ‘Railway Board’ be reduced by Rs. 100.”

[Need to restore crane transshipment works at Siliguri.] (17)

“That the Demand under the head ‘Railway Board, be reduced by Rs. 100.”

[Need to absorb crane transshipment handling workers at New Jalpaiguri.] (18)

“That the Demand under the head ‘Railway Board’ be reduced by Rs. 100.”

[Need to departmentalise catering in all long-distance trains under North-eastern Frontier Railway.] (19)

“That the Demand under the head ‘Railway Board’ be reduced by Rs. 100.

[Need to reschedule the timing of Tinsukia Mail for the convenience of passengers getting down and boarding at New Jalpaiguri.] (20)

“That the Demand under the head ‘Railway Board’ be reduced by Rs. 100.”

[Need to provide more counters with adequate staff in the City Booking Office, Siliguri.] (21)

“That the Demand under the head ‘Railway Board’ be reduced by Rs. 100.”

[Need to provide adequate sitting and toilet arrangement in City Booking Office, Siliguri.] (22)

“That the Demand under the head ‘Railway Board’ be reduced by Rs. 100.”

[Need to provide terminal facility and shed at Haldibari for Cleaning and checking of daily Darjeeling Mail.] (23)

“That the Demand under the head ‘Railway Board’ be reduced by Rs. 100.”

[Need to provide better toilet facilities in Darjeeling Mail.] (24)

“That the Demand under the head ‘Railway Board’ be reduced by Rs. 100.”

[Need to improve existing 1st class coach and increasing the number of such coaches in Darjeeling Mail.] (25)

“That the demand under the Head ‘Railway Board’ be reduced by Rs. 100.”

[Need to increase the number of 1st class coaches in all trains leaving New Jalpaiguri for Sealdah, Howrah and Delhi.] (26)

“That the Demand under the head ‘Railway Board’ be reduced by Rs. 100.”

[Need to relinquish unusable railway land at Siliguri for development work.] (27)

"That the Demand under the head 'Railway Board' be reduced by Rs. 100."

[Need to check misuse of the vast chunks of railway land at Siliguri, Jalpaiguri and New Jalpaiguri.] (28)

"That the Demand under the head 'Railway Board' be reduced by Rs. 100."

[Need to relinquish unusable railway land adjacent to Jalpaiguri station for the construction of a market-complex.] (29)

"That the Demand under the head 'Railway Board' be reduced by Rs. 100."

[Need to relinquish a small portion of land at Kurseong for the construction of motor stand]. (30)

"That the Demand under the head 'Railways Board' be reduced by Rs. 100."

[Need to restore the passenger and goods trains on narrow gauge line in Darjeeling Hills]. (31)

"That the Demand under the head 'Railway Board' be reduced by Rs. 100."

[Need to increase the reservation quota of Darjeeling Mail and other trains at Jalpaiguri and Haldibari stations]. (32)

"That the Demand under the head 'Railway Board' be reduced by Rs. 100."

[Need to allot quota of reservation of berths in Darjeeling Mail, Assam Mail, Tinsukia Mail, Kamrup Express, Kunchanjunga Express to Mal station]. (33)

"That the Demand under the head 'Railway Board' be reduced by Rs. 100."

[Need to restore the out agency N.F.R. at Kalimpong]. (34)

"That the Demand under the head 'Railway Board' be reduced by Rs. 100."

[Need to restore enquiry-cum-reservation office at Siliguri junction station]. (35)

"That the Demand under the head 'Railway Board' be reduced by Rs. 100."

[Need to restore Siliguri Town Goods Office]. (36)

"That the Demand under the head 'Railway Board' be reduced by Rs. 100."

[Need to restore New Jalpaiguri-Haldibari Express]. (37)

"That the Demand under the head 'Railway Board' be reduced by Rs. 100."

[Need to remove the obstructing rail gate near Siliguri Road station and divert the line from Rangapani]. (38)

SHRI V.S. KRISHNA IYER (Bangalore South) : I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100."

[Need to withdraw the hike in railway passenger fares in express and mail trains.] (39)

"That the demand under the head 'Assets-Acquisition, Construction and Replacement' be reduced by Rs. 100."

[Need to provide sufficient funds for taking up electrification of Bangalore-Jolarpet line.] (40)

"That the demand under the head 'Assets-Acquisition, Construction and Replacement' be reduced by Rs. 100."

[Need for conversion of Bangalore-Miraj and Bangalore-Salem meter gauge into broad gauge lines.] (41)

"That the demand under the head

[Shri V. S. Krishna Iyer]

'Assets-Acquisition, Construction and Replacement' be reduced by Rs. 100''

[Need to provide adequate funds for conversion of Mysore-Bangalore line into broad guage line.] (42)

"That the demand under the head 'Assets-Acquisition, Construction and Replacement' be reduced by Rs. 100."

[Need to provide adequate funds for laying a new railway line between Chitradurga and Roydurga.] (43)

'That the demand under the head 'Assets-Acquisition, Construction and Replacement' be reduced by Rs. 100."

[Need to check railway accidents.] (44)

"That the demand under the head 'Assets-Acquisition, Constructson and Replacement' be reduced by Rs. 100."

[Need to lay new railway lines between Hubli-Karwar and Kottur-Harihar.] (45)

"That the demand under the head 'Assets-Acquisition, Construction and Replacement' be reduced by Rs. 100."

[Need to run Karnataka Express daily between Bangalore and Delhi] (46)

"That the demand under the head 'Assets-Acquisition, Construction and Replacement' be reduced by Rs. 100."

[Need to connect Chamaraja Nagar and Mettupalayam by rail.] (47)

"That the demand under the head 'Assets-Acquisition, Construction and Replacement' be reduced by Rs. 100."

[Need to take up the Konkan Railway from Mangalore Side connecting Mangalore and Udupi first.] (48)

"That the demand under the head 'Assets-Aoquisition, Construction and Replacement' be reduced by Rs. 100."

[Need to take up the construction of an underbridge near the Palace in Bangalore.] (49)

"Thai the demand under the head 'Assets-Acquisition, Construction and Replacement' be reduced by Rs. 100."

[Need to improve catering arrangements in the trains.] (50)

"That the demand under the head 'Assets-Acquisition, Construction and Replacement' be reduced by Rs. 100."

[Need to check ticketless travel in the trains.] (51)

"That the demand under the head 'Assets-Acquisition, Construction and Replacement' be reduced by Rs. 100."

[Need to introduce one more Brindavan Express between Bangalore and Madras.] (52)

SHRI BAJU BAN RIYAN (Tripura East) : I beg to move :

"That the demand under the head 'Railway Board' be reduced by Re. 1.

[Failure to introduce direct train from Dharmanagar to Guwahati.] (53)

"That the demand under the head 'Railway Board' be reduced to Rs. 100.

[Need to re-introduce the Lalgola-Ranaghat local train to cope up with the morning as well as afternoon rush of the two districts of Nadia and Murshidabad.] (54)

"That the demand under the head 'Railway Board' be reduced to Rs. 100"

[Need to put the Bhagirathi Express at a more convenient time between 16:30

and 17.00 hrs. in the interest of the long distance passengers.] (55)

“That the demand under the head ‘Railway Board’ be reduced to Rs. 100.”

[Need to introduce a fast passenger train between Farakka and Howrah.] (56)

“That the demand under the head ‘Railway Board’ be reduced to Rs. 100.”

[Need to take suitable measures to stop selling of rail tickets by unauthorised persons at Kishanagar railway station under Sealdah division.] (57)

“That the demand under the head ‘Railway Board’ be reduced to Rs. 100.”

[Need to repair the Krishanagar station approach road without delay] (58).

“That the demand under the head ‘Railway Board’ be reduced to Rs. 100.”

[Need to provide more local trains between Barasat and Hasanabad section under Sealdah division] (59).

“That the demand under the Head ‘Railway Board’ be reduced to Rs. 100.

[Need to replace the old unserviceable carriage now put on run in the Barasat-Hasanabad section] (60).

“That the demand under the head ‘Railway Board’ be reduced to Rs. 100.”

[Need to introduce more direct trains between Sealdah and Hasanabad]. (61)

“That the demand under the head ‘Railway Board’ be reduced to Rs. 100.”

[Need to take the work of electrification from Barasat to Hasanabad.] (62)

“That the demand under the head ‘Railway Board’ be reduced to Rs. 100.”

[Need to construct a double line upto Bangaon under Sealdah Section.] (63)

“That the demand under the head ‘Assets, Acquisition, construction and replacement’ be reduced to Re.1.

[Failure to take up the techno-economic survey of Agartala Saffron sector with immediate effect.] (64)-

“That the demand under the head ‘Assets, Acquisition, construction and replacement’ be reduced to Re.1.

[Failure to expedite the on-going construction work from Dharmanagar to Kumarghat and get it done within the stipulated period.] (65).

“That the demand under the head ‘Assets, Acquisition, construction and replacement’ be reduced to Rs. 100.

[Need to expedite the techno-economic survey of Kumarighat Agartala sector.] (66.)

SHRI K. RAMACHANDRA REDDY
 (Hindupur) : I beg to move :

“That the demand under the head ‘Railway Board’ be reduced to Re. 1.”

[Failure to meet the demand bearing the cost and maintenance of railway level crossing between Tanakal and Mulakala Cheruvu to go to villages of Bisavaripalli and others in Anantpur district in Andhra Pradesh.] (73)

“That the demand under the head ‘Railway Board’ be reduced to Re. 1.”

[Failure to provide a new railway station at Balasamudram between Tanakal and Mulakala Cheruvu.] (74)

“That the demand under the head ‘Railway Board’ be reduced by Re. 100.”

[Sri K. Ramachandra Reddy]

Need for electrification of Kazipet-Sanatnagar railway line in Andhra Pradesh.] (75)

“That the demand under the head ‘Railway Board’ be reduced by Rs. 100.”

[Need for location of a loco-shed at Cherlapalli in Andhra Pradesh.] (76)

“That the demand under the head ‘Railway Board’ be reduced by Rs. 100.”

[Need to clear the laying of Krishna Canal Guntur Tenali-Repalli line in Andhra Pradesh.] (77)

“That the demand under the head ‘Railway Board’ be reduced by Rs. 100.”

Need to allot more funds for completing the new line from Adilabad to Pippalakutti in Andhra Pradesh in time] (78)

“That the demand under the head ‘Railway Board’ be reduced by Rs. 100.”

[Need to run a super fast express train between Waltier and New Delhi.] (79)

“That the Demand under the head ‘Railway Board’ be reduced by Rs. 100.”

[Need to run a link express train from Waltier to Kazipet to connect Andhra Pradesh Express.] (80)

“That the demand under the head ‘Railway Board’ be reduced by Rs. 100”

[Need to expedite the construction of new broad gauge line between Nadikudi and Gudur via Kalahasti.] (81)

“That the demand under the head ‘Railway Board’ be reduced by Rs. 100.”

[Need to expedite the construction of new broad gauge line from Krishna to Vikarabad.] (82)

“That the demand under the head ‘Railway Board’ be reduced by Rs. 100.”

[Need to expedite the construction of a new broad gauge line from Macheria to Raichoor via Gadwal.] (83)

“That the demand under the head ‘Railway Board’ be reduced by Rs. 100.”

[Need to expedite construction of a new broad gauge line from Nidubralu to Nizampatnam.] (84)

“That the demand under the head ‘Railway Board’ be reduced by Rs. 100.”

[Need to expedite the conversion into broad gauge line between Pakala and Thimpathi.] (85)

“That the demand under the head ‘Railway Board’ be reduced by Rs. 100.”

[Need to expedite the construction of a parallel broad gauge line from Pakala to Katpadi.] (86)

DR. SUDHIR ROY (Bardwan) . I beg to move :

“That the demand under the head ‘Miscellaneous Expenditure’ (General) be reduced by Rs. 100.”

[Need for introduction of three more passenger trains daily on Bankura-Damodar line.] (87)

“That the demand under the head ‘Miscellaneous Expenditure’ (General) be reduced by Rs. 100.”

[Need for introduction of four more passenger trains daily on Bardwan-Katwa line (Eastern Railway)] (88)

“That the demand under the Head ‘Assets-Acquisition, construction and replacement’ be reduced by Rs. 100.”

[Need for construction of a fly-over on Lalinah railway level crossing (Eastern Railway)] (89)

"That the demand under the head 'Assets, Acquisition, construction and replacement' be reduced by Rs. 100."

[Need to expedite the construction of a fly-over at Chhata Pathar, Asansol (E.R.) (90)

"That the demand under the head 'Asset, Acquisition, construction and replacement' be reduced by Rs. 100."

[Need for construction of a fly-over on the Kalna Road level crossing near Burdwan railway junction] (91)

"That the demand under the head Assets, Acquisition, construction and replacement' be reduced to Rs. 100."

[Need for conversion of Bankura-Dumodar railway line into broad gauge.] (92)

"That the demand under the head 'Assets, Acquisition, construction and replacement' be reduced by Rs. 100."

[Need for construction of a new railway station near Banka bridge between Burdwan and Gangpur (93)

"That the demand under the head 'Assets, Acquisition, construction and replacement' be reduced by Rs 100."

[Need for conversion of the Burdwan-Katwa line into broad gauge.] (94)

SHRI K. RAMACHANDRA REDDY :
I beg to move :

"That the demand under the head 'Railway Board' be reduced by Rs. 100."

[Need to construct a railway over-bridge at Dhronachalam in Kurnool district of Andhra Pradesh.] (95)

"That the Demand under the head Railway Board' be reduced by Rs. 100."

[Need to construct a railway over-bridge at Kamalapuram in Cuddapah district of Andhra Pradesh.] (96)

"That the Demand under the head 'Railway Board' be reduced by Rs 100."

[Need to allot more funds for the railway bridge at Nidadavole in Andhra Pradesh.] (97)

"That the Demand under the head 'Railway Board' be reduced by Rs. 100."

[Need to allot more funds for the construction of railway bridge at Kavali in Nellore district of Andhra Pradesh.] (98)

"That the Demand under the head 'Railway Board' be reduced by Rs. 100."

[Need to allot more funds for construction of railway bridge at Pendurthi in Andhra Pradesh.] (99)

"That the Demand under the head 'Railway Board' be reduced by Rs. 100."

[Need to allot more funds for construction of broad gauge line between Manuguru and Bhadrachalam road.] (100)

"That the Demand under the head 'Railway Board' be reduced by Rs. 100"

[Need to complete broad gauge line between Motamarri and Jaggayapeta in Andhra Pradesh.] (101)

"That the Demand under the head 'Assets—Acquisition, Construction and Replacement' be reduced by Rs. 100."

[Need to locate a coach factory at Kazipet in Warangal district in Andhra Pradesh] (102)

"That the Demand under the head 'Assets—Acquisition, Construction and Replacement' be reduced by Rs. 100."

[Need to allot more funds for the loco-shed at Guntakal for expansion of its capacity to hold 150 diesel engines.] (103)

"That the Demand under the head 'Assets—Acquisition, Construction and Replacement' be reduced by Rs. 100."

[Shri K. Ramachandra Reddy]

[Need to allot more funds for wheels reconditioning in the broad gauge loco-shed at Gooty in Andhra Pradesh.] (104)

“That the Demand under the head ‘Assets—Acquisition’ Construction and Replacement’ be reduced by Rs. 100.”

[Need to allot more funds for electrification of Gudur-Renigunta-Tirupati line.] (105)

“That the Demand under the head ‘Assets-Acquisition, Construction and Replacement’ be reduced by Rs. 100.”

[Need to allot more funds for electrification of Kazipet-Secunderabad line in Andhra Pradesh.] (106)

“That the Demand under the head ‘Assets-Acquisition, Construction and Replacement’ be reduced by Rs. 100.”

[Need to more funds for electrification of Waltair and Kirandul line in Andhra Pradesh.] (107)

“That the Demand under the head ‘Assets-Acquisition, Construction and Replacement’ be reduced by Rs. 100.”

[Need to expedite the construction of second line (broad gauge) between Bellampalli and Ballarsha.] (108)

“That the demand under the head ‘Assets-Acquisition, Construction and Replacement’ be reduced by Rs. 100.”

[Need to expedite the construction of a double line between Sirpur and Veerur in Andhra Pradesh.] (109)

“That the Demand under the head ‘Assets-Acquisition, Construction and Replacement’ be reduced by Rs. 100.”

[Need to expedite construction of a double line between Renigunta and Guntakal.] (110)

“That the Demand under the head ‘Assets-Acquisition, Construction and Replacement’ be reduced by Rs. 100.”

[Need to provide better amenities for passengers especially in-second class mail/express trains.] (111)

“That the Demand under the head ‘Assets-Acquisition, Construction and Replacement’ be reduced by Rs. 100.”

[Need to provide better amenities for staff in the trains.] (112)

“That the Demand under the head ‘Railway Board’ be reduced by Rs. 100.”

[Need to run a link express from Tirupati to Secunderabad via Dharamavaram, Guntakal in order to connect A.P. Express going to Delhi.] (143)

“That the Demand under the head ‘Railway Board’ be reduced by Rs. 100.”

[Need to increase the frequency of Karnataka Express from twice to four times a week] (144)

“That the Demand under the head ‘Railway Board’ be reduced by Rs. 100.”

[Need to run an express train from Pakala to Guntakal to connect the train on B.G. line from Guntakal to Hyderabad via Wadi.] (145)

“That the Demand under the head ‘Railway Board’ be reduced by Rs. 100.”

[Need to construct a permanent railway station in place of the present temporary station on metre gauge line at Anantpur in Andhra Pradesh.] (146)

“That the Demand under the head ‘Railway Board’ be reduced by Rs. 100.”

[Need to expedite the survey sanctioned by Railway Board for conversion into broad gauge line between Parbahani and Purna.] (147)

"That the Demand under the head 'Railway Board' be reduced by Rs. 100."

[Need to expedite the survey sanctioned by Railway Board for conversion Mudkhed Adilabad line into broad gauge.] (148)

"That the Demand under the head 'Railway Board' be reduced by Rs. 100."

[Need to expedite the survey sanctioned by Railway Board for a parallel broad gauge line from Mudkhed to Purna.] (149)

"That the Demand under the head 'Railway Board' be reduced by Rs. 100."

[Need to expedite the survey sanctioned by Railway Board for a new broad gauge line from Adilabad to Pimpalkoti.] (150)

"That the Demand under the head 'Railway Board' be reduced by Rs. 100."

[Need to expedite the survey sanctioned by Railway Board for a parallel broad gauge line from Kurnool to Secunderabad.] (151)

"That the Demand under the head 'Railway Board' be reduced by Re. 100."

[Need to take up survey sanctioned for restoration of the railway line between Kakinada and Kotipalli via Ramachandrapuram.] (152)

"That the Demand under the head 'Railway Board' be reduced by Rs. 100."

[Need to take up survey for a new broad gauge line from Madakasira to Cuddapur via Hindpur and Kadiri.] (153)

"That the Demand under the head 'Miscellaneous Expenditure (General)' be reduced by Rs. 100."

[Need to take up survey for a new broad gauge line from Gooty to Dronachalam.] (154)

"That the Demand under the head 'Miscellaneous Expenditure (General)' be reduced by Rs. 100."

[Need to take up survey for a parallel broad gauge line between Pakala and Dharmavaram.] (155)

"That the Demand under the head 'Miscellaneous Expenditure (General)' be reduced by Rs. 100."

[Need for survey of a new broad gauge line to connect west and east Mangalore to Nellore.] (156)

"That the Demand under the head 'Miscellaneous Expenditure (General)' be reduced by Rs. 100."

[Need to take up survey for a broad gauge line from Madakasira to Rayadurg.] (157)

"That the Demand under the head 'Assets-Acquisition, and Replacement' be reduced by Rs. 100."

[Need for conversion of the metre gauge line into broad gauge line between Rayadurg and Bellary.] (158)

"That the Demand under the head 'Assets-Acquisition and Replacement' be reduced by Rs. 100."

[Need to provide A.C. II class sleeper and A.C. Chair Car in Venkatadari Express between Secunderabad and Tirupati.] (159)

"That the Demand under the head 'Assets-Acquisition and Replacement' be reduced by Rs. 100."

[Need to extend the Tungabhadra Express running between Kurnool and Hyderabad to Guntakal.] (160)

SHRI GADADHAR SAHA (Bribhum) :
I beg to move :—

[Shri Gadadhar Saba]

"That the Demand under the head 'Miscellaneous Expenditure (General)' be reduced to Re. 1."

[Failure to nationalise Ahmedpur—Katwa line on Eastern Railway-owned by a private Company.] (164)

"That the Demand under the head 'Assessments-Acquisition, Construction and Replacement' be reduced to Re. 1."

[Failure to convert Ahmedpur-Katwa and Burdwan-Katwa line of Eastern Railway into broad gauge lines.] (170)

SHRI K. RAMACHANDRA REDDY :
I beg to move :

"That the Demand under the head 'Railway Board' be reduced to Re. 1."

[Failure to fill up vacant posts and to regularise the services of the temporary employees.] (198)

"That the Demand under the head 'Railway Board' be reduced to Re. 1."

[Failure to take up any construction of railway line in Andhra Pradesh which is a link state between the South and North.] (199)

"That the Demand under the head 'Railway Board' be reduced by Rs. 100."

[Need to electrification of VIJYA-WADA-BALHARSHA line in South Central Railways.] (200)

"That the Demand under the head 'Railway Board' be reduced by Rs. 100."

[Need to change the name of Waltair Railway station as Vishakhapatnam.] (201)

"That the Demand under the head 'Railway Board' be reduced by Rs. 100."

[Need to expedite the survey for the railway line between Nizamabad and Ramagundam (via Jagtala.) (202)

"That the demand under the head 'Railway Board' be reduced by Rs. 100."

