

to involve the youth in different activities. Many of these youth are going astray.

2. Three sub-Divisions of Darjeeling district in West Bengal are badly affected due to GNLFF movement. Normal life has been badly effected. So many lives have been lost in this movement. Government should come forward with a specific plan and programmes so that the violence can stop, otherwise the GNLFF movement will create another 'dark history' in our country. So, I request that as a matter of importance, it should be discussed in the next week.

SHRI SYED SHAHABUDDIN (Kishanganj) : All over the country and particularly in Eastern U.P. and Bihar the handloom weavers numbering 7.5 million are facing an unprecedented economic crisis. This crisis has been precipitated by the sudden sharp rise in the price of cotton and silk yarn by 30 per cent to 50 percent in 1987. This rise has been due to the convergence of a number of factors viz., partial failure of the cotton crop coupled with continued export of cotton, ban on import of raw silk, shortage of supply to spinning mills and paucity of credit for the cooperative and handloom sector. With the rise in the cost of production and the delay in the revision of Government subsidy on Janta cloth, demand has fallen and stocks worth crores of rupees have accumulated. What is worse, lakhs of weavers have become unemployed and even shifted to casual labour.

A multi-pronged effort is needed to rehabilitate the handloom industry; banning export of cotton and cotton yarn, bringing cooperative spinning mills under the Textile Modernisation Fund, supplying yarn at controlled prices through outlets in the concentration areas, marketing handloom products, raising the subsidy on the Janta Cloth to a meaningful level, reservation of production of specific items for the handloom sector, increasing Government purchase of handloom products promoting their export and creating a Central Weavers' Welfare Fund which should *inter-alia* provide for unemployment allowances to registered weavers. Indeed what is needed is a re-appraisal of the

National Textile Policy which has adversely affected the handloom sector.

It is suggested that during the coming week, the House take up for discussion the crisis in the handloom sector and measures for its relief and rehabilitation.

SHRI H.K.L. BHAGAT : Sir, I will bring to the notice of the Business Advisory Committee all the submissions or observations made by the hon. Members. I would, however, point out to them for their consideration that during this Budget Session a number of Ministries, a number of subjects are coming up for discussion. Of course, I will place them before the Business Advisory Committee, that is my duty. But they can raise these matters during all these discussions when there is scope for it.

12.28 hrs.

#### RAILWAY BUDGET, 1988-89— GENERAL DISCUSSION— *Contd.*

[English]

MR. DEPUTY SPEAKER : We shall now take up item No. 13 on the Agenda—Further General Discussion on the Budget (Railways) for 1988-89.

Shri Ram Singh Yadav may speak.

[Translation]

SHRI RAM SINGH YADAV (Alwar) : Mr. Deputy Speaker, Sir, I support the demands presented by hon. Minister contained in the Railway Budget for 1988-89. I am optimistic about hopes and aspirations generated in this Budget and I have every hope that services which are available to the country through trains will keep on increasing efficiency will also increase and railways will play their part in the development which is possible through augmenting railway lines and thus we shall achieve our goals.

12.29 hrs

[SHRIMATI BASAVARAJESWARI in the Chair]

[Shri Ram Singh Yadav]

First of all, I want to thank the hon. Minister since he has implemented recommendations of the fourth pay commission in respect of railway employees. They have also been given bonus based on productivity and an additional instalment of Dearness Allowance which has caused the exchequer Rs. 295 crores approximately. There is feeling of satisfaction among railway employees and it has created a spirit of confidence among them that Railways officers, Railway Board and hon. Minister will continue to pay attention to their demands from time to time which will bring improvement and efficiency in their services as well as they will be more punctual.