[Need to expedite the survey for conversion of Guntur and Dronachalam line into broad gauge line.] (203)

"That the Demand under the head 'Railway Board' be reduced by Rs. 100."

[Need to expedite the survey for construction of new broad gauge line between Nandyala and Yerraguntla.] (204)

"That the demand under the head 'Railway Board' be reduced by Rs. 100."

[Need to expedite the survey for separate parallel broad gauge line from Kurnool to Guntakal via Dronachalam.] (205)

"That the demand under the head 'Railway Board' be reduced by Rs. 100."

[Need to run an express train between Hyderabad and Bombay.] (206)

"That the Demand under the head 'Railway Board' be reduced by Rs. 100."

[Need to run an express train between Secunderabad and NARASAPUR in Andhra Pradesh.] (207)

"That the demand under the head 'Railway Board' be reduced by Rs. 100."

[Need to dieselise the AMARAVATI Express between Guntur and Guntakal in Andhra Pradesh.] (208)

"That the Demand under the head 'Railway Board' be reduced by Rs. 100."

[Need to run a local train between Secunderabad and Hyderabad for the convenience of Government employees and industrial workers.] (209)

"That the demand under the head 'Railway Board' be reduced by Rs. 100."

[Need to avoid delay in starting a circular railway line in Metropolitan city of Hyderabad.] (210)

"That the demand under the head 'Railway Board' be reduced by Rs. 100."

[Need to include Hyderabad circular railway line in the Seventh Five Year Plan.] (211)

"That the demand under the head 'Assets-Acquisition, Construction and Replacement' be reduced by Rs. 100."

[Need to take up execution of the line from Patancheru to Peddapalli.] (212)

"That the demand under the head 'Assets-Acquisition, Construction and Replacement' be reduced by Rs. 100."

[Need to expedite the construction of railway line between Bibinagar and Nadi-kudi in Andhra Pradesh.] (213)

"That the demand under the head 'Assets-Acquisition, Construction and Replacement' be reduced by Rs. 100."

[Need for conversion of meter gauge into broad gauge line from Guntur to Machherla in Andhra Pradesh.] (214)

"That the demand under the head 'Assets-Acquisition, Construction and Replacement' be reduced by Rs. 100."

[Need for construction of a broad gauge line from TELAPUR to PATAN-CHERU in Andhra Pradesh.] (215)

"That the Demand under the head 'Assets-Acquisition, Construction and Replacement' be reduced by Rs. 100."

[Need for the doubling of Hyderabad (Nampalli)- TELAPUR line in Andhra Pradesh.] (216)

"That the demand under the head 'Assets-Acquisition, Construction and Replacement' be reduced by Rs. 100."

[Need for doubling of Kazipet-Secun-derabad line in Andhra Pradesh.] (217)

SHRI HANNAN MOLLAH ; I beg to move :

"That the Demand under the head 'Railway Board' be reduced to Re. 1."

[Failure to change the policy on freight equalisation by the Railways.] (226)

"That the Demand under the head 'Railway Board' be reduced to Re. 1."

[Failure to extend railway line to Tri-pura in the N.E. Region.] (227)

"That the Demand under the head 'Railway Board' be reduced by Rs. 100."

[Need to provide booking facilities for betel leaves in the long distance trains at Uluberia, Bagnan, Mecheda on S.E. Rail-way.] (234)

"That the Demand under the head 'Railway Board' be reduced by Rs. 100."

[Need to provide booking facilities for betel leaves in the long distance trains at Serampore in the Eastern Railway.] (235)

"That the Demand under the head 'Railway Board' be reduced by Rs. 100."

[Need to provide licence to unregis-tered hawkers on the South Eastern and Eastern Railways.] (236)

"That the demand under the head 'Railway Board' be reduced by Rs. 100."

[Need to stop police repression on the hawkers on the South Eastern and Eastern Railways.] (237)

[Shri Hannan Mollah]

"That the Demand under the head 'Railway Board' be reduced by Rs. 100."

[Need to arrange beter booking facilities for betel baskets at Howrah, Mecheda, Kharagpur, Sealdah and Begampur station.] (238)

"That the Demand under the head 'Railway Board' be reduced by Rs. 100."

[Need to provide concessional freight rates for the booking betel leaves baskets in the long distance trains.] (239)

"That the demand under the head 'Assets-Acquisition, Construction and Replacement' be reduced by Rs. 100."

[Need to construct a road between Chakeri and Chengali stations on the Kharagpur Division.] (240)

"That the demand under the head Assets-Acquisition, Construction and Replacement be reduced by Rs. 100."

[Need to construct the extension of the over-bridge at Bauria Station on Kharagpur Division.] (241)

"That the Demand under the head 'Assets-Acquisition, Construction and Replacement' be reduced by Rs. 100."

[Need to construct a flag station at Chakeri on the Kharagpur Division.] (242)

"That the demand under the head 'Assets-Acquisition, Construction and Replacement' be reduced by Rs. 100."

[Need to construct railway line in Tripura.] (243)

"That the demand under the head 'Assets-Acquisition, Construction and Replacement' be reduced by Rs. 100."

[Need to complete the construction of Howrah-Amta B.G. line on Eastern Railway.] (244)

"That the demand under the head 'Assets-Acquisition, Construction and Replacement' be reduced by Rs. 100."

[Need to construct the Howrah Shialkhal B.G. line on the Eastern Railway.] (245)

"That the demand under the head 'Assets-Acquisition, Construction and Replacement' be reduced by Rs. 100."

[Need to construct the new railway yard at Abada in the South Eastern Railway.] (246)

"That the demand under the head 'Assets-Acquisition, Construction and Replacement' be reduced by Rs. 100."

[Need to complete the construction of circular rail at Calcutta.] (247)

"That the Demand under the head 'Assets-Acquisition, Construction and Replacement' be reduced by Rs. 100."

[Need to complete the construction of Barasat-Bongaon double line on the Eastern Railway.] (248)

"That the demand under the head 'Assets-Acquisition, Construction and Replacement' be reduced by Rs. 100."

[Need to construct the Tamluk-Digha-Railway link line on the South Eastern Section.] (249)

SHRIMATI BIBHA GHOSH GOSWAMI (Nabadwip) : I beg to move :

"That the demand under the head 'Assets-Acquisition, Construction and Replacement' be reduced to Re. 1."

[Failure to replace old EMU engines which are creating dislocation and causing number of accidents in the Sealdah division.] (274)

"That the demand under the head 'Assets-Acquisition, Construction and Replacement' be reduced to Re. 1."

[Failure to maintain properly the EMU coaches in the Sealdah Division thereby depriving the commuters of their minimal amenities.] (275)

"That the demand under the head 'Assets-Acquisition, Construction and Replacement' be reduced to Re. 1."

[Failure to electrify Ranaghat-Gede section under Sealdah Division and to order a Fresh survey.] (276)

"That the demand under the head 'Assets-Acquisition, Construction and Replacement' be reduced to Re. 1."

[Failure to construct a Cantilever footpath on Churni bridge near Kalinarayanpur Jn. Sealdah-Lalgola section.] (277)

"That the demand under the head 'Assets-Acquisition, Construction and Replacement' be reduced to Re. 1."

[Failure to construct Krishnagar-Karimpur line.] (278)

"That the demand under the head 'Assets-Acquisition, Construction and Replacement' be reduced to Re. 1."

[Failure to convert Ranaghat-Lalgola line into double-line.] (279)

"That the demand under the head 'Assets-Acquisition, Construction and Replacement' be reduced by Rs. 100."

[Need to complete double line from Ranaghat to Kalinarayanpur bridge with signal at the bridge head to ease bottleneck at Ranaghat.] (280)

"That the demand under the head 'Assets-Acquisition, Construction and Replacement' be reduced by Rs. 100."

[Need for a shed, a tubewell, a lavatory and urinals at platform No. 2 at Badkulla station in Sealdah Division.] (281)

"That the demand under the head 'Assets-Acquisition, Construction and Replacement' be reduced by Rs. 100."

[Need for an overheadwater-tank to serve both the waiting rooms for first and second classes at Badkulla railway station.] (282)

"That the demand under the head 'Assets-Acquisition, Construction and Replacement' be reduced by Rs. 100."

[Need to provide for a level crossing near Bogula station at the point of crossing towards Purbapara High School.] (283)

"That the demand under the head 'Assets-Acquisition, Construction and Replacement' be reduced by Rs. 100."

[Need for allocation of space on railway land at Chakdah railway station for rickshaw stand.] (284)

"That the demand under the head 'Assets-Acquisition, Construction and Replacement' be reduced by Rs. 100."

[Need for extension of Badkulla station to provide more space for persons to sit.] (285)

"That the demand under the head 'Railway Board' be reduced to Re. 1."

[Failure to construct a foot overbridge on the railway line to connect Shradanand Marg (opposite Lahori Gate Police Station) and Government Higher Secondary School, Qu'ab Road, Delhi, for the convenience of school going children.] (346)

[Shrimati Bibha Ghosh Goswami]

“That the Demand under the head ‘Railway Board’ be reduced to Re. 1.”

[Failure to construct an over-bridge at New Delhi Railway station for connecting platform Nos. 1 and 10 towards Sadar Bazar, for the benefit of passengers.] (347)

“That the demand under the head ‘Railway Board’ be reduced to Re. 1.”

[Failure to electrify Delhi-Rohtak railway line in Northern Railway.] (348)

“That the demand under the head ‘Railway Board’ be reduced to Re. 1.”

[Failure to provide more shuttle trains between Nizamuddin and Rohtak to cope up with the rush during peak hours.] (349)

“That the demand under the head ‘Railway Board’ be reduced by Rs. 100.”

[Need to provide stoppage of all passenger trains at Sadar Bazar station in Delhi Division.] (350)

“That the demand under the head ‘Railway Board’ be reduced by Rs. 100.”

[Need to construct a new railway line between Bahadurgarh and Rewari via Jhajjar in Northern Railway.] (351)

“That the demand under the head ‘Railway Board’ be reduced by Rs. 100.”

[Need to provide a halt station between Jaunpur and Mihrawan railway station.] (352)

“That the demand under the head ‘Railway Board’ be reduced by Rs. 100.”

[Need to electrify railway line between Delhi and Panipat.] (353)

“That the demand under the head ‘Railway Board’ be reduced by Rs. 100.”

[Need to provide stoppage at Bhiwani Express at Sampla in Northern Railway.] (354)

“That the demand under the head ‘Railway Board’ be reduced by Rs. 100.”

[Need to shift goods shed located between Sadar Bazar station and New Delhi railway station to Shakur Basti to avoid congestion niroad traffic near Lahori Gate and Ajmeri Gate.] (355)

“That the Demand under the head ‘Railway Board’ be reduced to Re. 1.”

[Failure to provide a halt station at ‘BATENA’ on the Ranaghat Shantipur line of Eastern Railway.] (368)

“That the demand under the head ‘Railway Board’ be reduced to Re. 1.”

[Failure to provide more trains for the Ranaghat—Gede Section.] (369)

“That the demand under the head ‘Assets-Acquisition, Construction and Replacement’ be reduced to Re. 1.”

[Failure to double the line from Ranaghat to Krishanagar as first phase of doubling the Ranaghat-Lalgola line.] (376)

“That the demand under the head ‘Assets-Acquisition, Construction and Replacement’ be reduced to Re. 1.”

[Failure to provide for a shed at Krishnagar city station to make that station the engine-changing station of all Up and Dn Lalgola trains thus easing out the pressure on Ranaghat.] (377)

SHRI SAIFUDDIN CHOWDHARY
(Katwa) : I beg to move :

“That the demand under the head ‘Assets-Acquisition, Construction and Replacement’ be reduced by Rs. 100.”

[Need to construct a double line in the Bandel-Katwa section to Eastern Railway.] (301)

"That the demand under the head 'Assets-Acquisition, Construction and Replacement' be reduced by Rs. 100."

[Need to electrify the Bandel-Katwa section of Eastern Railway.] (302)

"That the demand under the head 'Assets-Acquisition, Construction and Replacement' be reduced by Rs. 100."

[Need to improve the service of A.K. and B.K. Railways on the Eastern Railway.] (303)

"That the demand under the head 'Assets-Acquisition, Construction and Replacement' be reduced by Rs. 100."

[Need to expedite the construction of Metro Railways, Calcutta.] (304)

"That the demand under the head 'Assets-Acquisition, Construction and Replacement' be reduced by Rs. 100."

[Need to introduce new EMU trains to and fro M. Mari Howrah on the Eastern Railway.] (305)

"That the demand under the head 'Assets-Acquisition, Construction and Replacement' be reduced by Rs. 100."

[Need to introduce more trains on the Howrah-Burdwan main line.] (306)

SHRI DINESH GOSWAMI (Guwahati):
I beg to move :

"That the demand under the head 'Railway Board' be reduced by Rs. 100."

[Need to provide additional coaches in the 2 KPNG passenger to cope with the heavy rush from Sonepat to New Delhi.] (370)

"That the demand under the head 'Railway Board' be reduced by Rs. 100."

[Need to curb malpractices of Railway staff at Subzi Mardi Station Delhi who allow unauthorised loading in trains.] (371)

"That the demand under the head 'Railway Board' be reduced by Rs. 100."

[Need to construct a fly-over at Railway crossing opposite Hindu College at Sonepat.] (372)

"That the demand under the head 'Railway Board' be reduced by Rs. 100."

[Need to provide better coaches and other amenities in the Tinsukia and Assam Mail and others trains of N.E. region.] (373)

"That the demand under the head 'Railway Board' be reduced by Rs. 100."

[Failure to allocate the required funds for the construction of Pancharatna-Jogighopa bridge and the rail line to Guwahati.] (374)

"That the demand under the head 'Railway Board' be reduced by Rs. 100."

[Need to divert the broad gauge line outside Guwahati.] (375)

MR. CHAIRMAN : These cut motions are before the House.

SHRI MAHABIR PRASAD YADAV (Madhepura) : Mr. Chairman, I don't like to dwell upon so many things. I support the demand, but I have to make certain suggestions to the hon. Minister for the convenience of the public. I don't want to complain or criticise or set aside or condemn, but I have to bring certain facts to the kind notice of the Minister which is very inconvenient to the public at large. One case of fraud, I want to bring to the notice of the hon. Minister, that is in Bihar, one train 45 Up and 46 Down, running from Dhanapur-Katbihar is called Capital Express. Sir, Express Railway fare

[Shri Mahabir Prasad Yadav]

is charged, but that train is running from Dhanapur to Barauni Junction as passenger train. Never on the earth, it has been called so, but in Bihar, this is being done. The hon. Minister will appreciate that there was one train called Samasthipur-Dhanapur Express. I wrote a letter to the State Railway Minister in this regard and officers below gave him a wrong representation of facts there. They said that they have got only 12 halts. I say Sir, formerly this Dhanapur-Samasthipur Express had got eight halts, whereas this Express train now diverted to Kathihar has gone upto Barauni, 17 halts. Even in small stations, there are stoppages. I would request you to look into this matter. You will appreciate the distance of only about 200 kms. is covered within the time limit of 12 hours. You can well realise the fate of those passengers who are running from the Capital city to the eight districts of that area.

Second point that I would like to bring to the notice of the hon. Minister is that there is a train called Janaki Express which is running from Kathihar to Jogbani touching Nepal Border on two points. This train covers eight districts. In North-Eastern Frontier Railway from Kathihar to Jogbani, one passenger train is hauled by diesel engine. We appealed to the General Manager to provide a diesel engine to this train. This is only one important train—the Janaki Express. This Janaki Express cover Kathihar, Purnia, Saharsa, Kagrria, Beguserai, Samsthipur, Dharbanga and Madhubani. In the Zonal Meeting, I raised this point to provide this train with diesel engine. But no action has been taken so far. This is very important because the passengers travelling by this train have to undergo the ordeals or journey because of the old engines.

14.00 hrs.

Sometimes there is a delay of 12 hours in hauling these trains. I will request the hon. Minister to look into this also.

You may not give us any new line. I

appreciate your difficulty; you have the constraint of funds. You may not give us funds, but I request you at least to restore the Phaptiahi—Nirmalli line. You will appreciate that the Saharsa district is divided by the Kosi river; and only a distance of about 10 Kms. is to be covered by the restoration of the old Phaptiahi-Nirmalli line.

I appreciate your constraint for funds; but you can appreciate the difficulties of the passengers and the public living on that side of the river for coming to this side of the river. The students living in the eastern part under the jurisdiction of the L.N. Mishra University at Dharbanga have to cover about 200 Kms. for going to the headquarters of the University. So, I would request you to see that funds are made available for the restoration on this very important line. Thereby you will do a great Service to the public.

Last but not least, you will appreciate that these days, we are entitled to travel by First Class; but I request you to go once to that part of Bihar. I think the coaches of B.N. Railway are there. There, sometimes the engine fails, and sometimes the coaches have one difficulty or the other. In the name of God, I request you to travel once there and see the difficulties of passengers. Sometimes the whole train is without light.

You have given me a reply through a letter that the Janaki Express has a generator. You are perfectly right. But I refer to the other trains. Please go once to that side and see the ordeal of the public, when they have to travel.

Lastly, I have to say that in that area, the zone of the North Eastern Railway has its headquarters at Samastipur. The Railway management in the Samastipur division is in a very bad shape. The Railways should maintain the time schedule. You will appreciate that sometimes the train is delayed by 12 hours or even 14 hours. Normally, the engine should take between 20 and 30 minutes for getting

changed at Saharsa railway station, but actually it takes $1\frac{1}{2}$ hours.

I have requested the Railway Board and the Minister of State for Railways during the Zonal meeting, that a stoppage should be given at Murliganj for the 15-Up and 15-Down trains. These trains are running between Banaras and Guwahati, and they have got a stoppage at Narhan and Salouna. These are neither block capitals nor business centres.

These two stations are having their stoppages of this train. I requested the Railway Minister of State and also the Chairman of the Railway Board in the zonal meeting that Murli Ganj Station is not getting a stoppage; it is blocked; it is a railway head of four blocks; it is the official headquarters of Kosi Project; it is a big business centre. You can verify it. In spite of the fact that I have written letters times without number, to the railway authority, nothing has been done.

[Translation]

SHRI DILEEP SINGH BHURIA (Jhabua) : Mr. Chairman, Sir, I rise to support these Demands for Grants. The Railways are smoothly working in our country and particularly the Railway Minister has done a good job at many places in this regard. The foodgrains are being transported at a fast speed. I would like to draw the attention of the hon. Minister to a few more points. The railway line between Delhi—Bombay via Ratlam is very old. The number of trains which used to ply on this route about 10 years back remains the same. The load on these trains has risen so much that there is no place to sit in the trains. People even travel on the roofs. I would like to ask that even when there is so much traffic in trains like Rajdhani, Sarvodaya and Jammu Tawi Express, why are they not run daily? The Railways is a commercial department and, therefore, it should run trains on profitable routes. All the super-fast trains to Bombay like Rajdhani, Sarvodaya, Jammu Tawi should be run daily via

Ratlam. I do not know whether the electrification of this route will be completed by the end of Seventh Plan. The sections between Bombay—Ratlam and Delhi—Gangapur City should not remain unelectrified. This route should be immediately electrified. The Rajdhani Express takes 17 to 18 hours between Delhi and Bombay even today. There are trains in Japan which run at a speed of 300 kms per hour. Such things should be experimented in our country and introduced immediately. At least the Delhi—Bombay journey should not take more than 10 to 12 hrs. It should be immediately electrified.

Now I would like to draw your attention to Madhya Pradesh which is backward in the matter of railways and there are many such places which are not linked by railway lines. Madhya Pradesh is rich in mineral wealth. It is in the grip of serious drought today. Lakhs of workers are working there. Special attention should be paid to Madhya Pradesh as the State Government is ready to give land and cement or wooden sleepers. The Government has decided not to construct any new railway line during the Seventh Plan. But in the interest of country's development and with a view to providing more facilities to the people, more attention needs to be paid to it. Why is the Government not interested in constructing new railway lines in such areas? I am saying this, particularly, in connection with tribal areas, which are most backward and are frequented by droughts for the last 15 years. The survey of Indore—Damoh railway line, which covers most of the Adivasi areas in Madhya Pradesh and Gujarat has been completed. Similarly, the survey of Banskwada—Ratlam railway line which covers a large Adivasi area has also been completed. Why does the Government not take any initiative in constructing these railway lines.

My second submission relates to the railway level-crossing most of which are manned during the day, but there is none to man them during the night. As a result of this, bullock-carts, camel-carts and

[Shri Dileep Sing Bhuria]

patients have to wait for hours together for the level crossing to open. On the one hand, we boast of our programme of entering the 21st Century and with this view the country is making fast progress also but on the other hand the railway crossings remain still unmanned. I would like to bring to the notice of the hon. Minister that in spite of my repeated written requests to man the Semlaya level-crossing in my area on Rajlam—Ajmer railway line, nothing has been done in this regard and it is causing much inconvenience to the passers by. I would like the Government to conduct a survey of all such unmanned level crossings and appoint persons to man them during the nights as well.

Thirdly, I would say a few words about railway security. Most of the thefts in railways are due to internal disputes in the police force. The RPF says that a particular matter does not fall within the jurisdiction while the State police also disowns it. They postpone the matter by shifting the responsibility on each other and at times thefts are committed at their behest, in a bid to malign the other police force. I feel that as the Railway is a Government owned department why is not only one force, i.e., the Railway Protection Force entrusted with this responsibility? There are many complexities in entrusting the responsibility of security to the State Governments. If there is only one force it will be solely responsible for all thefts. The incidence of chain-pulling also causes great inconvenience to the passengers and nobody is able to identify the real defaulter. This creates problems in smooth running of the trains. I urge the hon. Minister to enact a small piece of legislation in order to deal firmly with those who deliberately indulge in chain-pulling.