I would like to congratulate the hon. Minister for Railways for exceeding the targets fixed for the year 1987-88 in the railway budget. A profit of Rs. 101.99 crore has been shown in the current 1988-89. This has been the result of foresightedness of railway employees, railway department and the hon. Minister for Railways. Last year no new levies were imposed in the railway budget nor freight charges and passenger sur-charge were increased. In spite of all this, the financial position of railways has improved. The credit for all this goes to railways. I strongly support the present surplus railway budget presented by the hon. Minister for railways, in spite of the social obligations, flood and drought conditions prevailing in the country and the accumulated loss of Rs. 190.95 crore over the year, and the manner in which he has fulfilled the social obligations is quite praiseworthy.

I also thank the hon. Minister for Railways for formulating for the first time "Long Corporate New plan" for the railways which contains targets and plans for 15 years from 1985 to 2000. The new initiatives and new perceptions contained therein are being praised everywhere. It states that the cost proportion of railways can be reduced by 15%. I hope that Railways will be able to fulfill the promise and meet the targets mentioned in it by 2000 A D. I hope the hon. Minister for Railways will try to maintain the supreme position of railways

in transportation in the country as a cheap means for transporting goods and passenger traffic as compared to other means of transport. The hon. Minister for Railways also deserves congratulations as Railways have set up a new record of transporting 307 million tonnes of goods in the year 1987-88. For the coming year a target of 313 million tonnes has been fixed and for the year 1989-90 the target of 348 million tonnes has been fixed. All of us support the hon. Minister for Railways in this task and hope railways will be able to achieve these targets.

Madam Chairman, the success or failure of any Public or private undertaking depends on the efficiency of its employees and its financial position. On the one hand Railways have set up independent Indian Railway Finance Corporation which has capital investment of Rs. 80 crores and on the other hand have borrowed Rs. 550 crore as loans. I feel that this has provided strong financial base to the railways. The hon. Minister has proved, railways is the only undertaking in the country which undertakes all social obligations, by converting losses into profits, through efficiency and dedication displayed by railway employees and officers during the last few months. Not only this, despite all these social obligations financial position of Railway has all along been improving. It is natural for all of us to take pride over such an undertaking.

In the long term plan the hon. Minister has stated by the year 2000 all Steam Locomotives will be phased out and replaced by Diesel and Electric engines. We believe the efficiency with which the Research and Development Wing has been working and whose work has been praiseworthy, will extend greater cooperation in achieving the targets and fulfilling the promises made by the hon. Minister within the specified time limit.

Now I would like to made a few points about my constituency. The hon. Minister has allocated Rs. 4 crore for constructing Mathura-Alwar railway line in the current budget and last year also a provision of Rs. 2 crore was made for this purpose. But it involves an expenditure of Rs. 4



crore, Sir, since 1983 only Rs. 6 crore have been spent on the line that will go upto Mathura via Alwar-Bharatpur. In the Alwar-Bharatpur zone 90 km. land has been acquired, payment has been made to farmers, possession of land has been taken from farmers, but construction work has not begun from Alwar. So long the construction work is not started from Alwar, early completion of railway line will not become possible because the estimated cost is Rs. 44 crore and length of the line is 119.75 km. Only negligible work has been done till now. Whereas the quarters of Assistant Engineer and Railway Employees, and Office building have already been constructed at Alwar. Therefore, the hon. Minister is requested to start construction of rail line from Alwar for the sake of its early completion and for the benefit of Alwar and Bharatpur region, especially for Rajasthan which will help in its economic and social development.

In addition to this I would like to state that the estimate of proposed overbridge between 114 and 115 level crossing, which was around 2 crore and 80 lakh might have gone up. In this connection the Government expected from the Government of Rajasthan an assurance in writing that they will pay their own share and the share of local body viz Urban Improvement Trust. Urban Improvement Trust, Alwar has allocated Rs. 23 lakh and 30 thousand from National Capital Region Development Fund in the 1987-88 budget and UIT, Alwar and the Deputy Secretary of Planning Department of Rajasthan Government have written to the Central Government about the payment of Rs. 23 lakh and 30 thousand being their share. The Government of Rajasthan has also accorded their approval in writing for construction of the aforesaid bridge. Therefore, I request the hon. Minister for Railways to make an announcement to the effect that construction of an overbridge between 114 and 115 level crossing has been included in the works programme while giving reply to the debate. In addition to this, the hon. Minister should also announce construction foot over bridge over 115 level crossing.

With these words, I again thank the hon. Minister for Railways for presenting a good budget.

[English]

MR. CHAIRMAN : Shri H. K. L. Bhagat to speak.

THE MINISTER OF PARLIAMENTARY AFFAIRS AND MINISTER OF INFORMATION AND BROADCASTING : (SHRI H. K. L. BHAGAT) : The number of speakers is very large. Therefore, I propose we dispense with the Lunch Hour today.

MR. CHAIRMAN : Is it the opinion of the House that we can dispense with the Lunch Hour today ? Shall we suspend the Lunch Hour ?

SEVERAL HON. MEMBERS : Yes.

MR. CHAIRMAN : The Lunch Hour is suspended. Shri Srikanta Datta Narasimharaja Wadiyar will now speak.

SHRI SRIKANTA DATTA NARASIMHARAJA WADIYAR (Mysore) : Madam Chairman, I rise to support the Railway Budget. At the outset, I congratulate the hon. Minister for presenting a socio-economic development-oriented Budget for the first time by giving concessional and free journey facility by rail to war and police widows, disabled and industrial workers awarded for productivity and technological innovation. This will certainly boost the morale of workers for increasing productivity.

I am not happy at the second class fare increase. Due to financial constraints, the hon. Minister has been forced to increase the second class rail fare. The second class rail fare should not have been increased, and the passengers should have been spared of this increase in second class fare.

The hon. Minister has announced several measures to modernise and improve the working of the railways. Railways are the life-line of the nation. Therefore, the railways in India really need upgradation and modernisation. We are lagging far behind in modern rail facilities when compared to the advanced countries. I am glad that the hon. Minister has laid emphasis on the modernisation of railways. Adequate funds should be provided to implement modernisation programmes. The

[Shri Srikanta Datta Narasimharaja Wadiyar]

Indian Railways have made distinct improvements during the first three years of the Seventh Plan. The hon. Minister deserves congratulations for this but many more works are yet to be undertaken and I hope, with the efficiency and dedication of the Ministry as well as with the dynamic Minister, the Indian railways will make further improvements in the remaining years of the Seventh Plan.

Sir, I thank the hon. Minister for exempting goods rate hike in respect of certain commodities like fertilizers, food-grains, fodder, livestock, pulses, edible oils and salt etc. These are the essential commodities of common use. So, this exemption will provide a great relief to the common man. Large parts of the country faced an unprecedented drought during 1987. The Railways ensured massive movement of diesel, foodgrains and edible oils to the drought-affected areas. The track restoration work in the North-Eastern parts of the country after the flood was also commendable. Despite all these hurdles, the freight performance of Railways has surpassed the annual target. The credit goes to the employers and workers of the Railways for these performances. I thank the hon. Minister for performing such a challenging task.

Sir, 64 new trains have been introduced during 1987-88. The frequency of some existing trains has also been increased. There was a demand to provide track service between Southern State Capitals and the National Capital, Delhi. I am happy to say that superfast express services have been provided between Delhi and the four Southern State Capitals—Bangalore, Hyderabad, Delhi and Trivandrum—during 1987-88. The Minister has given a list of some new trains proposed to be introduced from 1st May, 1988. But my State, Karnataka, did not figure in it. The Minister has made the mention of Netravati Express which is running twice between Bombay and Mangalore. The Minister has said that it would be running twice. I suggest to the Government to make it daily.

Now, I would like to say a word about computerisation of passenger reservation. The Government have taken steps in this respect. But it is limited to Delhi and a few metropolitan cities. I am glad to learn that computerised passenger reservation facility is going to be introduced to some other cities like Ahmedabad, Bangalore, Bhopal Lucknow and Hyderabad. I urge upon the Government to extend such a facility to Mysore also.