I belong to Western Madhya Pradesh where a fast train runs between Baroda and Bhopal. Though good catering facilities have been provided in fast passenger trains and their speed has also been increased yet the condition of our local

trains is deplorable. There is no water supply in the coaches and no sanitary staff to ensure cleanliness and the compartments are as dirty as slaughter houses. Although many facilities have been provided in fast trains but the plight of the poor who generally travel once or twice a year in the local trains is pitiable. The local train takes 12 to 14 hours in covering a distance of 200 to 300 kms. I like travelling to Delhi but avoid train journey to Bhopal. As the telecommunication Department speaks of hot line between all State Capitals, similarly the Railways should at least link all the State Capitals so that the people travel during the night, arrive in the morning and return back in the evening. If an arrangement to this effect is made in the local trains, it will be convenient for the passengers to travel in them. The poor and the workers travelling in local trains should also be given facilities.

There is high incidence of chain-pulling in the trains running between Mathura and Delhi; whether it is Rajdhani, Delux, Frontier or G.T. Express. Even educated people carrying brief cases indulge in chain-pulling. Nobody knows whether they are railway officials or not. If they are outsiders, they are apprehended but if they are railway officials, they go scot free. We doubt that most of them are insiders, i.e., railway officials. All the above-mentioned trains are superfast trains, but in spite of that, they are stopped between Nizamuddin and New Delhi stations and they will not move until all of these officials have disembarked. If laws are not followed in the capital, where the Railway Board, the Railway force and even the Railway Minister are stationed, how can the Government attempt at enforcing the law elsewhere?

If these laws have to be enforced let a beginning be made in Delhi where a large number of ticketless travellers are apprehended in spite of the facilities and concessional passes that have been issued to them. The people misuse them. It has been often observed that Second class pass-

holders travel in I class or ACC. This should be checked. It brings a bad name to Railways. I, therefore, urge the hon. Minister to look into this matter and do something in this regard.

You have taken a decision to set up division headquarters in the state capitals and according to my information you are setting up one each in Bhopal and Ahmedabad also. I have nothing to say about this decision but if Ratlam Division Headquarter of Western Railway is wound up and in turn set up in Bhopal, it will serve no purpose. If you have to set up a division at Bhopal, part of the Central Railway should be brought under it and not any part of the Western Railway. Ratlam division is functioning very well. Western Railway is best among all the railways today. I would like to praise its working, punctuality; cleanliness etc. Kindly don't wind up this Division. If Bhopal division has to be set up, allot it to the Central Railway and if Ahmedabad division is to be set up it may be allotted to some other railway, but those divisions which are working very well, should not be wound up.

Regarding your employees' unions, as I have said earlier also, their elections should be held every three years. We work for the public and after every five years, we go to the public to get fresh mandate. But these employees' leaders of either side have connived regarding membership of the unions and it is not known what is their actual membership. A sort of rocket has come up and, therefore, you have to pay attention towards it. Whatever irregularities are prevailing in Railway today, the unions are responsible for them. Until unions are disbanded, Railways cannot function properly. You must make laws to ensure only one union in one Institution. There must be elections for the managing committee and only the elected office bearers should function. You should make rules and regulations to this effect. The Railways are serving lakhs of people daily. Our Railways should work properly as they are the sinews of the country's progress,

Efficient railway system is the fountain-head of inspiration for the people. This happened during the emergency when our Railways were so punctual that people used to correct their watches according to the arrival and departure of trains.

You should run the trains properly and punctuality should be maintained. Full care should be taken so that people may not face any difficulty. If working of our Railway is improved, we shall be able to reach the 21st century with confidence. Along with punctuality in railways, our country will move towards progress.

With these words, I thank you and the Minister.

SHRI V. TULSIRAM (Nagarkurnool) :
Mr. Chairman, Sir, in my Nagarkurnool Parliamentary Constituency, there is a Shadnagar station in Mahboobnagar. The people of that place had requested me to ensure that the Venkatadri Express stopped there and in this regard I had written to the hon. Minister and General Manager of the Railway Board. As this place is a big business centre, there must be a stoppage of Express trains. Between Nandigaon and Shahnagar village, a new station has been constructed. In this regard, I contacted the officials concerned who asked for *shramdan* (Voluntary Labour) and people did come forward for this purpose. Now the station is almost complete and if any work still remains that should be completed immediately and the station inaugurated.

I had invited the hon. Minister to lay the foundation stone of new Railway line from Marchala to Raichur via Nagarkurnool in my constituency. In reply to that letter, the hon. Minister had informed that a survey had been conducted for 260 kms and the rest of area is being surveyed. Whenever I go there, I don't come across any survey work. Even then, it is good, if a survey is going on and I request that it may be completed expeditiously and work of laying the track taken in hand.

[Shri V. Tulsiram]

At present, there is only one train, i.e., Andhra Pradesh Express, for Hyderabad which is very fast. As Pink City Express for Jaipur and Taj Express for Taj Mahal have been started, similarly Char Minar Express may be started for Hyderabad because Char Minar is a place which attracts foreign tourists.

In my constituency, Shadnagar and Jadcharla are big commercial centres. I had written to the hon. Minister and the issue was also raised in Consultative Committee that there should be a stoppage of Tungabhadra Express at these places. I most humbly request the hon. Minister to accede to the request and provide a stoppage of Express trains there.

When a commonman goes to the station for a ticket, he is generally told that tickets are not available. Sometime the officials do not supply tickets for waiting list even while just in front of the stations many agents are running their offices; one has to go there, pay money and get the tickets. Seats or berths are available there. One who goes to the station for ticket, has to hear a negative reply while on the other hand one who goes to these agents gets the ticket immediately. It is possible for a salaried class person to pay for the cost of the ticket and also commission of these agents. Even here in New Delhi, these agents are running their offices in front of Railway Station. I think, the hon. Minister should pay particular attention towards such things. Similarly in trains also, berth is made available on the payment of rupees twenty, thirty or forty. And poor people are not even allowed to sit near toilet and are forced to get down from the compartment on the next station for the reason that they don't have reservation. As I have said earlier, our hon. Minister is the most experienced person and he should pay more attention towards it.

As one of our friends from the other side also pointed out, there are many cases of theft in the running trains.

Passengers, generally travel with their luggage which is stolen in the trains. Not only luggage but railway property is also stolen. Most of railway property is pilfered. Many times, luggage of even our M.P.s is stolen. One M.P. went to the toilet and his box was stolen, while the brief case of one M.P. was taken away, when he was asleep, by a person who escaped through an opening at the place where the two compartments are joined and climbed up to the roof. Police personnel move from one place to another but are unable to do anything. One M.P.'s gold ornaments were stolen. He belongs to the party. He had sent a complaint to the hon. Minister, but nothing has come out so far. The hon. Minister should pay special attention towards this. Here we raise many points and you listen to them also, but nothing tangible comes out. Therefore, the hon. Minister should take some interest in it and ask his officers to take action in the matter. You would say that ours is a very large country running very large number of trains and few incidents of theft might take place. But it is not so. If the officers remain vigilant, and the officers, who have been kept for this job, work honestly, such incidents could be checked. The hon. Minister should pay attention towards this.

I have said earlier also that Jadcharla is a big business centre, but there is provision of three berths only at this station. As it is very big business centre, the people have demanded that at least 10 berths should be earmarked for that station.

There is a level-crossing just near the Jadcharla Railway station. This level-crossing remains closed for hours together and people have to wait for many hours to cross the railway lines. People have to face a lot of difficulties in crossing the lines. I had written to you that an over-bridge should be constructed there. Similarly, people have to face difficulties at many places in Hyderabad city. Local trains run in Hyderabad city. People have to cross railway lines at many places and people are stranded at level crossings for

hours together. If a pregnant woman is going to the maternity hospital, she would not be able to reach the meternity hospital in time as the level-crossing might be closed. If the level crossing is not opened in time, that lady might be in serious trouble. There are many places there where local trains run and the gates remain closed for many hours. You should construct overbridges at such places. This is what I want to submit to you about level-crossings.

There was a proposal to set up a coach factory at Kazipet in Andhra Pradesh. A lot of work was undertaken there, but later on the work for the setting up of factory was stopped. I do not say that coach factory may not be set up in Punjab. I do not want to say anything regarding the condition in Punjab and about your efforts to create a congenial atmosphere there. I do not object about the setting up of factory in Punjab, but I want to know as to why coach factory which was scheduled to be set up in our State is being shifted? You may set up a coach factory in Punjab, but why is the factory proposed to set up in Andhra Pradesh being shifted to Puniab. If you want to set up a factory in Punjab, you may do so, but another factory might be set up in Andhra Pradesh. I would like to request Shri Bansi Lalji to set up a factory in Andhra Pradesh. Why should you have a feeling of hatred against Andhra Pradesh? We are one with you on many points. We are supporting all your good programmes. You should do something for the State. At least some project should be sanctioned for the State so that people of the state could feel that the persons at the Centre are not doing injustice to the State. They could have a feeling that the Centre is doing justice to Andhra Pradesh. The people could feel that the Centre is doing justice to every State and every region. With a view to create such an impression, the Railways should set up a factory there. Then people would think that Centre is not doing injustice to them. I am confident that you would consider this point,

I would like to submit to shri Bansi Lalji most humbly that if he goes through the record, he would find that after independence not even a single railway line or railway project has been constructed in Andhra Pradesh. Narikudi—Vivinagar railway line is also lying incomplete. It is said that there are no funds for its construction. Ours is a large country and yours is a very large department, but your department has not given any project to Andhra Pradesh despite 36 or 37 years of independence. Even one railway line which was sanctioned is lying incomplete. Our hon. Minister is very experienced person and he is very intelligent. Whenever we submit something to him, he keeps that in his mind but every time he says that there are no funds for it. I would like to submit that he should get this line completed.

These are three or four points which I wanted to put before you. You may raise the funds from whatever sources you like but some project should be sanctioned for Andhra Pradesh.

[English]

SHRI SRIBALLAV PANIGRAHI (Deogarh): Sir, I rise to support the Railway Demands for Grants in respect of 1986-87 Budget and also the Supplementary Budget brought forward or presented by the hon. Transport Minister.

When the Railway Ministry lost its identtfy as a separate Ministry having been a part of the Transport Ministry, there was an apprehension in several quarters that probably henceforward, there will be no separate Railway Budget. But that fear is removed when Shri Bansi Lalji presented as in the past a separate Railway Budget this time also.

We should have a separate Budget for Railways because of the major role or key role it plays in our national economy, the importance it does command and, therefore, it is a happy thing that although it has become a part of the Transport Minis-

[Shri Sriballav Panigrahi]

try, we have a separate Budget before us this year also.

I congratulate the Transport Minister for having brought or presented such a good and balanced Railway Budget this time. I congratulate him for two reasons : first that last year's performance in different fields in the functioning of the railways has been very good and satisfactory, by and large.

Secondly, the Budget that has been presented is also a good one without much tax proposals. There are some proposals but the burden is not mainly on the poor passengers travelling in ordinary passenger trains and, therefore, with good performance of the outgoing year, which is a good year, it has been presented now for the coming year. We can hopefully and reasonably look forward to good working and some heartening in the railway functioning in the coming year.

The gross income during the current year has been Rs. 6,890 crores and the ordinary working expenses are Rs. 4,700 crores. Thus the surplus is Rs. 2,119 crores. As far as depreciation reserve fund is concerned, the amount has been raised from Rs. 920 crores to Rs. 1,250 crores and in the pension side also, it has been raised from Rs. 260 crores to Rs. 280 crores and the dividend to general revenue, from Rs. 512 crores in the outgoing year to Rs. 519 crores in the present Budget and to development fund also from Rs. 63 crores to Rs. 69 crores.

The concession to students and youth was another good feature and that is also continuing. This year the planned outlay is increased to Rs. 2,050 crores and out of this, about 70% that is Rs. 1,370 crores would be coming from the railways' own resources.

It is gratifying that 70% of the the plan outlay is coming from the internal resources. With all these things, it is a very good Budget.

Therefore, the Ministry has to be commended and congratulated for this. But I do not understand in such background also why there is so much opposition to this budget from the Members sitting on the other side of the House. It appears such opposition is pre planned. Without looking at different good aspects of the budget, I can now say—that some hon. Opposition Members probably had already made some rehearsal and had done some homework about what comments they would give to the press after the budget is presented, without looking at it. It is evident from this simple fact that some members say that this Budget is pro-rich and anti-poor. I do not understand simply what is the logic to call this budget pro-rich and anti-poor. The rich people travel by first class and AC and in their case there is an increase of 12.5%. But in the other case there is no such increase for ordinary passengers travelling in passenger trains and only about Rs. 5 or so has been increased per hundred in case of long distance mail and express trains. Still they call it pro-rich and anti-poor. Just for opposition sake they should not oppose the budget.

I now come to some problems facing my own constituency and State. Railways, as I said, is the lifeline of our country and it plays a very important role in our economy. It is the biggest public undertaking of our country where public undertakings also are given and play an increasingly important role. At the same time this is the second largest railway in the world and naturally the health of such an organisation has to be good and has to be ideal. That way we should view it. Last year good work was done. But it does not mean that there is no scope for improvement. In fact, there is a lot of scope for improvement in different fields in running of trains punctually further and particularly in the South Eastern Railway I find a number of trains running quite late. Utkal Express, Kalinga Express, Neelachal Express—all these trains are daily late. The hon. Minister said during the last budget that cleanliness will be given more

attention but that is not so in some of the trains running on the South Eastern Railway. Then crimes are also on the increase. I feel there should be greater co-ordination between the RPF and the GRP to ensure the safety, security of the passengers and also the trains—the railway property, trains and passengers, all the three.

Again with regard to wagons there is shortage of wagons particularly for small traders. Rake supply is being given preference over piece-meal wagon supply. Therefore, it is going to the advantage of big merchants and it goes against the interests of small merchants. It should be ensured that small merchants are also not put to difficulties on this account.

Orissa occupies the 13th position as per Statewise route km, 13th position populationwise and 15th position as per area-wise in the railway map of the country. Orissa is quite rich in minerals. It has abundant natural resources which need to be handled and exploited for the general economic development of the country and also for development of Orissa. That State is quite neglected. We have very reason to feel neglected from the railway point of view. Therefore, utmost consideration should be given to the development of railways in Orissa.

Pointedly I will come to some problems. There were two projects—in respect of one, of which foundationstone was laid and in respect of the other inauguration was done by our present hon. Prime Minister, Rajivji. That was on 13th September 1984 at Sambalpur.

They were Sambalpur-Talcher Railway-line and Sambalpur Division. I was present in that function and hon. Shri Gani Khan Chaudhury was the then Minister in charge of Railways. While inaugurating the new Division and laying this foundation stone of the new Railway-line hon. Shri Rajivji rightly enquired from the Minister present there about the progress of work and the length of time in which they would

be completed. Would you believe what was the reply given? The reply that the project work would go on a war-footing. Sir, I am ashamed to say that only Rs. 5 lakhs was given last year for the new division and it is yet to be made functional. Sir, in all fairness and by any standard Orissa deserves for the location of a zonal headquarters. There should be one zone. Instead of one zone, only one division is functioning. The other division is yet to be made functional. I would, therefore, request the hon. Minister to kindly expedite the new division and also the Sambalpur-Talcher Railway-line which is a very important one.

(Interruptions)

Sir, only two crores of rupees is provided for this project, in this budget whereas the total cost of this project is Rs. 70 crores. In this connection, I would like to ask the hon. Minister is it working on war-footing? It has been promised to the people that the work would go on war-footing. Last year Rs. 4.7 crores was spent; this year it is Rs. 2 crores. Is it a progressive step or retrograde step? I bring it to the kind notice of the hon. Minister to reply to this question and I would also request him to do justice to this project and to the people of Orissa and make adequate provision in the supplementary budget also.

Sir, the Gitanjali Express is running between Calcutta-Howrah and Bombay. It stops only at one place in Rourkela in Orissa whereas it stops at four places in some other States at less important stations. I would urge upon the hon. Minister to consider its stopping at *Jharsuguda* which is the gate-way to Western Orissa comprising five districts. A separate Allahabad bogey and a pantry car should be attached to the two trains: the Kalinga and the Utkal Express.

Further, over-bridges should be there in different towns. In *Sambalpur* and *Brajraj-*

[Shri Sriballav Panigrahi]

nagar and Bhadsal, there should be a level-crossing at Sripura near Jharsuguda...

(Interruptions)

MR. CHAIRMAN : Time is over. Please conclude.

SHRI SRIBALLAV PANIGRAHI : Jakhpura-Banspani-another near line assumes importance because of export of Iron ore from Paradep port but it has an allocation of only Rs. 1000/-. There should be some plant like a wagon factory at Jharsuguda, an important railway centre.

Finally, Sir, I would request the hon. Minister, through, you, to consider all these matters sympathetically and do justice to the people of Orissa. With these words I support the demands.

SHRI A. CHARLES (Trivandrum) : Mr. Chairman, Sir, I stand to support the

demands for grants in respect of the Railway Budget for the year 1986-87 and the supplementary grants presented by the hon. Transport Minister. I am happy to say that the budget is a balanced one and it is acceptable to all sections of people. Though there has been a slight increase in the fare for the first-class and for the long-distance express trains, comparatively the rates are reasonable. Out of the available funds, the hon. Minister has taken every care to see that the amount is earmarked for the on-going projects and for the improvement of the existing facilities.

Since the time is very short, I may be excused if I confine myself to some of the needs of my own State.

The story of the development of railways in Kerala is a very sad story. Ever since independence, during the last 39 years, only one new line has been given to Kerala, that is, the Ernakulam-Quilon line, which was completed a few decades ago.

Thereafter, though certain additional facilities such as conversion of metre gauge into broad gauge between Quilon and Trivandrum and doubling of line in certain other areas have been provided, no new project as such has been provided to this State.

As early as 1956 when Late Shri Lal Bahadur Shastri was the Railway Minister, survey of Tellicherry-Mysore railway line was done. Though the survey of that line has been completed as per schedule, unfortunately because of the sudden exit of Shri Lal Bahadur Shastri from the Railway Ministry consequent on the Ariyalur train accident, the whole project has been shelved and for the last 30 years it has been kept in the cold storage. I want to know, as a matter of policy, whether it is in order that after a project has been surveyed, it is finally shelved due to the exit of a Minister. This is a matter which we have to consider seriously. The real need of that area is still there unfulfilled.

One on-going project which is being looked into is the Ernakulam-Alleppey and Alleppey-Kayangulam line. That connects Ernakulam to Trivandrum. The only line available now is Trivandrum-Kayangulam-Kottayam-Ernakulam. If this coastal line is completed, that will be a great blessing to the underdeveloped border area. In 1985-86 only Rs. 2 crores were provided for the Ernakulam-Alleppey line and only a token of Rs. 1,000 was allotted for Alleppey-Kayangulam; in 1986-87, Rs. 3 crores have been allotted for Ernakulam-Alleppey and Rs. 1 crore only for Alleppey Kayangulam. The balance amount required as per the earlier schedule will be roughly Rs. 20 crores. If things go on like this, this line will not be completed even in the Seventh Plan. It is a very sad state of affairs. Unless this line is given due importance and top priority, the long-felt need of that area will remain unfulfilled. I would plead with the Minister that this line in Kerala should be given top priority the line from Ernakulam to Alleppey should be completed in this financial year and the remaining line should be complet-

ed during the Seventh Plan, so that the long-felt need of the area is fulfilled.

MR. CHAIRMAN : Alleppey is my constituency. The Minister may kindly consider that.

SHRI BANSI LAL : We have given Rs. 1 crore more this year.

SHRI A. CHARLES : I hope the hon. Minister will look into this matter.

Another important line is Trichur-Guruvayur-Kuttipuram. Sir, you might have heard of Guruvayur. The famous Sri Krishna Temple is there; it is one of the most important pilgrim centres of Kerala, it is estimated that roughly 97 lakhs of pilgrims visit that temple every year. Whenever the Railways Ministers have visited that area, a promise has been made that priority will be given to that area, but unfortunately the promise still remains unfulfilled...

MR. CHAIRMAN : We will request Shri Bansi Lal to visit that place.

SHRI A. CHARLES : Sir, we invite you to come and see how that pilgrim centre is developing. It is only a question of 56 kilometres and the amount required is comparatively reasonable about Rs. 20 crores for the whole project.

Malappuram is one of the most backward districts of Kerala. It is not touched by Railways. If this is completed, then the Malappuram district will have an opportunity to have at least a small line of Railway. I would plead that next to Ernakulam-Alleppey-Kayamkulam line, Trichur-Guruvayur-Kuttipuram line may be given priority.

The doubling of Kayamkulam-Trivandrum Central Section is a very dire necessity. About twenty trains are running in this line. Some of the trains are going to Delhi, Calcutta, Ahmedabad and Gauhati.

The trains are delayed for hours together in this line. I request that it may also be considered and something has to be done for the doubling of Kayamkulam-Trivandrum line.

There is a Coaching Yard Complex at Trivandrum Central in the heart of the city. There is no scope for further development and realising this, years back, the Government have acquired the necessary land about eight kilometres from Trivandrum at Nemom. After the acquisition is completed, the whole project is being shelved. Trivandrum Railway Station is the most congested one in the whole of South India. There is no possibility of developing that Railway Station because it is in the heart of the city of Trivandrum. I request that the Nemom Coaching Yard Complex be taken up urgently, so that the congestion and other problems connected with it could be avoided.

There was a promise that the Palghat an Integrated Coach Factory would be established. I don't know whether any purpose will be served now by repeating this. Because for years together Kerala has been promised that Coach Factory will be started at Palghat but fortunately owing to some political reasons, which we all know, that project has been taken away from there. I would plead that some alternative project must be considered for Kerala because Kerala is the most neglected area in industry also.