I would like to say a few words about my State of Karnataka. Karnataka, by and large, is very deficient on Broad Gauge compared to other States in the South. Therefore, I would like to press for a more rapid conversion of the trunk routes in that State into Broad Gauge. There is reluctance on the part of the trade and industry to expand their industrial establishment and trade. The Broad Gauge would provide them uninterrupted rail transit for their raw-materials and finished goods. The conversion of Bangalore—Mysore Railway line into Broad Gauge was sanctioned during 1979. The estimated cost of the Project was Rs. 26 crores. Now, it has further gone up. The amount spent on this Project is about six crores of rupees only. The Budget provision made for this project in 1985-86 and 1986-87 was very inadequate. Therefore, I would like to request the hon. Minister to provide sufficient funds for this conversion Project so that it can be completed by the end of the Seventh Plan. I would like to say here that the people of Karnataka feel neglected as adequate funds are not allocated to the various projects.

Then, I would like to stress upon the conversion of Mysore-Chamarajanagar railway line. As you might be aware, Chamarajanagar is the next largest town after Mysore City. Therefore, the conversion is very necessary. The Field Engineering Survey and traffic survey of this line has been completed since long. The laying and conversion of Chamrajanagar-Mettupalayam line has also been surveyed. But it is regrettable that the laying and construction of this Broad Gauge line between Chamarajanagar-Mettupalayam has not been taken up so far. The proposal for the construction of this line has been pending for over a decade.

The people of Karnataka have been demanding for a separate South-Western Railway Zone. Recently there was an agitation at Bangalore over this issue. This is a genuine demand of the people of Karnataka. The Government of India should take immediate steps to set up a separate South-Western Railway Zone with Bangalore as its Headquarters.

There is a Railway Workshop at Mysore. It is very old. Steps have not been taken to upgrade that workshop. I am happy to learn from the Minister's speech that he is taking steps for the modernisation of Railways. World Bank loan has been taken in 1985-86 for modernising some workshops in the country. The entire money has not been spent, though the date of spending the loan has expired. I urge upon the Government to allocate some funds out of that World Bank loan for the modernisation and upgradation of Mysore Railway Workshop. As the World Bank officials are willing to extend the date, I think there will not be any problem in parting with some money out of that World Bank loan for the upgradation of Mysore Railway Workshop. I hope the Honourable Minister will look into this demand and do the needful.

For over two decades, the Government of Karnataka have been urging for the construction of West-Coast Railway popularly known as Konkan Railway. The need for this broad gauge railway line has also been felt by the Kerala State, as this would provide rail communication to the backward region of the Karnataka and Kerala States and this will be a shorter and direct link to the State's coastal population with Goa and Bombay. As stated by the former Railway Minister Shri Madhu Dandavate the entire project is a symbol of national integration as the West Coast Railway would benefit not only Maharashtra but also Goa, Karnataka, Kerala and Tamilnadu. Now that the West Coast Railway is a sanctioned project and the construction has been started from the northern side, that is from Apta to Rona a distance of 62 Kilometers. The construction should commence from Mangalore end as well. This railway infrastructure would foster quicker economic

development of the backward districts, of North and South Kanara in Karnataka. As this broad gauge from Mangalore end progresses, it will also assist inter-state development between Karnataka and Kerala.

Then there has been persistent demand from the people of the area as also from the Legislators to take up the construction of a railway line from Kottur in Bellary district to Harihar in Chitradurga district of this State. Survey for construction of this line was reported to be carried out more than a decade ago that is, during 1970-71. The length of the line is about 70 Kms. This work should be taken up immediately as it could also provide employment to thousands of people at the present juncture of severe drought in the State. Therefore, I urge upon the Government to take decision on this line as early as possible and include it in the Seventh Five Year Plan.