In an answer to a Starred Question given in this session of Parliament, the Minister said that in the 7th Plan there is no proposal for starting any industry in the public sector in Kerala. It is a very sad state of affairs and I would plead that as a compensation to the Palghat Coach factory, the hon. Minister may consider some other possibility at least a small workshop, so that Kerala may get that benefit.

Coming to electrification, in the electrified map of the Railways, Kerala has not still got a place. The State Government has promised that in spite of the shortage

[Shri A. Charles].

of electricity in the State they are willing to give electricity at a subsidised rate of 50% in case electrification is made. At least if electric trains start from Trivandrum to Quilon the children may see how the electric trains run. The children of Kerala have to come all the way to Madras to see how an electric train runs. The poor children of that small State have had no occasion to see an electric train even in the 20th century so far. I would plead that at least you should start an electric train in Trivandrum during this year.

Some of the bogies are very old—as old as the Railways itself. Quite recently, I had an occasion to travel in a train. The I class compartment was miserable, toilets were leaking and one would get shocked to see the very miserable condition of the bogies. I request that the condemned bogies may not be sent to the South. At least some replacements may be made, so that the people of Kerala may also get an opportunity to use clean compartments.

Some of the civil works have been postponed for years together. If I am correct, about Rs. 47 lakhs were allotted to one civil work in Trivandrum division. I understand that nothing has been done there.

15.00 hrs.

I want to know whether this has been done purposely because I have a doubt that there are officers who are not happy with the progress over there. So, I request that it should be ensured that whatever amount are allotted the same are spent during the financial year itself so that the small funds given to the State do not get lapsed.

Sir, I am thankful to you for giving me the opportunity to speak on this subject.

15.01 hrs.

[SHRI SOMNATH RATH *in the Chair*]

[*Translation*]

SHRI HARISH RAWAT (Almora) : Mr. Chairman, Sir, when a general discussion on Railways was held, I was not present in the House. I would like to congratulate the hon. Minister for the performance of Railways in 1985-86 and for presenting a Railway Budget which was a common man's budget. Efforts have been made in this Budget to provide more facilities to the people and to complete the Railway projects without putting any burden on the poor. This work has been accomplished by you by not only increasing the quantum of freight and passenger traffic, but also by bringing about more efficiency in the methods and the services. Earlier there were complaints of pilferage etc., but you have tried to control such cases also. Whenever any discussion is held in this House about Railways, it has been the tradition that members deviate from the main subject. I also do not want to be an exception to that.

First of all, I would like to submit to the hon. Transport Minister that it is a complement for the Railways that people have a lot of hopes and expectations from the Railways and I think that Deptt. of Railways is helping in the development of the country and its economy. Every State has some expectations from the Railways. This is the reason that whenever any discussion on Railways is held in the House, all the Members demand more funds for Railways, but I am very sorry to say that the Planning Commission has never given that much importance to the Railways as should have been given. In this year's Railway Budget, efforts have been made to provide approx. 60 per cent additional funds than the Budget estimate of the last year. On the one hand, crores of rupees are required for completing the construction work on new railway lines numbering about 45 or 50 and on the other hand,

2,745 kms. of old railway track was require] to be renewed in the Sixth Plan, which you have already renewed, but there is still 19,500 kms. of track which is required to be renewed. When a discussion on Railway Budget was held, while replying to the discussion, you had said that track would be renewed within a period of ten years. You have fixed 3,800 kms. as yearly target. But keeping in view the way the Planning Commission is sanctioning funds to the Department, you would be able to complete this task within a period of ten years. Unless you try to raise your own resources, it does not appear to be possible. But whenever efforts are made by Railways to raise the resources, people criticise it very much. The hon. Finance Minister has allowed the public undertakings of the Ministry of Energy like N.T.P.C. and N.H.P.C to raise the resources by issuing bonds to the people. I think that this might be one of the methods for the Railways to raise the resources so that Railways could raise more funds and fulfil the hopes and aspirations of the people. In this way, the construction work on new railway lines which is going on could be completed and work for additional new lines could be started in such areas where such lines are required to be constructed. There are many such matters which are required to be paid attention like question of conversion of coaches, increasing the number of coaches and replacement of steam engines. I would request the hon. Transport Minister to adopt some methods to meet these requirements. The Department of Railways has always done a commendable job to provide social justice, but I am very much pained to say that there are many such railway lines on which work was started long back; but construction work has not yet been completed. Some of our colleagues were just now saying that there are many such railway lines on which construction work was started three or four years back, but adequate funds are not being provided by the Railways for their construction work. There are many railway lines in my State for which survey was conducted in 1971 and construction work on them is still

going on. Many years have passed since the work on their construction was started, but even then very meagre funds have been provided for them.

I would like to submit that you come from Haryana and Uttar Pradesh is in your neighbourhood. You are fully aware of the condition in U.P. Except western U.P. the remaining area of U.P. is very backward. The Department of Railways has inadvertently or deliberately made some contribution towards its backwardness. If you see per capita investment made by Railways, you would find that the Department of Railways has made lowest per capita investment in U.P. If you take hill districts of U.P., you would find that there are many districts where no investment has been made at all. If you take all the eight districts together, you would find that after independence of the country and even before that, the Department of Railways has made Rs. 28 per capita investment in all those districts. I would, therefore, like to plead the cause of U.P. and especially the hill districts of U.P. (*Interruptions*)—Western U.P. is a region which could be said to be a better off area economically. The remaining area of the State is backward.

U.P. is a State where 45 to 50 per cent of the population is living below the line of poverty. 25 per cent of the total population of Harijans in the country live in U.P. If you look from fertiliser, electricity or from any other angle, you would find that U.P. is the most backward State. In many respects, Uttar Pradesh is the most backward State. If you do not make efforts for the development of a State like U.P. and for its economic progress, I do not think that the entire country could be developed. I would, therefore, like to submit to you that the injustice which has been done to U.P. in the matter of Railway projects might be done away with in a phased manner and more funds may be provided for U.P.

I would like to draw your attention especially towards Moradabad-Ramnagar

[Shri Haris Rawat]

Railway line. I am very grateful to you that funds for this purpose have been increased in this year's Budget a little bit. But this Railway line is a very important Railway line and seeing the pace of work, it does not appear that it could be completed even during the Seventh Five Year Plan. You have undertaken the construction work from Moradabad to Ramnagar. There is one place Mohaan which is 13 kms. from Ramnagar. For the development of hill divisions of Garhwal and Kumaon of U.P. it is essential that this line is extended upto Mohaan. If this extension could not be completed in Seventh Five Year Plan, it could be completed in Eighth Five Year Plan, but this work must be included in the Plan.

Secondly, you have made some provision for Rampur-Haldwani railway line, but it is very meagre amount. This is an important railway line. Allocation for it should also be increased in the Budget. Survey of Bhojipura-Kathgodam railway line has been undertaken. The Tanakapur-Bhojipura railway line should also be converted into broadgauge.

The railway line from Lucknow to Kathgodam is the longest railway line in the country which links many districts. But it is a narrow gauge line I would request that more funds should be allocated for this line so that the railways may take up the conversion task in its hands. It will benefit many.

Some funds have been allocated for the survey of Tanakpurghat-Bageshwar railway line but it is so meagre that I doubt whether it will be completed in the Seventh Five Year Plan. I shall not say how much amount has been allocated because a large-hearted person like you will feel ashamed of it. I would say only that the allocation should be at least three times the sum already allocated. The allocation should reflect your large-heartedness. At least this should be increased taking into consideration the vast transport net of the railways.

The survey work of Ramnagar, Mohaan, Bhikasen new railway line should also be undertaken for the benefit of the hill areas of Uttar Pradesh and some allocation should also be made for it. The people of that region will be grateful to you.

With these words, I convey my thanks to the hon. Transport Minister, hon. Madhavji and the officials of the Railway Ministry for presenting the Railway Budget for this year which has met the expectations of the common man and given impetus to the construction and development activities of the railways. I do hope that this tempo of improvement will be maintained in future also.

SHRI ZAINUL BASHER (Ghazipur) :
Mr. Chairman, Sir, I would like to congratulate the hon. Transport Minister through you for presenting a balanced and welfare Budget for the railway passengers.

Sir, the hon. Railway Minister is a thorough gentleman and efficient as well. This year he has succeeded in his effort to run the train efficiently. A number of trains have been running with punctuality and the trains which run late, have shown considerable improvement. More amenities have been provided to the passengers. For all these things the hon. Transport Minister deserves our praise.

Mr. Chairman, Sir, what we do not like is his contention that the Government have no fund and the work cannot be taken up due to the financial constraints. We know that the hon. Minister is helpless in this matter. In this august House, every section of the Members have made vociferous demand to the Planning Commission, and the Finance Ministry to allocate maximum fund to the Railways so that the Railway may undertake necessary works. The Railway is the nerve system of the country like the flow of blood in the human body. The railway lines run through the whole country. If the trains stop running, all developmental activities in the country will come to a standstill. J,

therefore, support those hon. Members who are seeking more funds for the Railways.

Mr. Chairman, Sir, I would not take much of your time. I would like to put forward some points for the kind consideration of the hon. Railway Minister. When Shri Kamalapati Tripathy was Railway Minister in 1980-81, he gave assurance to the people of my constituency that the metre gauge line from Chhapra to Odiyar in north-eastern railway would be converted into broadgauge. The Government had made provision for the survey in the Railway Budget for 1980, the survey was completed and the matter is pending with the Planning Commission; the Planning Commission has not approved the proposal for conversion sent by the Railway Department. Despite my best efforts, the Railway Department has not paid due attention towards it. This issue pertains to Bihar and Uttar Pradesh. The demand for conversion of metre gauge line from Chhapra to Odiyar has been outstanding for a long time. An assurance given by a Railway Minister is regarded as an assurance given by the Government. But many Ministers have overlooked it. I do hope that the hon. Railway Minister Shri Bansilal will look into it sympathetically. Due to the metre gauge line, the development of that area is stalled. The railway lines around it have been converted into broad-gauge line. It is not justified to serve Chhapra, Ballia, Ghazipur and some parts of Banaras through metre gauge line only. Previously a vast area was covered by metre gauge lines. The north-eastern railway is running on metre gauge line. There, the goods reach different destinations. The passengers are put to difficulty. Railway lines all around have now been converted into broadgauge lines and now efforts should be made to convert the remaining lines. The proposal for conversion of Bhatani-Varanasi railway line into broad-gauge line has been accepted and the work is going on but provision of only Rs. 1 crore has been made in this year's Budget for this purpose. This amount is too meagre for such a huge work. As a result

thereof, Gorakhpur has been cut off from Banaras and Allahabad due to non-conversion of metre gauge line from Bhatani to Varanasi. Large number of passengers have to come to Banaras and Allahabad. The High Court and other offices are situated at Allahabad. One has to go to Lucknow first for going to Allahabad. The people of Western Uttar Pradesh are demanding establishment of a High Court bench in their area. Allahabad has become nearer for the people of Meerut whereas it has become very far for the people of Gorakhpur....(Interruptions)

THE MINISTER OF TRANSPORT (SHRI BANSILAL) : Put up a demand for the establishment of a High Court bench at Gorakhpur also.

SHRI ZAINUL BASHER : This demand will also be raised if you do not do the needful. The time taken for journey from Gorakhpur to Allahabad is doubled the time taken for journey from Meerut to Allahabad. (Interruptions) The demand for High Court bench can be made also but how many benches will be established. I would like to draw the attention of the hon. Minister towards one point. The Eastern Railway passes through our area. There is a railway junction at Dildar Nagar. It is connected with a branch line on the other side of the Ganga from Ghazipur headquarter. Now, a bridge has been constructed across the Ganga river. I would like to make a demand that the main railway station Tarighat should be converted into a full-fledged station and the Dildar Nagar railway station should be given the status of main station of the district in between Mughalsarai and Patna. Superfast trains should be stopped there. At present, only some trains stop there. Magadha Express runs between Patna and Delhi. Therefore when Magadha Express stops at Buxar station, which is not even district headquarters, it should be allowed to stop at Dildar Nagar railway station also so that large number of people from that area are able to come to Delhi directly.

[Shri Zainul Basher]

There is one station Tarighat in our area which connects the district headquarters with branch line. I want that a direct train from Tarighat to Lucknow should be started. If it is not possible due to some reasons, then three or four coaches should be connected with any train for Lucknow which reach Dildar Nagar at a time when these coaches can be connected with a Lucknow bound train. This will help the people of Ghazipur, Ballia and the surrounding areas in a big way in going to and coming from Lucknow. Otherwise they have to go to Lucknow via Varanasi or via Mughalsarai. Some coaches should be connected with a train going from Tarighat to Dildar Nagar and its timings should be such that these coaches could be conveniently connected with the passenger train coming from Patna to Bareilly and these coaches could also be connected upto Lucknow. It will facilitate the passengers travelling upto Lucknow.

One more submission I want to make. You have connected almost every big city with Delhi by rail. Recently you have started a train Prayagraj Express from Allahabad. I welcome it though there were already many trains passing through Allahabad. For example, trains coming from Calcutta such as Tinsukhia Mail by which one can come to Delhi directly. Many trains pass through Allahabad. But whereas you have connected Allahabad with Delhi, you have neglected Varanasi. I request that a new train from Varanasi to Delhi should be started maybe via Allahabad. It will be advantageous to run the train via Allahabad as it will be convenient for all. If you divert it from Lucknow like Kashi Vishwanath, it will become time-consuming long journey. Moreover, a bye-pass has also been completed near Varanasi and if some train does not go to Mughalsarai, it can go direct to Allahabad through the bye-pass. I want that a train should be introduced which may start in the evening from Varanasi and reach Delhi in the morning and similarly may start from Delhi in the

evening and reach Varanasi in the morning. It will not only benefit people of Varanasi but the people of surrounding areas, many districts of eastern Uttar Pradesh also because nowadays the people have to come to Varanasi to catch train for Delhi or other places. I urge upon the hon. Minister that as you have started Prayagraj Express, you may also introduce a new train between Delhi and Varanasi via Allahabad. Although it is only two hours' journey from Allahabad to Varanasi on Prayagraj Express and it is logically sound also, yet I shall not press upon its extension to Varanasi lest people's representatives should harass you. In case you extend it of your own, I shall feel obliged but if it is not possible then a new train from Varanasi to Delhi via Allahabad should be started.

With these words, Sir, I am fully confident that under our Transport Minister, the Railways will make more and more progress and the passengers will get more facilities and the Department of Railways will serve the people still more.

[English]

SHRI V.S. KRISHNA IYER (Bangalore South) : After listening to the reply by the Railway Minister to the General Discussion, I was really very much disillusioned. I am really wondering whether any purpose would be served at all by discussing the problems relating to Railways in this House. Since the last one year, that is, after I became a Member of this House, not only myself but also so many Members from Karnataka from both this side and the other side, have been bringing to the notice of the Government, and also of the hon. Minister that injustice has been meted out to our State year after year. The other day, I said that the injustice, this year, was greater than last year. The Minister in his reply said that no injustice has been done. But, on the other hand, he said that we have established a wheel and axle plant there and we going to establish a container depot this year. Wheel and axle plant was set up

in Karnataka long before, nearly 7-8 years back; that is not a new project. The hon. Minister at the same time has cautioned that we should not ask for any new project this year but also for many more years to come.

According to him, what he has stated at least in the Seventh Plan, he requires more than Rs. 2000 crores for the new railway lines which are on-going and on-going gauge conversions. So, he says, it is impossible to take up any new project until these on-going projects are completed.

I come now to the on-going projects about Karnataka which I mentioned the other day. But I am not convinced why the hon. Railway Minister has not provided adequate fund, for some of the projects of Karnataka? That is why I said that we have been very much neglected and a step-motherly treatment has been given to our State. For 135 kms. of Mysore-Bangalore broad-gauge conversion line, the work was started in 1979. The estimate then was for Rs. 25 crores. Now Rs. 6 crores have been spent; and the amount provided for this year is Rs. 49 lakhs, just sufficient for one month. Last year also, only Rs. 50 lakhs were provided, but after reappropriation in the revised budget another Rs. 50 lakhs were sanctioned. He wants to give priority for the on-going projects. Is this not a very important on-going project? He knows that Mysore-Bangalore is a very important route. I am actually wondering, at this rate, when is it going to be completed? I request the hon. Minister to see that sufficient fund is provided for this. The administration must have asked you, I believe, they asked you for Rs. 6 crores, but you see that as much as possible or at least Rs. 3-4 crores are provided this year. The Department is prepared to spend that amount. Otherwise, Rs. 45 lakhs is not at all worth taking. I even suggest that the Minister may kindly withdraw that amount also, because it is not sufficient because it is only an eye wash. I would humbly and earnestly request the hon. Minister to re-

consider it. Otherwise, I would not have spoken today.

One thing I admire in your is that you are very prompt in your reply to us. Whenever a letter goes from our side, the hon. Minister immediately acknowledges it and then a reply is also sent. Of course, the reply is not positive. There is no positive reply to any of our letters. Of course, you have been very frank and brutally frank at times, but that is a different thing. This project regarding conversion is very important and I request you to give the top-most priority to that.

Another new line which was started about 5 years back was Chitdurga; that is also a Rs. 20 crore project, and for that also you have kept only Rs. 20 lakhs this year. You yourself have said that you will give priority for on-going projects. I want to know the reason why have you kept only so much of amount? I say that the people of Karnataka have been very much disappointed. You have received so many letters from them.

Regarding electrification, what is this injustice? You have sanctioned upto Julerpet. What crimes have we committed? You have not extended it upto Bangalore. In the Sixth Plan, Rs. 25 crores were sanctioned, this very House had sanctioned Rs. 25 crores, but you have not implemented that scheme. Is it not an affront on Parliament? Parliament's seal was given to that. I do not know, I said that the other day also that there is some politics in it. So, I request you to investigate and see that it is taken from Bangalore side.

With regard to my own constituency, Bangalore City, I see, after you became the Minister, you have not visited Karnataka. Our Chief Minister has extended an invitation to you. Please visit Karnataka and the Capital of Bangalore City. For the rapid transit system, a scheme has been prepared. You have been talking about metropolitan city. You have

[Shri V. S. Krishna Iyer]

been talking about a consortium approach. We would like to know what it is. You please take it up with the Government. I am prepared to take the initiative. You please explain what it is. You please follow it up.

Now coming to the Bangalore city, we have been finding it very very difficult there. Circular railway or some such thing has to be there. It is becoming a very very congested city. Hon. Minister may consider opening a circular railway or some such thing, otherwise the city cannot survive. I would request the hon. Minister that he may explain what he means by a consortium approach, to devise a plan and implement it.

One more point. It is our duty to demand for new lines; but we are disappointed. However, it is our duty to go on demanding. Now, coming to the new lines, particularly strategic line Harihar-Kottur line—rather—Chamarajanagar—Satyamangalam line. have been pending. What is more important is conversion of Miraj—Bangalore line into broadgauge which is a very important line and which has not been done. This is a very very important line. I agree with the hon. Member, senior member Mr. Basher Saheb who preceded me and said that sufficient funds are not provided for Railways. We admit. In this House we have been agitating. Last year also we mentioned these things. Sir, you are a good fighter. You are an experienced Minister. You are a senior Minister. Please take it up with the Prime Minister. Do something for Karnataka. The annual Plan of Rs. 2,600 crores is not at all sufficient for the railways.

Sir, unless and until the Railways develop, there can be no development in our country. The economy of our country, of all the Ministries must depend on the Railways for their day to day needs. Therefore, I request you to take it up, and the whole House is with you. Please do not put a full stop. You must be optimistic

in your approach. The people are feeling helpless. We are having our hopes on you and this Parliament the supreme body of the country.

With these few words, I request you to reconsider and give us some information—at least when you reply so that the people of the Karnataka can have some hope.

SHRI H.N. NANJE GOWDA (Hassan) : Sir, I rise to support the demands that are being discussed today. I am aware that lot of development has been taking place in the country in the railway network since independence. But when it comes to Karnataka, —I should not be misunderstood as being parochial—if I mention some things. The only thing is Karnataka is a State which had the highest number of Railway Ministers in the Centre—so many came from our State—but the least number of new lines have been given to us.

AN HON. MEMBER : After independence...(Interruptions)

SHRI H.N. NANJE GOWDA : I would like the Minister to tell in the course of his reply to this august House the percentage of developments whether it is conversion or in the matter of new lines or electrification, all-India developments, State-wise developments, and as per my figures, the amount spent for Karnataka, if it is considered separately, it is not even 20 per cent when compared to other States, either in the Conversion of gauge or new railway lines. This aspect I would like the Minister to consider and tell us.

About improvement after independence, only thing that has been brought about is the conversion of the line from Bangalore to Guntakal, that too was an on-going project which was to generate productivity. Including this, the total length of broad gauge in Karnataka is only about 180 kilometres long.

My colleague just now mentioned

about the Bangalore—Miraj line. This line has been converted up to the border of Maharashtra only. But when it comes to Karnataka it is not taken up. Why can it not enter Karnataka?

AN HON. MEMBER : What is this discrimination?

SHRI H.N. NANJE GOWDA : The other day the hon. Minister wrote to me a letter stating that the Hissar-Mangalore line was opened. It had been pending for a long time, and it was completed in the last decade. Then Chitradurga-Rayadurga line has also been mentioned and you have provided Rs. 20 lakhs only against the total cost of Rs. 26 crores.

The electrification project from Bangalore to Jalorpet, is not taken up yet. There is not even a single kilometre of electrification in Karnataka. The Bangalore-Jalorpet electrification was included in the Sixth Plan and was voted by this House but in the last year's Budget it was removed from the Plan. It not a slur on this House?

AN HON. MEMBER : Certainly.

SHRI H.N. NANJE GOWDA : Sir, we Kannadigas—as the hon. members are aware, are the most peace-loving people in the entire nation. We are not trouble mongers. We are not parochial. But our quite-ness should not be mistaken for cowardice. Why I am saying is this. I am not speaking about my experience only. I am aware of the views of others also.

There is a lot of awareness among the public. I will not be surprised if there is an upsurge in the public itself to make the Members of this House resign and go away, because there is no Vijayanagaram steel plant, no clearance for irrigation projects, no conversion of railway lines, no new lines and no electrification of railways. To make Karnataka people feel that there is a railway network in Karnataka, I suggest four things.

There should be conversion from metre-gauge to broad-gauge of the following lines on top priority basis. They are : Bangalore to Mirage, Hubli to Shorapur, Bangalore to Mysore and Hubli to Karwar though it is a new line it should be broadgauge. If these lines are converted into broadgauge, this will satisfy the railway network in the state.

To make us feel that there is a railway network in our State the following new railway lines should also be taken up. They are Chitradurga—Raidurg, Harihar Kottur, Chamrajnagar and Satyamangalam. There are important district headquarters such as Chikmangalur and Mercara which are not touched by the Railways. Hence, Kadur to Mercara via Chikamangalur and Sakleshpur, the Minister should order for investigation on this line immediately.

As you are aware, there is a lot of rush in Bangalore. To ease out the rush, it is desirable that the hon. Minister should consider taking measures to provide electric trains to suburban areas like Whitefield, Ramnagaram, Nelamangla on Tumkur line, so that the people can stay in suburban areas and can come for work in the city.

The other important thing is that the Railway Reforms Committee has recommended South-West Zone for Karnataka and neighbouring areas. If this recommendation is implemented, I think, the problem of those areas would be solved very easily.

Without taking much of your time I urge upon the Government to take these suggestions into consideration and avoid any regional imbalance in the country, make the people of Karnataka also feel that they are in the nation and they are one with them. It should be the endeavour of the Government to create a feeling of oneness among the people.

[Translation]

SHRI NANDLAL CHOUDHARY (Sagar) : Mr Chairman, Sir, I welcome the

[Shri Nandlal Choudhary]

Budget. Through this Budget, the common man has been provided many facilities. Students and handicapped persons have also been provided many benefits. For this, I thank the hon. Minister heartily and praise the Budget.

With this praise, I have to regretfully say that our Sagar district has been neglected. In Sagar district there is Bina junction which is quite important. That too has been neglected. In Sagar district there used to be many officers earlier, like, RPF training centre which has now been removed from there. Similarly there was Guards' centre also which has been removed from there. There was provision for installing railway factory but that too has not been set up. Bina Junction connects Delhi-Jabalpur-Bombay and from there a line goes to Kota. Therefore, I would request the hon. Minister not to neglect that station so much. I have come to know recently that IOW office is also being removed from there. Six Express trains pass through that station but they do not stop there. It is very necessary that these six trains should stop there.

There has been a long-standing demand for providing stoppages for Utkal Express and Kalinga Express at Khurai on Bina-Katni line. For this, it is replied that from there many passengers do not board the trains. The people there are ready to start an agitation for this. Kalinga and Utkal Express used to stop there earlier but later on that facility was withdrawn. That facility should be restored.

There are many railway employees in Sagar. They are demanding a railway hospital there. For their medical check up they have to go to Bina or Damoh. The number of railway employees in Sagar is quite big. Therefore, a railway hospital should be constructed there.

Providing an overbridge on the railway crossing at Khurai-Bina-Sagar railway line is very necessary. People have to wait

for hours at the railway crossing which causes much inconvenience.

In Bina, there are about 8 to 10 thousand railway employees. They are demanding a Central School there. Earlier a Central School was there but later on this facility was taken away. It is very necessary to sanction a Central School for that city.

For many years, people from Sagar and other districts have been demanding that Bina-Katni and Sagar should be connected with Bombay and Allahabad. There is no direct train for Allahabad and Bombay from there. People have to go often to Allahabad and Maihar, a pilgrim place, for 'Asthi-Visarjan'; i.e., for immersing the mortal remains. For this they have to change the train at Bina or Katni. I humbly request that Bina-Katni-Sagar line should be connected and a direct train for Allahabad and Bombay should be started.

In addition, it was decided that two more trains—Mahanagri and Qutub Express—will be provided on Bina-Katni line but unfortunately these two trains have been diverted to other routes and Bina-Katni have been excluded. It is very necessary to start a train on Bina-Katni line from Bombay to Allahabad. I would request the hon. Minister to pay attention towards this.

It is also understood that a new division is going to be set up at Bhopal; and in that division instead of Bina, Jhansi is being included. Bina's connection with Bhopal and Madhya Pradesh is very necessary. The railway employees there have also submitted a memorandum in which it has been demanded that Bina should be kept in Bhopal division. The hon. Minister may kindly keep in view this also.

There is one express train between Bina and Itarsi. It has no first class bogie. It is very necessary to provide first class bogie in it.

One shuttle start from Damoh to Bina and Kota. It is very necessary to start it from Katni. It has been observed that in railways the contracts for stalls and restaurants etc. are often given to big people. The contracts should be given to the people of the weaker sections, like Harijans and Adivasis and in this, preference should be given to cooperative societies. This is my suggestion.

Similarly reservation quota for Bina Station is very less. For many trains like Jayanti-Janata, Southern, Punjab Mail, G.T. Express etc. there is no quota and even if there is such quota, it is very inadequate. It should be increased.

Mr. Chairman, Sir many years ago, a survey for new line between Narsinhpur and Sagar—Chhatarpur was conducted but results of the report could not be known. I think at least for the last 15 to 20 years we have been hearing that a survey for Narsinhpur-Sagar line is being conducted but the results are not coming out. Many a time, it has been stated that due to paucity of funds survey for this line could not be conducted. In this connection, I suggest that as in the case of schools and colleges, assistance from people should be sought in the case of construction of railway lines etc also. Railway lines can be constructed with such contributions and then Railways will not have to say that the railway lines are not being constructed due to paucity of funds.

With these words I conclude.

[English]

SHRI K. R. NATARAJAN (Dindigul) :
Mr. Chirman, Sir, on behalf of the AIADMK, I would like to speak on the Railway Budget and the Supplementary Demands for Grants.

First of all, I would like to thank the hon. Minister for Transport for the following reason. Last year, only Rs. 3 crores was allotted for Karur-Dindigul broad-

guage line project. I requested the hon. Minister to provide more funds. He was kind enough to provide Rs. 1.30 crores for that project, but that allotment is not sufficient. This year the allotment is very very meagre. So, I request the hon. Minister to give more funds, at least Rs. 15 crores for this year.

Sir, a number of proposals are pending for laying new lines in Tamil Nadu, but no new lines have been included in the Budget. So, I request the hon. Minister to take up at least one new line from Dindigul to Kodaikanal. Dindigul is the district headquarters for the Anna district and it is a busy commercial centre in the area. Kodaikanal is the princess of hill stations. So the line connecting Dindigul and Kodaikanal is a very important one. That should be included in the present budget.

In Madras laying of new track, known as MRTS (Mass Rapid Transit System) is making very slow progress. It was included in the Sixth Plan. So, at least Rs. 20 crores should be given to complete the work in the near future at least.

The overbridge is a "must" in Dindigul town. Dindigul is a commercial centre. The absence of an over-bridge is making all hindrance to the public. So, the construction of the overbridge should be included in the present budget.

Pallavan Express was running between Madras and Madurai. Now it has been stopped at Trichi. It does not reach Madurai. So, it causes inconvenience to the travelling public.

So, this should be made to go to Madurai to satisfy the demand of the people.

The Pandivan Express starts at 7 p.m. from Madras and reaches Madurai at 8 a.m. the next day. It halts at Vilangudi railway station for about half-an-hour. Vilangudi is only 3 km. from Madurai and it has to be stopped at Vilangudi unnece-

[Shri K. R. Natarajan]

ssarily. It is stopped there because Vaigai Express has to pass that station. Vaigai Express starts at 7 a.m. So, the Pandiyan Express can reach Madurai at 6.45 a.m. itself. Similarly, the Pandiyan Express leaves Madurai at 7.25 p.m. and reaches Madras at 8 a.m. the next day. It unnecessarily halts for half-an-hour in between at Chetpet and Egmore. The distance between Chetpet and Egmore is only 1 km. So, this unnecessary halting of trains in between Chetpet and Egmore Stations may be avoided.

Provision for a quota of 10 seats may be made for reservation in Pandiyan Express at Usilampatti railway station in the train running from for Bodinaickanur to Madurai.

[Translation]

SHRI BIRBAL (Ganganagar) : Mr. Chairman, Sir, I rise to support the Railway Budget for the year 1986-87. Chaudhary Saheb has presented a very good Budget and for this I thank him. There are certain burning problems relating to railway in regard to my constituency Sriganganagar which Chaudhary Saheb is in a position to solve. Tibbi is the Tehsil Headquarter and Ghappar area is a big grain market. The station here is very small and there is no provision of double line also. Similarly, there is no provision for signal also. Therefore, I request that station building should be expanded so that the passengers have the facility of retiring rooms. Also, platform shed should be constructed at the station so that passengers have the protection against the Sun and rain. Fencing should be done around the platform. Secondly, I want to submit that there is big need of constructing a new metre gauge line between Sardar Shahr to Hanmangarh via Palu-Rawatsar because in this 160 km long distance there is no other permanent means of transport. The entire area is a desert area. There are big deposits of gypsum in that area. Thousands of trucks go out daily from this area. Gypsum is sent to the

far off areas of the country from here. Palu is a place of pilgrimage in this area: There is one big temple of the goddess Durga. Lakhs of devotees of the Mother come here for 'darshan'. Rawatsar is a big grain market of the Indira Canal area. Thousands of quintals of foodgrains are sent from here by trucks. Therefore, this new railway line is very necessary here. A metre-gauge line should be laid from Ganganagar to Padampur. This distance is 70 kms and the area is very fertile.

15.56 hrs.

[SHRI VAKKOM PURUSHOTTAMAN
in the Chair]

Here also, there are no other means of transportation. Agricultural produce from Padampur is transported to other places by trucks. A metre-gauge railway line should be laid between Ganganagar and Padampur. This Gang Canal area is very fertile and intensive cultivation of cotton and wheat is done there. Laying of a railway line in this area is very essential.

It would be proper if two over-bridges are constructed in Ganganagar city, because the entire traffic from and to Punjab passes through these two railway level crossings. Movement of troops from Rajasthan to Punjab in large number is also a regular feature. Ganganagar is an Army Cantonment. When railway-crossings are closed, a huge traffic accumulates and as a result of that, traffic chaos occur. Since, Ganganagar is a junction, a large number of trains pass through these railway level crossings. Therefore, the construction of this over-bridge is essential.

An over-bridge should be constructed at Hanumangarh Junction because very heavy traffic towards Ganganagar, Suratgarh and Abohar passes through this junction. Movement of troops is also very frequent there. When a train passes, a huge rush is created there. Sometimes, the situation becomes so chaotic that there is an appreh-

ension of some accident. Since, the railway level-crossing remain closed for a long time, a lot of time of those who happen to pass through that place is wasted. Therefore, it is very necessary to construct this over-bridge.

16.00 hrs.

Railway crossing have posed a big problem in our district. It is utmost necessary to provide manned crossings at those places which are approved in railway records. I want to mention the names of some of the railway-crossings :

1. Railway crossing connecting Hanumangarh—Sangriya Road with Nawan.
2. Railway crossing connecting Hirawali with Abohar Road.
3. Tibi—Nandram Wali Dhani.
4. Tibi Road to Gurusar—Jhanbar.
5. Nagrana—Tilawali fields railway crossing.
6. Ratanpura to Nathwana railway crossing on the way to the fields which has been already approved.
7. On the road from Bindra leading to the fields.
8. Railway crossing towards Hanumangarh from Tibi Railway Station.
9. Railway crossing on Mukarka—Pichkarai road.
10. Sanction for laying P.H.E.D. pipe from Mukarka to Pichkarai.
11. Railway crossing on Deeplana—Ramgarh road.
12. Sanction for laying P.H.E.D. pipe from D.P.M. canal to Deeplana Diggi.

13. Ramgarh—Barani road which falls in 1, 3, K.M.G. holdings;
14. Nohar—Sothi Road;
15. Ramgarh—Ujjalwas Road (the old road has since been closed.)
16. Sanction may be issued to lay P.H.E.D. pipe between Goga Mandi and Gogana;
17. Deeplana—Sothi Road;
18. Deep lana—Parlike Road;
19. Sothi halt Station (between Nohar and Deeplana);

I would request the hon. Minister to immediately provide level-crossings on the said places.

[English]

SHRI SOMNATH RATH (Aska) : The Transport Minister has been rightly congratulated by one and all for his well-balanced budget and I also join with them.

Since long the headquarters of South Eastern Railway has been at Calcutta and it ought to be in Orissa. So I request that immediate steps should be taken to shift the headquarter from Calcutta to Orissa, besides expediting the on going schemes of railway lines in Orissa.

I have to make one request to the hon. Transport Minister. That is, the railway lines in Orissa are the minimum throughout the country. In British days only a railway line at the outskirts of Orissa was laid to connect Calcutta with Madras. Now a port at Gopalpur-on-sea is coming up in Ganjam district near Berhampur which is the most important railway station of Orissa. To develop the port the hinterland, namely, the five districts Ganjam, Phulbani, Kalahandi, Sambalpur and Bholangir should be connected by a railway line to Berhampur in Ganjam district and thus to

[Shri Somnath Rath]

Gopalpur. Since a survey is going on for a railway line from Khurda to Bholangir, I would request the hon. Minister to see that a survey for a railway line should start from Berhampur in Ganjam district to connect the above railway line for which a survey is going on, either at Dasapella or at Boudh. To do this survey only about Rs. 10 lakhs is necessary. Since one company has already been entrusted with this survey, this survey also can be given to them. It will be very much beneficial not only to the people of that area but also to the government because that line should be made self-sufficient besides developing the port at Gopalpur and developing the undeveloped districts of Orissa. So I would request that the hon. Transport Minister will not confuse the construction of a railway line with that of a survey of a railway line. What I want is that it should be surveyed to know the feasibility of it.

SHRI VIJAY N. PATIL (Erandol) : I want to support the Demands for Grants of the Railways. I congratulate the Transport Minister that last year, when we compare it with the earlier years, the number of accidents were very few. With the introduction of information system on All-India Radio about the arrival and departure timings of the trains it has become convenient for the passengers and for the persons who are going to receive their guests.

Mr. Chairman, Sir, but for other things, I am surprised to note that when we pass the railway budget amounting to thousands of crores of rupees, we find that the small things that we suggest do not find a place and everytime the problem of money is the excuse put forth by the hon. Railway Minister—whether he is a Minister of the Janata Government in 1977 or a Minister of our party. I do not understand why this is so. We feel that the Department of Telecommunication and the Department of Railways should be revenue-earners for the Central Government. They should be able

to provide revenue so that it can be spent in other areas. But every year, we find that the deficit is increasing; the liability is increasing and in the name of development we are spending more and more but the development is not taking place at the desired pace. In some areas, railway-lines are constructed but they do not give revenues. But in other areas, railway-lines are refused because it is said that the revenue derived will not be that much and it will be somewhere 8.5 per cent etc. Since 1977, I am asking for one railway line i.e. *Dhulla Amalner*. Every year I mention about it through Questions, through speech and through matters under Rule 377 etc. An MLA from my area in Maharashtra gets Rs. 15 lakhs per year for being allotted for the construction of some bridge or road. If that amount would have been allotted to a Member of Parliament, this railway-line would have been constructed by now. Every year, I receive the same reply from the Minister. So, why we should speak again and again about this and about the improvement and efficiency. Between Bombay and Delhi I am finding the same Punjab Mail, the same Amritsar Express running with almost the same speed. Of course the problem is the same for other areas. But there are some areas where you have not had anything and hence I request the hon. Minister to consider this on priority basis.

Sir, it pains us to say that day-by-day the number of passengers travelling without tickets are increasing. We must control that; otherwise the deficit will go on increasing. In 1977, the liability was about Rs. 197 crores to the general revenues, as per the Railway Convention Committee's report. It increased to Rs. 504 crores with the deficit of Rs. 44 crores in 1983-84 and about Rs. 195 crores in the next year. This is not a good situation.

About electrification also, our targets have not been achieved. Only ten per cent of the route kilometres are electrified. In this area also we must move fast and

our proposals to electrify the lines between Bombay and Delhi, Delhi and Madras, Delhi and Calcutta and Madras and Bombay—all the four metropolitan cities—should be achieved on a war-footing so that the expenditure can be reduced.

There are many areas in the Ministry of Railways where we can think of reduction of expenditure. We have got about 41 900 level crossing of which about 15,300 level crossing are manned. If we could think of providing overbridges or subways, then the expenditure incurred on paying the employees for remaining there all the 24 hours manning the gate, for providing signals, expenditure on electricity for opening of gates, etc., can be reduced permanently. We must think of finding permanent solutions, permanent reduction in expenditure.

We talk of modernisation of railway workshops. There also, the number of days taken for repairing one wagon or one engine has not reduced considerably. If that can be reduced and if the hauling capacity can be increased, then we can say that efficiency has increased.

Now, permission has been given to the Maharashtra Government to raise money through issue of bonds for construction of the Mankhurdh-Belapur railway line. But the provision you have made for that this year is only Rs. 10 lakhs, just a token provision. How do you think that people will come forward to purchase these bonds? If you can plan in such a way that it will be constructed within a span of three years or five years, then only people will come forward.

In different Departments, there is the trend of handing over some of the functions to semi-government bodies or public sector. With that thinking, one Corporation has been started in the department of tele-communication for Bombay-Delhi.

I would like to suggest one thing. If you do not have money and if there are

some lines which are not remunerative, why not think of giving the work to some private agencies to construct railway line between two district headquarters, between two points? In the Seventh Plan, not a single railway line has been given for our area. Although Maharashtra has got 5,000 route kilometres of railway line, since prior to 1947, some increase has been only in suburban railway lines. In rural areas I do not think that even 50 kilometres are added in Maharashtra. That is why I am suggesting to you to consider giving the work of constructing new railway lines between two district headquarters to private agencies if they come forward, that is, point-to-point railway links. Let them earn profit and let the commuters have that facility. Otherwise, what is happening is this. In my earlier constituency, there are no railway lines and even though I have the Pass, I could not move in that area by railway. There are some areas like that. Of course, in a State like Bihar or Uttar Pradesh, even Tuluk HQs. are connected; but in some states the district headquarters are not connected. That is why, as my friend Shri Bhuria has suggested, at least all the district headquarters should be connected by railway lines. If you think of setting up corporation, please think of something new so that you will not have the problems in replying to the Members of Parliament that there are no funds for new lines. We want to have new railway lines in our areas and we want you to find out solution for this.

With these suggestions I support the Demands.

SHRI SONTOSH MOHAN DEV (Silchar) : Mr. Chairman Sir, At the very outset I congratulate the Railway Minister for introducing Rajdhani Express from Delhi to Guwahati. But the point of clarification I would like to get from him is that only Yesterday I heard from the Railway State Minister that there is a slight confusion, it is not the Rajdhani Express; but it is something like Rajdhani Type Express.

THE MINISTER OF TRANSPORT (SHRI BANSI LAL) : That is what I said in my speech.

SHRI SONTOSH MOHAN DEV : If that is so, I will request you to eliminate the word "Type" and make it "Rajdhani Express". It will be befitting your name and your efficiency in the Railway Ministry. It is a long time desire of the Assam people. I am sure that with your efficiency and with your working ability, this is a small problem for you.

It is a false picture given by the Railway Board officials that this line cannot take the speed of Rajdhani Express and if this is the reason, it is our minimum demand that something must be done. If it cannot be done immediately, at last in the near future it should be made Rajdhani Express.

Sir, I come from an area which is more or less the farthest part of the north eastern region Barakballey. We have got two trains connecting Assam Capital with our district headquarters. They are Cachar Express and Barakballey Express. I have personally written to the Railway Minister and he has also acknowledged and I will again request him to personally take some interest to improve the quality of bogies that are being given in these two trains. It is most unfortunate that the most condemned bogies of the NF Railways are given in that area, with the result even if you shut the doors and windows you get the pleasure of travelling with rain and sun coming from the top of the trains. This is the actual picture.

Apart from this, Barakballey is connected through a hilly section which has outlived its life. It has got 36 tunnels and about one hundred bridges. Within one year at least for four months this railway line is closed either because of land slide or some accidents. I am very glad that the Railway Minister has written to me saying that strengthening of this line has been taken up. I am grateful to him and

I hope that with the strengthening of this line, the capacity of the running of more railway trains will increase. At the same time, it is a long time desire of the people of that area to have alternative rail link between Lanka and Badarpur by broad-gauge line. I fully appreciate his difficulty that because of shortage of fund, it has not been possible to take up this work immediately. But I sincerely hope that this will be taken up. It has been spelt out by no less a person than the Prime Minister that special attention and special allocation will be given to the north eastern region which is economically backward. I urge upon him to find out some special allocation for this line and at the same time to take up the work of the broad-gauge extension from Guwahati to Tinsukhia which is a committed project by our late Prime Minister and also by the former Railway Minister.

Sir, in the line between Karim Ganj-Silchar there is a bridge called Khatakhal which is threatened with erosion. The Railway Ministry in collaboration with the State Government has taken some action to protect this line but unfortunately, we hear now and then from the newspapers that the work there is going on a slow pace and is also below standard. I do not know how far it is correct. I would request the hon. Minister to look into this particular aspect.

When Mr. ABA Ghani Khan Choudhury was the Railway Minister he promised that Silcher railway station which is now going to cater the extension line from Silchar to Jeribhan and Silchar to Lala (Bharabi) which needs further development the work will start. Unfortunately this has not been done. This became an issue during my elections and I promised to the people that it will be taken up with the Railway Ministry. Till now nothing has been done. At least to save the face of the Central Government some upliftment of this railway station concerning passenger amenities be taken in hand because this is a gateway to Mizoram, Manipur and Tripura. It needs special consideration.