Sir, the Rapid Transport System of Bangalore city is very necessary. According to the estimates of the Metropolitan Transport Project team, the investment on the full Rapid Transport system from Bangalore will be Rs. 650 crores. Many Central Government Industrial Undertakings, Research establishments Defence units, etc., are located in Bangalore. Besides there is a large scale immigration from neighbouring States. This city has recorded fastest traffic growth over the year. Therefore, it should be treated on a special footing. As such, I request you to reconsider the whole position and make available substantial funds for providing Rapid Rail Transport service to Bangalore city.

I would like to say that there has been a drastic reduction in the allocation of funds for development of Railways in the Karnataka State during the last few years. Instead of making allocation of funds project-wise and Railway-wise, it should be made State-wise. Then only Karnataka will be developed in Railways. Therefore, I urge upon the Government to complete as early as possible the project pending for decades in Karnataka.

[Shri Srikanta Datta Narasimharaja  
Wadiyar]

Lastly, I thank you, very much for giving me the opportunity to speak on the Budget discussion and supporting the Budget.

DR. GOLAM YAZDANI (Raiganj) :  
Madam Chairman, I rise to support the Railway Budget presented by the Hon. Railway Minister. While doing so, I would like to draw his attention to a very important point. The Hon. Minister knows that the Eklakshmi-Balurghat line was sanctioned in 1983 but not even the earth work was started. Very little progress has been made for construction of this line.

From the Budget proposals, we see that the latest estimated cost for the project—to cover 91 kilometres is Rs. 42 crores 85 lakhs. During 1987-88, an amount of Rs. 3 crores 47 lakh was spent and the balance of Rs. 39 crores 38 lakh still remains. What has happened to that? In 1988-89, a provision of only Rs. 1 lakh has been made for this whole 91 kilometres route which has to be constructed. That means, there will be no progress made on this line. Therefore, I request the Hon. Minister to provide at least Rs. 10 crores for 1988-89 because this West Dinajpur District is a very neglected district. After partition, it was left with no railway line. Balurghat is a district headquarters which has no railway line. It is a shame that district headquarter has got no railway connection with other parts of the country. Therefore, I request the Hon. Minister to raise the Budget provision up to Rs. 10 crores for 1988-89.

Another proposal was made and sanctioned from Ekalakshi to Gunjuria via Gajole and Raiganj. We don't know whether it has been dropped or not. There is a lot of confusion about this project. Ekalakshi to Gunjuria will be the main line from Calcutta to Siliguri, but now-a-days we don't hear anything about this project. I want to know what has happened to it. The Hon. Minister should tell us something.

As I told the House, the West Dinajpur district is devoid of railway line and there is only a small metro-gauge line from Barsoi to Radhikapur. There has been a great demand for conversion of this line into a broad-gauge one; but nothing has yet been done. We know from the Budget proposals and the Minister's speech that conversion of so many lines have been taken up; but not this conversion, for which we have been demanding for years together. I request the Hon. Minister to take up the conversion of the metro-gauge line from Barsoi to Radhikapur immediately.

I would like to point out to the Hon. Minister pointedly that it is a great problem of Metro railway of Calcutta. Recently in a Bengali Daily a news piece has been published saying that the Metro railway is in danger. Any time any accident may happen. It is reported that the Metro railway is run inside a concrete cement box, the roof of which has many holes. It is feared that any time any accident may take place resulting in the casualty of thousands of people. After this publication people are afraid to go as passengers in the Metro railway. I request the Minister to immediately have an inquiry to find out all about this.

I would like to say something about the level crossing which is a menace and which creates difficulty for the people. At the level crossing at Dalkola between Dalkola and Kanki which is on the main road of NH 34 where there is a heavy traffic from Calcutta to Siliguri, the gates are closed for 12 to 15 times during day and night for half-an-hour to fortyfive minutes. Please try to understand the inconvenience of the people and the traffic difficulties. To deal with this problem, a by-pass has been sanctioned and land acquisition also made some four years back, but no work has been done. The PWD of West Bengal has been handed over the construction work of this by-pass, but it is not doing it. So, the Central Government should ask the State Government to complete this work as soon as possible.