There is another small thing. There is a small bridge between Salchapra-Badarpur and there is a road running over the railway line which is connected by a small bridge measuring 40 feet. There is no railing on its both sides. For the last five years I have been writing about this. The Railway Ministry says that it is the duty of the State Government and the State Government says that it is the duty of the Railways. Only fifteen days back one truck came down in the railway line and the railway traffic was closed for 15 hours. So, I request if it is the duty of the State Government they must be asked to do it and if it is the duty of the Railway Ministry they should take it up. It is a small thing but it affects the good name of the Railway Ministry as well as the State Government.

Lastly I would request the Railway Minister that from Cachar to Tinsukhia there is no direct railway connection. If you have to go to Tinsukhia you have to wait for 10-12 hours at Lumding. So, either a new train or some bogies be attached to Barakvally on Cachar Express so that passengers can travel to Tinsukhia without any transshipment. This is a small thing but will facilitate a lot the passengers to Dibrugarh where there is a medical college with various specialised treatment facilities. Now and then the passengers go there for treatment. I will request the Railway Minister to look into this particular request.

[Translation]

*SHRI SUDARSAN DAS (Karimganj) : Mr. Chairman Sir, I know that the Supplementary demands for grants of the Railways for 1985-86 and the Railway Budget for 1986-87 will be passed by this august House today. But Sir, I regret to say that the Railway Minister is all along ignoring the long standing demand of the people of the border district of Karim-

ganj and Cachhar, that is the people inhabiting the Barakvally at the Southern most part of Assam, for an alternative railway line. They are at present entirely dependent on the existing Lumding-Badarpur hill Section under the North East Frontier Railway. Sir, I will briefly state in this august house the logic of this just and valid demand of the people of that area.

Sir, not only the Karimganj and Cachhar districts alone, but Tripura, Mizoram and Manipur States are also solely dependent on this Lumding-Badarpur hill Section. This hill section was constructed about 90 years ago. After 40 years of independence this railway system is almost in shambles. It is today in a wretched condition. We feel surprised that railway trains are still running on this track. Mr. Chairman Sir, as I have already stated, this line was constructed about 90 years back. There are about 100 bridges on this line both big and small. The condition of those bridges are also very miserable today. Furthermore, there are about 36 tunnels on this section. Every tunnel has developed leakage. The concerned engineers have expressed the opinion that if the leakage is stopped at one place, leakage will develop at another point. Therefore, -during the rains if one tunnel collapses at any time, the entire section will have to be closed down for a long period. What difficulties and miseries that will create for the people of Karimganj, Kachbar, Tripura, Mizoram, Manipur etc. just cannot be expressed in words. On the one hand the prices of essential commodities of daily need will sky-rocket and on the other hand the coming in and going out of all goods in this area will come to a standstill. The movement of about 90 p.c. of the goods of this entire area is fully dependent on this railway line. During the rainy season there are frequent landslides and this brings the running of trains on this line to halt. Sometimes it has been seen that trains have been stranded in the middle because of sudden landslides. In this

*The Speech was originally delivered in Bengali.

[Shri Sudarsan Das]

situation the plight of the passengers can well be imagined. Not only that Sir, the importance of this area from the country's defence point of view has also to be kept in mind. Apart from this railway line, we have one road connection which runs through Meghalaya. This road also gets closed due to landslides in the rainy season on account of excessive rainfall. Only yesterday in reply to my Question the Hon. Defence Minister said, I quote.

“Landslides on the national highway occur at times mainly during the monsoon which cause road-blocks and affect vehicular traffic particularly in Meghalaya, Assam and Tripura. However improvements of the national highways are under execution by strengthening the road, pavements, weak bridges.”

This is the condition of our only road link. You will be surprised to know that there is no road link with the Barak-valley through Assam. Long ago one road was constructed from Laming to Silchar. But till today no vehicular traffic has been able to use that road. We have therefore to depend heavily on this railway hill section. Railways have not yet entered our neighbouring States of Mizoram and Manipur. However it is a hopeful trend that the Silchar-Jeribam and Lalaghat—Bhairavi road railway line has been taken up. But when this work will be completed only the Hon. Minister will be able to say. When the line is completed, then Mizoram and some parts of Manipur will be connected by rail for the first time. After these two lines are completed, there will be much greater strain on the hill section, I doubt whether it will be able to bear this additional strain.

The demand of the people of Tripura State in the introduction of a fast express train from Dharmanagar to Calcutta via Guwahati. This is a very justified demand because the Cachar and Barak express trains start from Silchar and the passenger

from Tripura have to stay at Karimganj for a day to catch the Barak express and Cachar express for want of a connecting train. As this demand is highly justified, I am appealing to the Hon. Railway Minister to provide an express train from Dharmanagar to Gauhati and Calcutta.

Mr. Chairman Sir, the passengers from Hailakandi also face the same difficulty. Hailakandi is a sub-divisional town but there is no direct train from Hailakandi to Silchar, the district headquarters. I request the Hon. Minister to provide a direct train from Hailakandi to Silchar. Sir, for the passengers from Hailakandi, Karimganj and Tripura, there is provision of one 3 tier reserved compartment in the Cachar and Barak express trains. But Sir, it is very surprising that ten days in a month this reserved compartment is cancelled. The Hon. Minister may kindly see that this is not so cancelled in future.

Sir, I cannot help mentioning the pitiable condition of the Hailakandi railway station.

At Hailakandi railway station there are no sheds, no telephones, the passengers have no place to sit, and there are no drinking water facilities. In fact there are no facilities at all for the passengers. The Hon. Minister may kindly see to ameliorate these hardships. Santosh Babu demanded a short while ago that an express train may be provided upto Tinsukhia. I also support that demand.

I will mention about one more point Sir, I request that an overbridge may be provided at the crossing on the national highway near Karimganj railway station. With that Sir, I conclude.

*SHRI C.K. KUPPUSWAMY (Coimbatore): Mr. Chairman, Sir, at the outset I extend my wholehearted support to the Demands for Grants of the Railways for 1986-87.

*The Speech was originally delivered in Tamil.

I am personally grateful to the Transport Minister for having acceded to the genuine demands that I had raised last year in my speech on the Railway Budget. The long-standing demand of the people of Coimbatore for an overbridge at North Coimbatore has been met by approving this project at a cost of Rs. 55 lakhs and by providing Rs. 13 lakhs in 1986-87 Budget itself for starting the work. The people of Coimbatore are beholden to the Railway Minister. Similarly, our Railway Minister has remodelled the Railway Stations at Udhagamandalam, Wellington and Aravangadu by spending Rs. 23 lakhs for this purpose. The Railway Minister has also earned the gratitude of the people of Coimbatore by widening the railway crossing at Ondipudur by spending Rs. 2.80 lakhs. I am personally grateful to him for implementing these projects which have been demanded by the people for several years.

I would take this opportunity to demand that another long-standing demand of an over-bridge at Tiruppur junction should be implemented without further delay. Tiruppur is internationally known for the hosiery industry. Tiruppur station building also requires re-modelling.

Sir, our Transport Minister, Shri Bansi Lal is a great devotee of Lord Shiva. I would like to tell him that Palani in Tamil Nadu is the abode of Lord Kartikeya, the son of Lord Shiva. This holy place is visited by lakhs and lakhs of people from Coimbatore. I suggest that the railway line between Coimbatore and Palani should be electrified and electric trains should be run. Our Transport Minister by doing this will get the blessings of Lord Kartikeya.

Similarly, Erode, Coimbatore and Tiruppur are the three internationally recognised Textile towns—Coimbatore having more more than 100 textile mills, Tiruppur having hundreds of hosiery units and Erode for growing cotton etc. These three towns should be connected by electric track so that movement of people

and goods can be quicker and easier than at present now.

Sir, before I conclude I would say that adequate number of wagons are not supplied to Coimbatore and Tiruppur. This causes delay in the export of finished goods and also in the arrival of steel and iron for hundreds of Foundries in Coimbatore. I demand that the wagon supply position to Coimbatore and Tiruppur should be improved and there should not be any delay in allocation of wagons.

The Jayanti-Janata Express from Delhi downwards should be halted at Coimbatore. The Kerala-Karnataka Express should also be given a halt in its onward and downward journey at Tiruppur. With these words I conclude my speech.

SHRI BANWARI LAL BAIRWA (Tonk) : Mr. Chairman, Sir, at the outset I congratulate the hon. Railway Minister for presenting a balanced Budget. It is an ample testimony of his abilities. In spite of the disturbances in the country, both the goods and passenger traffic have registered an appreciable increase. The Railways have earned more revenues than was expected in the Budget estimates. This is certainly commendable.

The Railway Minister, through his mighty efforts, has been able to secure a provision for Rs. 12,334 crores for the Seventh Five Year Plan period for railways. Out of that Rs. 2,050 crores have been provided for this year's Railway Budget. It is highly commendable. I feel that the Railway network should be further extended.

All the hon. Members who will speak today, will make a demand either for the extension of railway line in their area or renovation of the railway track or conversion of existing railway line into broad-gauge. The funds allocated for this are not adequate and, therefore, there is need to provide more funds.

[Shri Banwari Lal Bairwa]

I would like to say a few words about Rajasthan. The share of Rajasthan is 5,614 kms of railway line. But while computing this share that portion of the railway track between Delhi and Bombay which passes through Rajasthan should not be included and similarly the portion of the railway line between Delhi and Ahmedabad which passes through Rajasthan.

Rajasthan is a backward State. Special attention needs to be paid to it in view of its geographical location. Tonk area is particularly backward. It has not been linked with a railway line. I am trying my level best in this regard. The hon. Minister was kind enough to conduct a survey of the railway line last year but it has not been completed so far. The survey should be completed at the earliest and the railway line sanctioned. All the State Capitals are connected by broad-gauge line whereas Jaipur is the only State Capital which is not. This should be given a serious thought. If you like, Delhi-Ahmedabad line can be converted into broad gauge. If this is not possible, it would be better if the railway line between Sawai Madhopur and Jaipur is converted into broadgauge. Sawai Madhopur is very near Jaipur.

Our area is predominantly inhabited by people belonging to minorities, Adivasis and the Scheduled Castes. The area will not develop till it is connected with a railway line.

There is a railway line between Jaipur-Toda Raisingh. During the regime of Janata Party, one train plying on this route was withdrawn. Earlier, one train used to ply in the morning and the other in the evening. The morning train leaves Toda Raisingh at 4 AM and arrives in Jaipur at 10 AM. Those who have to catch the morning train at Toda Raisingh, have to wake up at 3 AM and during winter it is an uphill task to wake up at 3 AM. It would be better if the train timing is shifted to 6 AM. Besides, the

trains in our area are slow-moving and take a lot of time in reaching their destinations. That is why nobody likes to travel by train. The train running between Jaipur and Toda Raisingh takes 6 hours to cover a distance of 119 kms. It takes unduly long time and, therefore, there is need to reduce the journey time. New coaches and engine should be provided for the train running on this route.

Digi is a religious place on Jaipur-Soda Raisingh route. There are only four coaches and that too second class in the train running on this route. I, therefore, suggest to convert two of its coaches to I class so that affluent people may also travel. You may introduce this system for 6 months on trial basis. It will certainly bring more revenue and also benefit the people. A survey was conducted to lay a railway line between Jaipur and Nathdwara via Toda Raisingh. I believe that survey has been completed. If this railway line is further extended, it will not only remove the backwardness of the area but also bring in additional revenue. I, therefore, urge the Government to extend it to Nathdwara.

With these words, I thank you.

SHRI R.S. KHIRHAR (Sitamarhi) :
Mr. Chairman, Sir, I rise to support the Demands for Grants of Railways which are being discussed in the House. The Railway Budget has been welcomed and praised because it has paid special attention to youth and working class. Many hon. Members have presented demands relating to their areas and I would like to follow suit.

I belong to Sitamarhi in North Bihar, which is on Indo-Nepal border and it is not only the birthplace of mother 'Sita' but also a source of inspiration for the Hindu culture since times immemorial. It is a famous religious place. People from far and wide come here to offer prayers. It takes more than 24 hours to travel a distance of 80 kms between the Capital of Bihar, Patna and Sitamarhi. Similarly, it

takes at least 12 hours to cover a distance of 33 miles between Muzaffarpur and Sitamarhi. There has been a long-standing demand for a railway line between Muzaffarpur and Sitamarhi and the former Railway Minister late Shri Lalit Narain Mishra had issued orders to conduct a survey of this route and had assured that the work would be soon completed. But I am distressed to say that in spite of drawing the attention of the Government repeatedly, nothing has been done in this regard. I, therefore, urge the Government to pay special attention to the area in view of its religious and strategic importance. Last September, the Nepalese Government constructed a national highway right upto the border and at that time the MPs of border areas had mooted a proposal that in view of Nepalese Government strengthening its security, our Government should also pay special attention in this regard. In this connection there was a demand to connect Muzaffarpur with Sitamarhi by rail and convert the Darbhanga—Narkatiaganj railway line into broad gauge. But no provision has been made for this in the current budget. The Railway Minister is present here and I would, therefore, urge him to pay special attention to these demands in view of the security of the country and religious sentiments of the people. Besides, I would request the railway department to construct a bridge at Chitauni which is on the border of Bihar and U.P. This would reduce the distance upto Delhi by half. The foundation-stone of this bridge was laid by late Prime Minister Shrimati Indira Gandhi but it seems that the Railway has forgotten her name. It is indifferent towards constructing such an important bridge which connects two States. I, therefore, request the hon. Minister to pay attention in this direction so that the bridge is constructed without further delay.

Besides, I demand to reconstruct the Bhoopathisabi—Nirmali railway line which was washed away by Kosi river and construct the above-mentioned bridge and convert the Darbhanga—Narkatiaganj narrow gauge line into broad gauge.

With these demands, I support the Railway Budget.

[English]

SHRI ATA-UR RAHMAN (Barapet) : Mr. Chairman, when I spoke in the Railway Budget last time I got only five or six minutes.

MR. CHAIRMAN : So, you have already spoken on the Railway Budget!

SHRI ATA-UR RAHMAN : I was not given sufficient time, I left out a very important point.

MR. CHAIRMAN : You have got four minutes time please. Please do not waste your time.

AN HON. MEMBER : He is a new Member. Let him speak, Sir.

SHRI ATA-UR RAHMAN : I will raise only one issue and the issue is not confined to Assam, my region. This is almost an all-India issue which is meant to set right the existing state of affairs of indiscipline, dirt and filth on the overcrowded railway platforms. Setting things right on the railway platforms will not cost anything. It would be on no cost basis. That is why the suggestion that I will be giving will not cost the Government anything.

The Railway Station Masters all over India particularly the big railway stations should be congratulated for converting railway platforms into dormitories of travellers. We have seen the conglomeration of beggars, lepers criminals and the way they have made the railway platforms their homes. I thought that this is a subject which is not only concerns Assam but it also concerns all the travelling public in India.

The reply that would be given by the Railway administration would be that "Yes, we have our railway platform

[Shri Ata-ur Rahman]

tickets. Nobody is allowed to go on to the railway platform but as all of you know, that rule is followed more in breach than in actual practice. I will suggest a very very simple suggestion. I do not know whether it will attract the attention of the public and the Railway administration and Railway Minister. We have seen that when we travel by air there is a particular point at the airports beyond which the travellers and the commuters are not allowed to go. Similarly if we introduce a system of segregating the genuine railway passengers from the people who go to see them off or receive them, and if we keep the beggars and lepers and non-travellers away and allow the passengers only on the railway platform, then I think a lot of improvement can be brought about. The solution lies in providing adjustable partition length-wise on the platform itself; so that those who are not travelling cannot go very near the train and they do not block space with their luggage and things. This is the problem everywhere on railway platforms. This solution will not cause the railway much money. I would request the Railway Minister to have a look at this and make travelling easier.

[Translation]

SHRI D.L. BAITHA (Araria) : Mr. Chairman, Sir, at the outset, I would like to congratulate the hon. Transport Minister for presenting a good Budget and also improving the working of Railways during his tenure. I do not want to repeat that there has been improvement in punctuality and working of railwaymen as well. The Transport Minister has managed to improve the working of Railway and thereby removed the apprehension in the minds of people that the working of Railways can never improve. Since he has taken over the charge, there has been continuous improvement in the Railways. This satisfactory improvement is an ample testimony of his abilities, and I wish him God speed in his future efforts in this regard.

I would like to draw his attention to two or three points. I congratulate him for conversion of Delhi-Katihar and Katihar Guwahati sections into broad gauge which indeed is a gigantic task. You have introduced a new train on that route. It is not Rajdhani Express but it is a type of Rajdhani Express. Shri Sontosh Mohan Dev has just said that the suffix "type" will now be removed and it will become full-fledged Rajdhani Express. It is a big task. Besides, we want that Nepal should be linked with Delhi through broad gauge. The railway line from Delhi to Katihar has been converted into broad gauge and similarly from Katihar to Calcutta Port which is the gateway for Nepal. But the railway line between Jogbani, which is gateway to Nepal, and Katihar—a small distance—has not been converted into broad gauge so far. I would request the Government to pay attention towards this in view of its policies that, with a view to providing infrastructure in backward areas, the policy of economically viable railway lines will not be followed. Besides, to meet the long-standing demand of Nepal to provide an access to Calcutta Port, this small strip between Jogbani and Katihar should also be converted into broad gauge.

17.00 hrs.

One thing to which many hon. Members have drawn attention is the absence of railway bridges at Chitauni Bagaha. Similarly there is a need for constructing a bridge on Kosi river at Apathyali on one side of the river Nirmali on the other. The span of the proposed bridge is only 15 metres. In the absence of the bridge, the people have to cover a distance of 300 kms to reach the areas on either side of the river. The construction of this bridge, for which a survey has already been conducted, would eliminate the circuitous route. Although it has been said in the survey report that it would result in loss, we have to see whether on the whole the Railways will benefit from it or not and what are its long-term effects. If we view it from this angle we shall find that it will

prove economical. Therefore, these things may also be taken into consideration. Just now, you have said that a new train from Katihar to Barauni is being introduced. In this regard, I would like to request that the proposed train may be extended upto Patna as Patna is the capital of Bihar and there is shortage of trains from Patna to Northern Bihar. If this train is extended upto Patna, it will reduce the difficulties of the people traveling from Patna to northern Bihar. Capital Express was inaugurated by our late Prime Minister Mrs. Indira Gandhi. The people had high hopes about its punctuality, proper running and neat and clean compartments. This train starts from Patna in time but it is not understood why it does not reach Katihar in time.

17.02 hrs.

[SHRI SHARAD DIGHE in the Chair.]

Its compartments are so dilapidated that it is not understood why they are not repaired. I would request to pay attention towards their repair and proper maintenance. Some trains have diesel engines and although the number of crew, i.e., driver, attendants etc. in such trains is the same as in other trains, yet instead of ten compartments such type of train has only four or five compartments. Therefore, because of the paucity of space in the compartments, the passengers travel on the roofs. Many times passengers are left stranded for want of space, but the expenditure incurred by railways on running that train is full. When metre gauge lines were converted into Broad gauge by you, the numbers of metre gauge trains must have been reduced and compartments become surplus. Even if these compartments are in dilapidated condition, you may attach them to such diesel trains. It is necessary to pay attention towards this as running the trains with less number of compartments is not economical.

One more thing I want to say. The

entire requirement of railway spare-parts and other material is purchased from only big factories and industries. Small scale industries also manufacture such material and as per government's policy, they should also be encouraged. On a few occasions, I noticed as a Chairman of R.C.C., and if you want I can furnish the details, that there are some companies, which do not produce anything, they have no factories of their own, but they have registered themselves with you. They just purchase the material from the market, supply it to the railways and earn profit. I would like to know why you do not purchase directly from the producers. Today, in every field, these middle men are being avoided, then why are they being encouraged in the Railways? The matter should be looked into. I have some information about it and shall furnish it to you. One more thing I would like to say is that there is a lot of improvement in railway catering, and your working.

Now-a-days, there is talk of the introduction of double-decker trains to cope with the rush of passengers wherever the need will be. But if you seen in North Bihar, double-decker trains are already there because for want of the space in the compartments, people travel on the roofs. It is also seen now-a-days that if not half, at least one third of the total Railway Budget is spent on the expansion of railway in four big cities, i.e., Calcutta, Bombay, Delhi and Madras. These four metropolitan cities have formed a sort of rectangle. Previously it was also suggested, and the Railways had taken it into consideration, that a separate Railway department should be made to look after the railways in these four big cities. A separate Budget allotment should be made to this department so the rest of the Budget could be spent for railway development in other parts of the country. The railway in these big cities is being developed at the cost of the rest of the country which is very painful. I hope that you will pay attention towards these points during your tenure. Because, the bell is being rung again and again, I

[Shri D. L. Baitha]

conclude here and thank you and hope that Railway functioning will improve during your tenure and this trend will continue.

SHRI K D. SULTANPURI (Simla) :
Mr. Chairman, Sir, in the first instance I would like to thank the Railway Minister for presenting a balanced Railway Budget. Hon. members have expressed their different views on the Budget. I come from Himachal Pradesh and Simla is my constituency. I have seen in the past that whenever some Railway Minister talked about new railway lines in Himachal Pradesh, for instance Shri Kamalapati Tripathi, the then Railway Minister, he gave an assurance in his speech that in Himachal, new railway lines would be laid from Jagadari to Paonta Saheb and from Kalka to Paruanu and that survey to this effect had already been made. Thereafter, we conveyed this good news to our people, but till today no work has been started. I would, therefore, like to appeal to hon. Minister that at least our new line must be laid in that area because Nalagarh, Paruanu and Paonta Saheb are industrial areas. If you provide railway line even at one place, the people will benefit a lot.

A proposal has also been sent by Himachal Pradesh Government to the Railway Ministry for laying of Railway track from Nangal to Rampur. It is necessary, because all hydro electric projects which have been completed or are on-going are mostly in the interior of Himachal and it is very difficult to carry heavy machinery there. The provision of this railway line will ease the matter to a very large extent. The State Government has even agreed to bear the survey-expenses and payment of compensation for the land acquired for this purpose. Therefore, I urge the hon. Minister that an immediate arrangement should be made by the Railway Administration to lay a railway track from Nangal to Rampur via Bilaspur. Our State also has border with China. This line would be very useful to carry goods to the interiors of the State and would

also facilitate transportation of heavy machinery for the construction of various proposed dams.

I had said it in this House many times before that a railway track was already there from Ropar to Nalagarh in 1926. This railway track was built by the Britishers and trains were being run on it. In 1932, that line was dismantled but the bare track still exists. This line was laid to transport the stones from Nalagarh, the then princely state and to supply it to various towns upto Patiala. Later on Praja Mandal movement was started against these Rulers and this was the reason that this railway line was dismantled. In this connection I had received a reply from the then Railway Minister Shri Kamla Pati Tripathi that as the said railway track was dismantled as long ago as 1925 he could not take any action in the matter. I shall again request that a survey may be conducted in this respect and an estimate drawn. If this track is laid, the people of Himachal will be much benefited.

The members of Parliament from our side make only the speeches here but the Opposition members are most practical. When they were in power, they adjusted their own people by making encroachments. I cite an example. In my area, while going from Kalka to Simla, one will find that the land is entirely allotted to B.J.P. people for constructing shops. You can enquire into the matter. No allotment of land for building shops has been made to the poor.

In our hill area, the trees along the railway track have been applied deep cuts with a view to collecting resin. The roots of these trees go deep into the railway track. This practice should be stopped so that the trees and the railway track could be protected. In the case of encroachment of land, officers are also involved. I hope that our hon. Minister will pay attention towards it because whenever he takes up any work in hand, he carries out complete *Post-mortam*.

Our problem is that the land allotted on lease by the Railway to the poor people, has not been actually allotted to them. You please look into the matter how these rich peoples have grabbed that land for constructing their shops. They have got 20 shops but they have occupied the railway land in an authorised way. Those officers, who have leased out the land should be punished. An enquiry should be conducted into all these affairs.

As Shri Baitha Saheb has said, all the purchases of small items for the railways should be made through the small scale industries. The Nahan factory, which is located in our area and which used to supply items to railways, is lying sick. All the public undertakings are lying sick because most of the time, the workers remain on strike and do not work. I would like to submit that the railways at least should restore the practice of making purchase from the factories which are public undertakings so that the factory at Nahan which is very old, could run again.

I hope you will continue to improve the functioning of railways and bring about tremendous change in its working so that there is a fresh awakening in the country. I hope railway department will make progress under your and Shri Scindia Sahib's guidance and any shortcoming in its working will be removed.

With these words, I convey my congratulations to you.

SHRI PRABHAT KUMAR MISHRA
(Janjgir) : Mr. Chairman, Sir, I congratulate the hon. Railway Minister for the achievements made by the Indian Railway and support the Demand for Grants for 1986-87.

Railways play an important role for the national integration and development. I hail from Bilaspur district of Madhya Pradesh. This district constitutes the biggest area of the State and is the biggest division of the Railway Zone.

You will be surprised to know that the track-utilisation in the Bilaspur division is the highest in the World. The Bilaspur division has contributed 45 per cent of the total revenue to the Zonal railway last year. This division contributes one fourth of the total income of the railways in the country. This region is a big one where coal, power and water are found in abundance. The N.T.P.C. and Korba are located in our region. Despite all these things, this area is backward so far as the railway facilities are concerned. It seems that Madhya Pradesh has got the railway lines because it falls enroute from Bombay to Calcutta or Delhi to Madras. Of course some trains have been introduced which show that some attention is being paid towards Madhya Pradesh. But the number of trains is less from the point of view of its area, its development and the minerals which are in abundance there.

Sarguja is the second biggest district of India from the point of view of population. Ambikapur is its headquarter. It should be linked by train.

Bilaspur station was constructed in 1890. There has been no change in its condition since then. It should be improved. Survey for railway line from Bilaspur to Mandla was conducted in 1940 but no construction work was taken up. If broad gauge line cannot be provided, then, at least, metre gauge line should be provided. The railway line is important from the point of military movement also. So work on that line should be started soon.

So far as the diesel and electric trains are concerned, the electric train is economical than the diesel train. Bilaspur division has sufficient power. The N.T.P.C. there produces sufficient quantity of power. An electric train should be run from Bilaspur to Korba. This train will run from the mines area to the Bilaspur headquarter for the benefit of the miners.

Shabdol Shuttle which runs between

[Shri Prabhat Kumar Mishra]

Bilaspur and Shahdol should be extended to Korba. Trains going towards South should be run through Raipur. Facilities should be provided in Kalinga and Utkal Express trains which link Delhi with Haryana, U.P., Madhya Pradesh and Orissa. Members of Parliament also travel by this train. First class and A.C.C. coaches should be attached to these trains. If these trains are converted into super fast trains, they will take less time in reaching their destinations. Chhattisgarh Express should be started from Raigarh so that it may cover the whole of Chhattisgarh area.

There is need for the expansion of Korba railway station. Champa is the railway headquarter of Korba. The quota for reservation in trains like Bombay—Howrah or Utkal or Kalinga Express running from this station should be increased as the number of passengers travelling from this place is quite high. The halt station between Champa and Korba should be made a full-fledged station, and all the trains should stop there so that items of daily use are made available at cheap rates in Korba.

Special attention should also be paid towards railway-crossing and over-bridges. In Jairamnagar of the South-eastern railway, the students of primary and middle schools have to cross railway lines for reaching their schools. I have been drawing the attention of the regional office towards it continuously but no action has been taken so far.

The agencies like booking agencies and other agencies of the Railway should be allotted to unemployed graduates and women.

Housing is a great problem before the railway employees. Proper attention should be paid towards it. Just as at other places where housing problem is being solved through Housing Cooperative Societies, the housing problem of the railway employees should also be solved by forming cooperative societies at places having divisional offices.

As regards corruption, I would tell how loss is caused to Railways. At Kotami Sonar railway station in our area, dates are not put on tickets which are sold from there. These tickets are returned to the agent who sells them again.

Similarly, trains are stopped at outer signal of Raipur and coal is thrown there from the engines. The Railway suffer heavy loss from this pilferage of coal. It is well known that this is in the knowledge of the Railways and the Police. No action is taken in spite of its being published in the newspapers.

In the last, I would like to touch one point more. Unauthorised hawkers board the trains for selling goods. It causes inconvenience and insecurity among the passengers. I would request the hon. Minister not to allow the unauthorised hawkers to enter the trains for selling their goods so that the passengers may feel safe.

With these words, I convey my thanks to you Sir, and congratulations to the hon. Minister for presenting this Budget.

*SHRI A.J.V.B. MAHESHWARA RAO (Amalapuram) : Mr. Chairman Sir, I want to thank the Hon. Minister for Transport for introducing a train between Waltair and New Delhi. Ever since I became the Member of Parliament, I have been pleading repeatedly for introducing a train between Waltair and New Delhi. I am happy that a train has now been introduced from the 1st-April. I once again thank the Minister for this gesture. But Sir, I feel that it would have been better had an exclusive super fast train from Waltair to New Delhi been introduced.

The allocations made under various Heads are a bit surprising. For maintenance and repairs more amount has been allocated now. Instead of repairing the

*The speech was originally delivered in Telugu.

bogies and engines and putting them into operation, it is better if new bogies and engines are manufactured and put them in use. The repaired bogies and engines go out of order immediately and again they have to be sent for repairs once again. So instead of wasting money on repairs, it is better if new engines and bogies are manufactured and put into operation. So efforts should be made to establish new factories for manufacturing coaches and engines. I hope the Hon. Minister would take note of this suggestion.

About Rs. 1104 crores are going to be spent on Fuel for this year. The world is in advanced state of science and Technology. New inventions are being made everyday. We, on our part, should try to introduce latest technology in running the Railways. If new methods are introduced we can bring down the expenditure on fuel for running the trains.

Sir, Steam engines are in operation even today. Steam engines are being extensively used in various routes. A lot of coal is being consumed by these engines. If the Steam engines are replaced by diesel engines we can save a lot of coal which can be used in industries. Many industries in the country are suffering for want of coal. So the coal conserved by utilising diesel instead of coal in Railways, we can divert that coal to our industries. The coal can be supplied to many small scale industries to boost our industrial output. I request the Hon. Minister to consider the suggestion of mine.

Sir, The Minister of Transport of Government of Andhra Pradesh had addressed several letters and sent memorandum to the Hon. Minister of Transport of the Central Government regarding many new railway lines. But no action has, so far been taken on the representations made by A.P. Transport Minister. A survey was ordered for Kakinada — Kotipalli line. But survey work has not yet been taken up. The population in twin cities of Hyderabad and Secunderabad has been increa-

sing very rapidly. We have requested the hon. Minister for Transport to introduce a circular railway to meet the growing demands of commuters. No decision has been taken so far to introduce circular Railway for the twin cities of Hyderabad and Secunderabad. I hope the Hon. Minister would take a decision in this regard soon.

Sir, there are level crossings at Eluru and Nidadavolu on Vijayawada, Rajamundry National highways. Since this route happens to be on the National Highway, the closure of gates at these level crossings are causing much inconvenience to the road traffic. Hence the construction of over bridges at Nidadavolu, Eluru town and at Otloor near Eluru town is very much necessary. Similarly there is a level crossing at Lalaguda in Secunderabad. The gates remain closed for most of the time due to the running of local trains causing traffic jam always. Hence the construction of overbridge at Lalaguda is very necessary. We have been pleading for these over bridges since a long time and I hope the decision to construct these overbridges would be taken up early.

The number of people travelling from New Delhi towards South has been increasing considerably. In view of this, Rajdhani Express should be introduced between New Delhi and Madras.

It is hightime to introduce computer system for efficient handling of our freight traffic.

A new line has been constructed between Bibinagar and Nadikudi. I request that this line be extended upto Nacherla. It will cut short the distance between coastal areas and the State capital. It will help the people of coastal districts of the state.

All the Members of Parliament hailing from Andhra Pradesh have been persistently demanding for the electrification of Vijayawada — Waltair route. Traffic is dense on this route. To meet the ever

[Shri AJVB Maheshwara Rao]

increasing number of passengers it is necessary to introduce few more trains on this route. I hope the Hon. Minister would consider this request positively.

More amount has been allocated under the Miscellaneous Head. The amount should be used for maintaining and keeping up the stations. Many of our Railway platforms are dirty and stinking. This amount should be utilised properly for maintaining cleanliness in our stations. The Government should watch the performance of station Superintendents and see that they carry on their job well. If it is done our stations will be clean and neat.

Sir, I conclude my speech thanking you for giving me the opportunity to speak.

[English]

DR. V. VENKATESH (Kolar): Mr. Chairman, Sir, first of all I would like to say that the Railway Ministry has highly discriminated the South as a whole. Secondly, particularly, Karnataka has been ignored very much. There is a particular condition of railways in Karnataka. It has been divided into four segments. Whatever be the amount released for these segments, it is utilised by the different neighbouring States. Therefore, I strongly urge upon the Minister to see that there is a separate zone for Karnataka. I do not know why he is keeping quiet. Otherwise there will be discrimination.

Sir, I am coming from Kolar District of Karnataka State which is a backward District. Not only it is a backward District but it is also a drought-prone District. There is no broad-gauge railway line at present. Only narrow-gauge railway-line is there. That narrow-gauge railway-line is also an out-dated one. There is a diesel-car going between Bangarpet and Bangalore, which is an out dated one. I cannot understand why the Ministry is not coming forward to convert this out-

dated diesel car. It is not at all in good working condition. It may be because of the narrow-mindedness of the Railway Ministry towards Karnataka I cannot understand this. They should convert this narrow-gauge line into a broad-gauge line thereby enabling the backward Districts to come forward and join the mainstream of the country.

On the other hand, the diesel cars which are being manufactured in the Coach Factory in Karnataka and which are to run in Karnataka have been taken away to Gwalior, the constituency of the Minister of State in the Department of Railways. This is highly discriminatory. This is nothing but giving a step-motherly treatment to Karnataka.

The Minister's popular words are that "due to financial constraints" they cannot do this or they cannot do that. As far as the railway line between Madras and Bangalore is concerned, whether it is conversion or electrification, it will be done from Madras just upto the border of Karnataka and it will not be done in Karnataka. From Bombay side also the same thing is happening: upto the Karnataka border the work will stop. The financial constraints will come in their way! This is highly discriminatory which the people of Karnataka will not tolerate. The people of Karnataka have told us that there will be an upsurge throughout Karnataka if this continues. I am warning the Ministry: if the Ministry continues to act like this, then there will be a law and order problem throughout Karnataka. For how long will the people of Karnataka keep quiet? Therefore, I am urging upon the hon. Minister that he should not continue having this step-motherly attitude towards Karnataka. The Minister may give his usual answer that the Karnataka people have got the Wheel & Axle Plant and the Coach Factory. I am asking him for railway network for Karnataka. What has he done for providing the railway network? The railway network in Karnataka is negligible.

The popular words of 'financial constraints' are being used by the Minister again and again. He should understand that the people of Karnataka are put to hardship in the matter of direct travel between Bangalore and Delhi. There is not a single train running exclusively between Bangalore and Delhi. Even after so many years since independence, they have not come forward to provide an exclusive train between Bangalore and Delhi for the people of Karnataka. He may not provide big projects for Karnataka, but let him give at least this facility to the people of Karnataka.

I have another request to make. My constituency has got a narrow gauge connecting our district headquarters, Kolar District, to Bangarpet. The distance is only ten kilometres. The hon. Minister is leaving the House. He is not bothered about my constituency. This is the attitude, Sir. He was here when other hon. Members were speaking. Now he is leaving, thereby ignoring the people of Karnataka. This is highly objectionable. I am bringing it to your kind notice.

As I was saying, it is hardly ten kilometres between Kolar and Bangarpet. It is a narrow gauge. Let at least conversion of this line into broad gauge be included in this Budget. This is the minimum that I am asking from the Minister. By that, the district headquarters of my district will get connected to the mainstream of the country and it will be like opening a gateway towards progress.

I again urge on the Minister not to adopt a discriminatory attitude towards the people of Karnataka. If this continues, a law and order problem will be created in Karnataka and he will be held responsible if any untoward incident takes place there.

SHRI SHANTARAM NAIK (Panaji) :
Like my colleague who preceded me, I am also at a loss not to find the hon. Railway Minister to listen to the speech. Of

course, it is not physically possible for a Minister to keep on sitting all the time and take note of all the points made here. I would like to make a suggestion that the hon. Minister may put all our speeches into a computer and read the things and see what he can do in respect of those things.

I will be very brief. I now come to my points. As far as Goa is concerned, we have got air, rail, sea and road traffic throughout. Thousands of people come to that place daily as tourists. It is a wonderful place and it is well known for its international tourist traffic.

In such circumstances not having a proper railway is a thing which is a blemish. At present if one wants to go to Goa, he has to go to Miraj via Bombay and take another train to go to Goa. That is also a narrow gauge. Therefore, I would like to request the Hon. Minister to see that as far as possible the broad gauge survey with respect of Goa is done as early as possible.

I will just take him to Para-9 of his speech in which he has said.

"A survey from Mangalore to Udipi has been completed. Further survey beyond Udipi towards Madgaon from the northern end progress."

I think there is some mistake. It is not Roha, it should be Londa, if I am correct. Otherwise I will be at a great loss because if it is not Londa, I will not be getting my line. That may be considered.

He will always say that there is constraint of funds. But I would like to say that Goa became liberated in 1961. We have missed two Five Year Plans. So, the entire amount of the earlier Five Year Plans must be made available to us,

[Shri Shanta Ram Naik]

We also know that there is to a large extent corruption going on in Railways. I know that you are taking due steps. I think normally what is being done is to take some sort of minor punitive action. I would suggest that a machinery be established to take action under Prevention of Corruption Act. It involves a small and simple procedure whereby a small squad can catch persons red-handed and problems can be solved. If these things are done for which big machinery is not required, with a small squad of railways corruption can be curbed.

As far as other prosecutions are concerned, in Page—20 of the "Review of the safety Performance" it has been said that :

"Accidents are never caused deliberately. Railway, however, attach great importance to exemplary punitive action against those held responsible for accidents. During 1984-85, 51 employees were removed from service and 908 staff were awarded other punishments."

If they are given light punishment, no purpose will be served.

With respect to railway safety there is a 10-point programme of action. If this programme, which is developed by you, is implemented fully, then there will be a very good result.

Lastly, I would like to suggest that as far as the railway timings are concerned, the announcement on the TV must be made accurately. Supposing a train from Pune is coming to Delhi, then it is announced on the TV that :

[Translation]

Jhelum Express from Pune to New Delhi is likely to reach today at its fixed time.

[English]

Even the fixed timings of the arrival of trains are not given. This is not fair. It has to be announced clearly whether it is going to reach in time or not.

[Translation]

SHRI KALI PRASAD PANDEY (Gopalganj) : Mr. Chairman, Sir, I support the Demands for Grants of Railways for 1986-87. In this connection I would like to give some suggestions. Every Member speaks only on one aspect that the railway problem of their area is the problem of the country and I also want that it should be solved at the earliest. But I would like to ask the reasons due to which the projects of 1984-85 or earlier to that could not be completed in time while new projects were taken in hand. What is the justification of taking up new projects when the earlier ones have not yet been completed? Railways have a direct bearing on the development and the economy of the country. You can see that people have occupied vacant land around railway stations in an unauthorised way and have built shops there. If the railways build shops on that vacant land and rent them out, then it would have fetched good income to railways.

Corruptions and malpractices are rampant in railways. Unless the system of GRP is done away with, the corruption in the railways cannot be eradicated. It is good that the students have been given concessions in fare. But such persons have also been issued railway passes who do not deserve them. They have got the passes by wrong means. On the other hand, I had written a letter to you regarding issuing railway passes to freedom fighters and the editors of newspapers and journals but I got the reply that it was under the consideration of the Railway Ministry. Passes already issued to undesirable elements inadvertently or otherwise should be withdrawn and the freedom fighters and editors should be issued railway passes.

*SHRI R. JEEVARATHINAM (Arakkonam) : Mr. Chairman, Sir, while I extend my support to the Demands for Grants of the Railways for 1986-87, I wish to make a few suggestions.

In the Southern Railway having 6722 kms. of Railway track, Tamil Nadu has the longest length of Metre Gauge track to the extent of 3725 kms. It is not possible to convert MG track into BG track due to paucity of funds. But at least the MG track should be neglected as it is being done now. While on Broad Gauge we have 2273 diesel engines and 1233 electric engines, on MG track we have only 541 diesel engines and 20 electric engines. This means that an MG track we have more number of steam engines. This means that regular supply of coal has to be ensured. For Southern Railway the Coal has to come from northern States. This leads on many occasions to inordinate delay with the consequence of stopping passenger trains and goods trains in Tamil Nadu and Karnataka. The goods traffic is affected causing heavy loss of revenue to the States of Tamil Nadu and Karnataka. I demand that more number of diesel engines and electric engines should be supplied to MG track, particularly diesel engines. I regret to say that according to the statistics furnished in the Budget papers the diesel and electric engines for MG track, passenger coaches and goods wagons for MG track are not being manufactured at all. This is doing injustice to MG track.

In Arakkonam we have a very big railway workshop with more than enough infrastructures facilities. This workshop at Arakkonam should be expanded for manufacturing MG wagons.

In Arakkonam we have 20,000 railway workers who do not have adequate housing facilities. From the British days Arakkonam is known as the Railway town. I

suggest that Railwaymen Housing Finance Corporation should be started immediately and the railway workers should be given loans for construction of houses. The Railway will never be able to give housing facilities for all the 16 lakhs of railwaymen. But the Railways have plenty of land with them, which is presently under unlawful occupation at many places. With the loans from Railwaymen Housing Finance Corporation, the railwaymen should be permitted to construct houses on these railway lands. This will go a long way to enthuse the railway employees. The PAC of this House had some years ago presented a full report about the land availability with the Railways. This must be looked into by the Railway Minister and the needful be done.

The Railway yard at Arakkonam requires expansion as Arakkonam is the junction in its real sense having railway lines in all directions.

On 12.3.1986 the Congress—I M.Ps from Tamil had a meeting in the Parliament House and a resolution was passed in this meeting. A copy of this Resolution is being submitted to the Transport Ministry. The contents of this Resolution are that the Electric train which is now running between Madras and Arakkonam should be extended to Katpadi as there is already electric track upto Katpadi. I suggest that before the close of the Budget Session the Transport Minister should come to Arakkonam and flag off this electric train upto Katpadi. With these words I conclude my speech.

SHRI RAM PUJAN PATEL (Phulpur) : Mr. Chairman, Sir, I am grateful to you for giving me an opportunity to speak in the Demands for Grants of the Railways. I also thank the hon. Railway Minister who has done a commendable job and have brought about a remarkable change in the railways.

He has brought about a vast improvement with regard to punctuality in the running of trains which was in disarray for

* The Speech was originally delivered in Tamil.

[Shri Ram Pujan Patel]

sometime past. I submit that more attention needs to be paid to punctuality, protection and safety of trains. If trains run on time, it inculcates good feelings among the people. The passenger trains remain filthy. You must try to improve situation. The goods transported through goods trains are also pilfered. Attention to it should also be paid.

Today, many gangmen are working for the last 5 to 7 years, but their services are not being regularised. I request that their services should be regularised.