At Kishanganj also the same level crossing problem is there. I think an underground road would solve this problem.



At Siliguri also the same level crossing problem is there. At Barsoi Railway junction and Bhaluka Station over bridges have already been sanctioned, but there is no mention about this in these budget proposals although they are sanctioned long ago.

Here I find that for construction of over bridges Rs. 26 crores have been sanctioned, but I don't know why for the over bridges which have already been sanctioned no money is provided to complete the work. I request the Hon. Minister to understand the congestional conditions of the Barsoi Railway junction and take necessary action.

It is a very important junction through which all the important trains pass; but there is not a single I Class ladies' waiting room or retiring room. So I request the hon. Minister to arrange for these things early so that there may not be any difficulty for the lady passengers to wait and stay there even overnight.

We know that special trains are given for special melas and urs. In Malda district urs is held at Panduva where thousands and thousands of pilgrims come. There is lot of difficulty faced by the pilgrims and, as such, I request the Minister to arrange for a special train during urs which is very necessary.

Lastly I want to draw the attention of the hon. Minister about regularisation of casual labour who were recruited long ago but they have not been still regularised. The food which is served at the railway stations and in the railway canteens is of very inferior quality. The food is third class but the charges are high-class. They charge Rs. 9 for the rubbish food that is served. The passengers are in a hurry and they pay very high charges for a very inferior quality of food stuff. Catering Department should inspect this food. The amount of Rs. 1 lakh be increased to Rs. 10 crores for Eklakshmi to Balurghat railway line. with these words I support the Railway Budget presented by the hon. Railway Minister.

[Translation]

SHRI RAJ KUMAR RAI (Ghosi) : Mr. Chairman, Sir, I am grateful to you for giving me an opportunity to speak on the Railway Budget. What is Railway Budget ? It is just like 'Madhav Kahi na jaat, kaa kahiye.' It is both sour and sweet and has both good and bad features. Therefore, I request the hon. Minister for Railways to reduce the hike in Platform ticket and passenger fares and improve catering facility. The facilities extended to freedom fighters should be increased.

I would also like to make a few points about my constituency. In Uttar Pradesh work on conversion of a narrow gauge line was in progress which was started by Pt. Kamalapati Tripathi in 1980. Eight years have passed since then. Last year Rs. 6.5 crore was sanctioned by the hon. Minister for Railways Scindiaji on my personal request at the Party meeting, with the comments that this is 13 per cent of the entire budget and nothing more could be done. I only want to state that atleast it must be completed by the year 1990. It is all the more necessary when hon. Deputy Minister in the Ministry of Railways is Shri Mahabir Prasad, because the people of his constituency might not say "Sumati Nivar Ho Gaya Kumati Ke Sangi." (Interruptions) To avoid such a situations the hon. Minister should allocate the required budget because it is very backward region and the people of that region have sacrificed a lot for the country. Through you I request the hon. Minister to allocate the required amount this year so that the work is completed. I had made one more submission. No significant development is going to take place in our region in the 20th century. Therefore, the old railway lines built during the British period like Doharighat to Allahabad and the coaches added to trains on this line should be repaired, and steam engines should be replaced by Diesel engines to enable people to travel upto Allahabad High Court via Benaras by fast trains. People, day by day, are becoming disinterested to travel by this train because of its speed, timing and general condition of the train and instead prefer to travel by Taxi and Bus. They say it is the train of Scindiaji and is not

[Shri Raj Kumar Rai]

meant for commonman. Whenever we raise this issue the reply comes that it cannot be extended as it is uneconomic. If condition of the train is not improved and number of coaches is reduced then who will like to travel by this train. They think it is better to travel by bus and taxi. Therefore I request the hon. Minister for Railways to extend this train from Dohari-ghat to Allahabad.