I want to draw your attention to Phaphamau railway junction which falls in my constituency, Phulpur. Ganga Gomti train which runs upto Lucknow does not stop there. Keeping in view the convenience of the public, this train should stop there. The pilgrims throng Phaphamau thrice a month for taking a holy dip in the Ganga river as a result of which the station remains crowded. There is a need for the extension of the waiting room and the construction of an over-bridge on the road on northern side of the station, because the railway level crossing remains closed for hours together and the traffic is blocked.

There is a railway crossing No. 24-c on Allahabad-Varanasi railway line which is located near Uggarsainpur railway station. A railway employee should be posted there too to man it.

Sarju Express which runs between Allahabad and Faizabad must be given stoppages at Seveeth and Dayalpur railway stations. You have issued orders for its stoppage at Seveeth with effect from 1.4.86 and I thank you for that, but I request you kindly to issue orders for giving it a stoppage at Dayalpur station as well. This area is backward.

A large chunk of land alongside the railway line is lying waste. According to the Government order, tree plantation is going on there. My request is that the trees which yield fuel-wood should be

planted on that land. Today, fuel-wood is selling at Rs. 30 to 35 per mound due to which the people are facing a lot of difficulty. Therefore, more and more fuel-wood trees should be grown there. Planting big trees on that land is very harmful because such trees when uprooted in the storm would fall on the railway track and would block traffic.

An intercity train runs between Allahabad and Varanasi. There is an area named Handia Down Area in Phulpur constituency where a lot of carpet-weaving work is done. It is a trade centre. The people face a lot of difficulty to reach this area. I request that keeping in view the convenience of the public, arrangement may be made to give stoppage to Inter-City Train there.

The selection of Assistant Station Masters is done by the Railway Service Commission. The boys pass the examination but they fail in practical and as a result thereof they do not get any job. So much bungling is going on the practical examination there that those who offer bribe are passed. The boys who get 2 to 3 years' training as A.S.M. but fail in practical examination are rendered jobless. Also, they are rendered unfit for employment elsewhere. Sir, you can well imagine their plight. You have a very good reputation among the people. I shall request you that should such a situation arise, these persons should be absorbed in clerical grade by changing their category, so that they are not rendered jobless and their confidence in the Government is not shaken.

With these words, I support the Demands for Grants.

[English]

SHRI K. RAMACHANDRA REDDY (Hindupur): Before the hon. Railway Minister speaks, I have a request to make, I and a number of other hon. Members have given cut motions on the Demands

of Railways. Can we not have an opportunity to speak on the cut motions? Five minutes each.

MR. CHAIRMAN : That does not mean that you are entitled to speak. Everybody has spoken now and they must have spoken on those points also.

SHRI K. RAMACHANDRA REDDY : I want to mention certain matters pertaining to my constituency, my area specially.

MR. CHAIRMAN : It is not done...
(Interruptions).

SHRI VAKKOM PURUSHOTHAMAN : Second Member of your party has also spoken without any time... (Interruptions).

SHRI K. RAMACHANDRA REDDY : Have I got the right to speak or not under the rules?

MR. CHAIRMAN : I am told that this is not the practice. Everybody who moves his cut motions is not allowed to speak necessary.

Now, the hon. Minister.

THE MINISTER OF TRANSPORT (SHRI BANSI LAL) : Sir, I am indeed grateful to the Members for their active participation and constructive suggestions. Many hon. members have given their spontaneous support and appreciation of the Railways' performance. I assure the House that the encouraging words which they have spoken will greatly inspire and spur the entire family to the railwaymen to take the Railway further along the road of higher productivity and efficiency.

Sir, the discussions on the Demands for Grants once again showed the concern of the hon. members in improving the passenger services, modernisation of the railway system, allocation of more funds for new lines, gauge conversions, metropolitan projects, etc. Sir, I have generally covered these aspects in my earlier speeches but

looking to the concern of the hon. members I will again briefly touch upon them.

Sir, there have been several demands to introduce more number of passenger services. As I have already explained in my reply to the Discussion on the Railway Budget, despite the shortage of resources and requirement of additional capacity for freight traffic, some new trains are going to be introduced. I will once again like to bring to the notice of this House that a project for manufacture of additional passenger coaches which has already been sanctioned and which will be going on—stream within a period of two years will provide us with a large number of coaches making it easier for us to introduce additional number of passenger trains. Sir, more than the introduction of new trains, our concern is to see that whatever trains we run, they should be punctual and safe. We are also keen to see that the coaches provided are kept in neat and clean condition and the railway passengers are provided with hygienic food and potable drinking water. Sir, as I have mentioned before, we are laying great emphasis on quickening the pace of rehabilitation of track, rolling stock and other equipment to reduce the incidence of their failure and to improve safety. As the House is already aware, the number of train accidents are on the decline and I assure the hon. members that we will try our best to maintain this trend.

Sir, several hon. members have demanded higher allotments for new lines, gauge conversions, metropolitan transport projects, etc. The Railways have been allotted an amount of Rs. 12,334 crores for the Seventh Plan out of which Rs. 2,050 crores have been allotted in the current year and for the next year an amount of Rs. 2,650 crores has been allotted.

Sir, I wish to explain to the House that this total investment is to be distributed amongst various Plan heads such as new lines, gauge conversions, doublings, computerisation, rolling stock, track refo-

[Shri Bansi Lal]

wals, electrification, workshops, etc. As the House is aware, out of the total outlay of Rs. 2,650 crores proposed for the next year, Rs. 1,250 crores have been earmarked for renewal and replacement of track, rolling stock and other over-aged assets. This leaves us with only Rs. 1,400 crores, which have to be distributed among various developmental works. Funds have to be allocated for rolling stock, traffic, facilities, etc. which are essential to lift the projected increased growth of traffic. There is then a need to modernise our workshops with a view to improve the availability and reliability of the Rolling Stock. Expenditure on electrification, computerisation, allocation for staff quarters and amenities for staff are other areas which take away quite a good share of the Plan outlay. We have, therefore, been able to provide only an amount of Rs. 100 crores for new lines and Rs. 50 crores for gauge conversions in 1986-87. For the Seventh Plan as a whole, the allocation for New Lines is Rs. 350 crores and for gauge conversions Rs. 150 crores. As against these allocations, outlays required to complete the already on-going projects of new lines and gauge conversions are Rs. 1,500 crores and Rs. 700 crores respectively. Thus many of these works would remain incomplete even at the end of the Seventh Plan. I am sure the Hon'ble Members will now appreciate our difficulty in acceding to the requests for constructing more new lines and undertaking gauge conversion works. Our anxiety is to first complete the on-going works.

Sir, looking to the prolific growth of commuter traffic in the Metropolitan areas and other important cities, I am one with the House that something has to be done speedily to increase the pace of development of Metropolitan Transport Projects. These projects are highly capital intensive. The Calcutta Metropolitan Transport Project will alone cost more than Rs. 900 crores. Sir, though the plan allocation for the Metropolitan Projects has, over the years, been successively raised, the amount allotted is still far below the requirements. This year Rs. —90 crores have been pro-

vided for all the Metropolitan projects put together. Of this, Rs. 84 crores have been allocated to the Calcutta Metropolitan Transport Project alone and the remaining Rs. 6 crores have been distributed among the rest. Sir, it should be quite clear with the limited resources available, no single agency will be in a position to undertake any meaningful planning and programming of metropolitan transport development. To my mind, no option is available except that the various agencies join together and fund these projects. The agencies which could actively participate in this regard are the regional development authorities, the State Governments, the municipal bodies and the large employers. For instance, in the construction of Mankhurd-Belapur Link, Maharashtra Government proposes to float bonds through CIDCO so as to finance part of the cost of this project. Similar arrangements could be put in motion for the other rapid transit systems. The matter is being pursued with the Ministry of Urban Development, the nodal ministry in this regard, to give a shape to this new approach.

Some Hon'ble Members of the House have expressed concern at the proposed import of some rolling stock by the Indian Railways. I shall explain the position in greater detail.

The electric locomotive currently manufactured at Chittaranjan Locomotive Works is of 1960 vintage. It is necessary to upgrade the horse power and technology of electric locomotives to meet the future traffic needs.

MR. CHAIRMAN : The time will have to be extended to complete the items. Is it the wish of the House to exceed the time limit?

THE MINISTER OF STATE IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI GHULAM NABI AZAD) : We will finish the reply.

SHRI AMAL DATTA : This is

detailed speech and contains so many points which have not been raised at all.

(Interruptions)

MR. CHAIRMAN : Let the Minister may go on his way.

SHRI BANSI LAL : For this purpose, a limited number of only 18 electric locomotives is being imported to keep the foreign exchange requirement to the minimum. After field trials, the most suitable technology will be imported into the country for the indigenous manufacture of the future 6,000 horse power electric locomotive.

18.00 hrs.

The diesel locomotive being manufactured in Diesel Locomotive Works is of 2,600 horse power, and is of 1960-design. In order to realise the benefits of higher fuel efficiency, high availability for traffic use, easy maintenance and high service reliability, it is proposed to import 50 locomotives so that technology transfer for manufacturing 4,000 horse power diesel locomotive can take place.

The coaches being manufactured in I.C.F. are based on a technology which was obtained in 1950s. In order to acquire capability for building modern high speed light weight coaches with latest features in suspension, braking, train lighting, air-conditioning, corrosion prevention and improved passenger comfort, 60 modern coaches are proposed to be imported on technology transfer basis. To start with, manufacture to the improved design will be undertaken at the Kapurthala Coach Factory, and subsequently in I.C.F.

There is no proposal for importing wagons, but in order to meet the challenge of the future traffic. Indian Railways are looking for a better bogie for use on goods wagons which should have features of higher service reliability, easy maintenance and reduced rail/wheel wear. With this in view, a small number of 1,800 freight

are proposed to be imported for extensive tests before a final selection is made. The House will thus appreciate that this import programme is only with the sole purpose to improve the quality of our rolling stock for future indigenous manufacture.

Sir, as the House is aware, on the Indian Railways, major use of computers has been identified in the areas of freight operations and passenger reservations. Computerisation of railway passenger reservations has been planned in a big way. The scheme is already under implementation in Delhi area. Plans have also been drawn up for a phase-wise introduction of computerised passenger reservations in other metropolitan cities in the Seventh Plan period. The computerisation of reservations in New Delhi has been welcomed by the travelling public as it has considerably reduced the queuing time and resulted in better wait-list management.

The freight management system will provide continuous monitoring of wagons and locomotives, and is expected to result in about 20% better utilisation. It will also bring about a marked improvement in the quality of service to the rail users. As the full implementation of the freight information system is likely to take a few years, it is planned to instal microprocessors in the yards, terminals and control offices to improve the wagon utilisation on the system.

Sir, Railway Budget for 1986-87 proposes only small increases in some passenger fares. In my reply to the discussion on 6.3.1986, I had explained that the proposed changes in passenger fares would yield an additional revenue of Rs. 76 crores. Out of this Rs. 7 crores will be used to make up for full dividend payment, and the remaining surplus of Rs. 6.9 crores will be necessary to service the works of passenger amenities, staff welfare and some other operating improvements which are chargeable to Development Fund. Sir, there could be several ways to create this surplus. Our anxiety, however, was to

[Shri Bansi Lal]

see that the changes in tariff do not hurt the common man or result in inflationary pressures, howsoever small they might be. Accordingly, we did not touch the freight and have proposed to secure this surplus through modest increases in some passenger fares. Sir, here also, we were cautious to see that most of the passengers do not have to bear burden even on account of this modest increase. While, therefore, formulating the Budget proposals, we have exempted Second Class passengers travelling by ordinary trains, and the monthly season ticket holders. I may bring to the notice of the hon. Members that the increase in respect of Second Class Mail and Express passengers upto 250 Kms. has been kept at 7.5% and beyond 250 Kms. at 5%. Sir, I wish to mention here that the basic fare structure on the Railways is telescopic and the impact of increase gets progressively reduced as the distance increases:

As a result of the telescopic structure, even after the increase in fares, second class Express fare per passenger per km. will be 11 paise on 100 kms., 7.6 paise on 1000 kms., 6.3 paise on 2000 kms. and 5.8 paise on 3000 kms. Taking specific pairs of points, the increases would be Rs. 4 per ticket from Delhi to Patna or Nagpur, Rs. 5 per ticket from Delhi to Bombay or Howrah or Secunderabad and Rs. 6 per ticket from Delhi to Guwahati or Madras.

Some Hon'ble Members have raised the point that the required surplus could also have been achieved through economies and without recourse to the proposed increase in passenger fares. I wish to inform the House that next year the Railways will, from their internal resources, be financing the annual plan to the level of Rs. 1370 crores compared to Rs 1061 crores in the current year i.e. an increase of Rs. 309 crores. Looking at this as well as the increase in the dividend liability from Rs. 520 crores in the current year to Rs. 590 crores in the budgeted year, only Rs. 76 crores are proposed to be raised

through increase in passenger fares and the balance the Railways will be meeting through earnings from additional traffic and internal economies. I am sure the House will appreciate the tremendous efforts proposed to be made by the Railways for better management of manpower and other resources.

Sir, as I had informed the House during the Budget Speech, there has been increased activity in apprehending ticketless travellers. In order to minimise this evil, we are proposing stringent punishment for ticketless travel and unauthorised hawking on the trains and stations in the Bill for revision of Indian Railways Act that we shall be bringing before the House soon.

The Railways are fully conscious of the need for the elimination of corruption. In order to avoid harassment to the public and prevent leakage of revenue, the measures which we have recently intensified are:

- (i) Checks (including surprise checks and raids) at important Booking Offices/Reservation Offices, Parcel Offices, Goods Sheds and on some trains.
- (ii) Surprise checks to identify malpractices like overloading of wagons, mis-declaration and under-weighment of consignments.
- (iii) Special checks during the Summer and Pooja Holidays at important Reservation Offices and popular trains.
- (iv) Formation of decoy teams to trap and catch the corrupt elements red handed.

Although there is much to be done, I would like to assure the House that ever since the new Government took over, we have taken steps to greatly enhance activities of the Vigilance Organisation on the Railways, resulting in apprehension of

about 600 railway staff and 11 touts. More significantly, the level of action against delinquent officials has been sharply stepped up. For example, number of staff suspended and the number of staff taken up for major penalty in 1985 has been higher than the previous year by around 78 per cent and 160 per cent respectively. Besides doing prompt investigation of complaints, checks on high value tenders/contracts, quality of materials/work, store depots, auctions of scrap and disproportionate assets, were also intensified, with good results in nabbing corrupt officials.

The tempo will kept up in the future and it will be my constant effort to see that corruption is eradicated from the Railways.

Two hon. members from the opposition pointed out about the discrimination in their States. One was from Andhra Pradesh and one from Karnataka. None of the States was ever discriminated against the Central Government. In Andhra Pradesh, the House may recall that in my reply to the General Discussion on Railway Budget on 6.3.85, I had mentioned that out of the total outlay of Rs. 100 crores for new lines and Rs. 50 crores for gauge conversion in 1986-87, funds proposed for works located in Andhra Pradesh are new lines—Rs. 11.85 crores and gauge conversion—Rs. 5 crores. About 54 kms. of new line is expected to be commissioned in 1986-87. So, there is no question of any discrimination against any State.

The major "New Carriage Repair Shop for BG Coaches" is being set up at Tirupathi at an anticipated cost of Rs. 40 crores.

So, there is no question of ignoring Andhra Pradesh, and then Andhra Pradesh is going to have a very big steel plant. Even if it is discrimination, I do not know what will be the appreciation.

And, one hon. Member from Karnataka mentioned about discrimination again-

st Karnataka. I would like to point out here that in my Budget Speech also I mentioned about the wheel and axle plant worth about Rs. 146 crores that was established at Bangalore very recently.

And, an Inland Container Depot at a cost of Rs. 4 crores was established at Bangalore very recently.

If this is the state of affairs then, God knows what will happen to such pleaders of the State.

Again, a few years ago in 1983 another major project of Bangalore-Guntakal gauge conversion was completed at a cost of Rs. 53 crores in Karnataka. And they talk about discrimination. Ask them what they want.

MR. CHAIRMAN ; I shall now put the Resolution re : approval of recommendations made in the Third Report of the Railway Convention Committee, 1985; moved by Shri Bansi Lal to the vote of the House.

The question is :—

"That this House approves the recommendation made in paragraphs 10 to 13 15 and 16 contained in the Third Report of the Railway Convention Committee, 1985, appointed to review the rate of dividend payable by the railway undertaking to General Revenues as well as other ancillary matters in connection with the railway finance and general finance, which was presented to Parliament on the 21st February, 1986."

The motion was adopted.

MR. CHAIRMAN : The Resolution is adopted.

A number of cut motions have been moved by Members to the Demands for Grants (Railways) for 1986-87. Shall I put all the cut motions to the vote of the House together or does any hon. Member want any particular cut motion to be put separately?

SHRI AMAL DATTA : Separately.

MR. CHAIRMAN : Does any hon. Member want any cut motion to be put to vote separately?

No speeches. I will put them to vote separately. That is all.

SHRI K. RAMACHANDRA REDDY : I want to move my cut motion Nos: 73 to 74. Let them be put to vote separately. Also No. 86.

MR. CHAIRMAN : I will put them to the vote of the House separately.

SHRI K. RAMACHANDRA REDDY : I will just speak for two minutes on that.

AN HON. MEMBER : No, no.

SHRI BASUDEB ACHARIA : Why not ? It is the right of every member to speak.

AN HON. MEMBER : He cannot speak.

SHRI BASUDEB ACHARIA : Mr. Chairman, please allow him to speak.

SHRI K. RAMACHANDRA REDDY : I would like to speak for two minutes only. In Kadiri Taluk, of Anantapur district, there is necessity for a railway level crossing between Tanakal and Mulakala Cheruvu and there are some villages like Bisanvari-Patti to the eastern side of the line. People who have to go to those villages, they have to go to the main road which is to the west. I had been agitating for the opening of a railway level gate at that point. These villages are marooned in the rainy season sometimes and on the other side there is a river. They have to go there for agricultural operations, to go to the market and there is no other road, or line for them. When the matter was taken up with the Railway department they told me that the villages had to bear the cost of the gate. That will be about twenty to twentythree

thousand rupees. I think that this is very pre-posterous. How can five or six villages bear the cost of the gate which will be about twentyfive thousand rupees? If there is any such policy in the Railway department, I would like it to be reviewed. How can such facilities be provided to such villages otherwise?

Then coming to my cut motion No. 74, we wanted a new railway station at Balasamudram between Tanakal and Mulakala Cheruvu. In the absence of a station, villagers have to walk four to five miles. I therefore, wanted a new railway station to be provided at Balasamudram between Tanakal and Mulakala Cheruvu.

I request the hon. Railway Minister to consider these two requests.

SHRI BANSI LAL : I do not commit anything.

MR. CHAIRMAN : I shall now put Cut Motions Nos. 73 to 86, 95 to 112, 143 to 160 and 198 to 217 moved by Shri K. Ramachandra Reddy to the vote of the House.

Cut Motions Nos. 73 to 86, 95 to 112, 143 to 160 and 198 to 217 were put and negatived.

MR. CHAIRMAN : Now, I shall put rest of the cut motions to the vote of the House.

Cut Motions Nos. 1 to 66, 87 to 94, 164, 170, 226, 227, 234 to 249, 274 to 285, 301 to 306, 346 to 355 and 368 to 377 were put and negatived

MR. CHAIRMAN : I shall now put the Demands for Grants (Railways) for 1986-87 to vote.

The question is:—

“That the respective sums not exceeding the amounts shown in the third column of the Order Paper be granted

to the President of India out of the Consolidated Fund of India, to defray the charges that will come in the course of payment during the year ending the 31st day of March, 1987, in respect of the heads of demands entered in the second column thereof against Demand Nos. 1 to 16."

The motion was adopted.

MR. CHAIRMAN : I shall now put the Supplementary Demands for Grants (Railways) for 1985-86 to vote.

The question is:—

"That the respective supplementary sums not exceeding the amounts shown in the third column of the Order Paper be granted to the President of India out of the Consolidated Fund of India to defray the charges that will come in course of payment during the year ending the 31st day of March, 1986, in respect of the heads of Demands entered in the second column thereof—Demands Nos. 1 and 3 to 16."

The motion was adopted.

MR. CHAIRMAN : I shall now put the Demands for Excess Grants (Railways) for 1983-84 to vote.

The question is :—

"That the respective excess sums not exceeding the amounts shown in the third column of the Order Paper be granted to the President of India out of the Consolidated Fund of India to make good the excess on the respective grants during the year ended on the 31st day of March, 1984, in respect of the following Demands entered in the second column thereof—Demands Nos. 4, 9, 10 and 13."

The motion was adopted.

18.13 hrs.

APPROPRIATION (RAILWAYS),
BILL 1986*

[English]

THE MINISTER OF TRANSPORT (SHRI BANSI LAL) : I beg to move for leave to introduce a Bill to authorise payment and appropriation of certain sums from and out of the Consolidated Fund of India for the services of the financial year 1986-87 for the purposes of Railways.

MR. CHAIRMAN : The question is :

"That leave be granted to introduce a Bill to authorise payment and appropriation of certain sums from and out of the Consolidated Fund of India for the services of the financial year 1986-87 for the purposes of Railways"

The motion was adopted.

SHRI BANSI LAL : Sir, I introduce** the Bill.

SHRI BANSI LAL : Sir, I beg to move†

"That the Bill to authorise payment and appropriation of certain sums from and out of the Consolidated Fund of India for the services of the financial year 1986-87 for the purpose of Railways, be taken into consideration."

MR. CHAIRMAN : The question is :

"That the Bill to authorise payment

*Published in Gazette of India Extraordinary, Part II, section 2, dated 13.3.1986.

**Introduced with the recommendation of the President.

†Moved with the recommendation of the President,