13.00 hrs.

A passenger train runs between Benaras and Bareilly, which is also known as Pass- Passenger. Sometime first class coach is attached with this train and sometime not. This is the only right train for passengers coming from Shahganj, Jaunpur and Benaras. For many years it is the only train. Earlier there used to be two to three coaches but now sometimes not even one coach is attached. I have written that if it is not possible, then let it be upto Lucknow for the convenience of night passengers and improve the condition of its coaches. No action has been taken to run the train by Diesel engine. Therefore I request the hon. Deputy Minister in the Ministry of Railways to reconsider the proposal as he also has to travel by this train frequently.

There was a proposal to construct a Bagaha-Chittouni bridge. You cannot deny as late Shrimati Indira Gandhi herself laid foundation stone and said that it should be constructed. Nothing is more important than this for reducing the distance between North Bihar and Eastern Uttar Pradesh or say the entire Uttar Pradesh. But no attention is being paid towards it though years have passed. So I have to ask whether northern region Uttar Pradesh and Bihar will always be neglected? The people of this region have made immumerable sacrifices and therefore, I request you to get it done without any delay.

Another thing, I want to say is that the railway passes are misued. I have personal knowledge about it. Our hon. Shri Kedar Pandey was very liberal and after him, other Ministers also maintained the same practice, but it is misused. In order to run

a party office or sending their workers elsewhere some people meet you and get the passes issued. So, other people think that the Ministry of Railways is giving its facilities to one party only. So, while giving pass to anyone, first of all you verify his antecedents, see that for whom recommendation has been made and whether he is really a social worker or not. In this, matter Shri Bansi Lal was very strict. Once the hon. Prime Minister asked him to issue railway pass, he replied—if you say, I will do it, but, it is misused and after that the hon. Prime Minister never asked for it. So I will request you that while making passes, please ensure that it is not misused.

Thirdly, I want to say about Mahu where an over-bridge was under construction. 1981, Shri A.B.A. Gani Khan Choudhary got its work started. Later, God knows what happened, that after raising this issue in the Parliament for two-three years, continuously, the work was started. Bridge Corporation, Uttar Pradesh is doing construction work but the Ministry of Railways is doing nothing. There is a metre gauge line in Indar-Ratnapura-Krihdiha where a level crossing is proposed to be constructed in Chakra. Uttar Pradesh Government has done their job but Department of Railways is silent and it appears as if they have decided not to do anything. Some officials had given assurance about it and I have also told you to get that level crossing constructed.

Sir, I will conclude my speech in one minute. A struggle is going on for a long time to have broadgauge line from Shahganj to Ballia. Shahganj has been a centre of activity of freedom fighters and Ballia was the first district in India which became free even before the achievement of freedom. There was a proposal for laying a broad gauge line there. British had harassed them, but it is being done even now whereas such facilities are being provided for other regions. It is the place where once Pandit Jawahar Lal Nehru had to go and from Indara, he went on a pulling cart, because the British had got it removed so that he should not attend the meeting. Then a person pushed this cart and said that I shall take him to that place. So, if you will

not care for this region then who will take care of it. With these words, I thank Madam Chairman and the hon. Minister of Railways for giving me opportunity to express my thoughts.

**SHRI DAL CHANDER JAIN (Damoh) :** Madam Chairman, I support the Railway Budget presented by the hon. Minister of Railways. I congratulate and thank him for the improvements made in the rail services, new records established and for the future planning.

Our hon. Minister has persented the Budget for 1988-89. In want to invite his attention towards my constituency. Our hon. Minister have always given a negative answer to the introduction of a new passenger train on the section of Bina and Katni line. I particularly want to draw his attention towards a new train service which will go from Gwalior to Howrah. If this train is routed *via* Jhansi-Bina-Katni, then it will be very beneficial for the people of our region. My another suggestion is that Mahakal Express should be routed from Ujjain to Banaras *via* Bhopal Bina, Katni, Allahabad.

A long time ago, a survey was done from Lalitpur to Tikamgarh Chatarpur and Singrauli, but no further action has been taken on it. I will request the hon Minister to get a survey done for a rail line from Satna to Panna, from Panna to Chatarpur are from Chatarpur to Hirapur and then upto Damoh. There are huge deposits of Iron ore and iron industry can be set up there if means of transportation are made available. Khajuraho also falls on its way, where lakhs of tourists come every year. I will request the hon. Minister that while answering to the discussion he may reply to this point as well.

A demand has been made from all the sides that the rate of platform ticket which has been raised from Rs. one to Rs. one fifty, should not be increased. I also want that the complementary passes given to freedom fighters for one year should be renewed.

There is saying that "Kahin ghane ka ghana aur kahin sookha chana bhi nahin." I will request that there is great disparity among the regions. All regions should be equally developed. It is said about Bina and Katni that there goods traffic is more, so the passenger traffic cannot be increased. I will request to find a way out by which the passenger traffic does not suffer and at the same time goods traffic also increases more so that our country makes industrial progress. Steam engines are still in use in Bina and Katni. If they are replaced by diesel engines than the speed of the trains will increase and rail service will be more convenient. We have came to know that there is going to be electrification soon. It should be done quickly but till then steam engines should be replaced dy diesel engines.

In the end, I will request the hon. Minister of Railways to pay attention towards Bina section and for the sake of equality, the new train from Gwalior to Howrah, should be routed *via* Bina-Katni. I hope that the hon. Minister will make an announcement during the course of his answer. I further request that survey of Panna-Satna railway line should be got conducted and announce a new gift for the people of that area.

**\*SHRI A.J.V.B. MAHESWARA RAO (Amalapuram) :** Madam Chairperson, the Railway budget for the year 1988-89 is a big disappointment for all those who travel by train. All those who used to travel by train may now prefer to travel by Indian Air lines. Now Rs. 241 crores are estimated to be collected through hikes in the freight rates. The brunt of this additional burden is mainly being borne by the common man. The hon. Minister should reconsider the hike in fares in view of the enormous burden the common man in the country has to bear. Nearly Rs. 358 crores are now estimated to be collected from the passenger fares. It is the last straw on the camel's back. Mere increase in the fares will not serve any purpose. Alongwith the rise in the fares, the Railways should also think about providing more and better amenities to the passengers. Go by

[Shri A.J.V.B. Maheswara Rao]

any train you like. You will find that the toilet facilities are poor, cleanliness is almost nil and what is more there will be no water to drink. This is the condition of almost all the trains in the country. Hence it is the first and foremost duty of the railways to think about providing amenities to the passengers who travel by train. The platform ticket will now cost Rs. 1.50. But anyone who hands over a 2-rupees note to the booking clerk for a platform ticket, balance amount of 50 paise will not be paid back on the pretext that no change is available. Hence in addition to the increased cost, one is deprived of the 'change' amount also. Hence the platform ticket rate should be brought back to the original one rupee. I hope, the hon. Minister would reconsider this problem and do justice to the common man. Parcel and luggage charges are also being increased by 10%. This hike will break the back of the common man. Similarly, Madam, the reservation fees which have remained constant in the last 7 years are now being revised. The reservation fee for air conditioned first class and sleeper class will be Rs. 12 now. It is a great injustice. As though this not sufficient, even the fares of second class monthly season tickets are also proposed to be increased by Rs. 4 to 8 per month. This is gross injustice. Usually, white collar employees and workers avail the benefit of season tickets. This hike will further cut into their monthly income. Let us not forget they are struggling hard to keep themselves alive. I hope, the hon. Minister would withdraw the hike.

Madam, concessions were offered to certain categories of persons in this budget. I welcome the decision. But, just offering concessions will not do. It should also be seen whether these concessions are really reaching the beneficiaries. Widows of police men who have died in encounters with terrorists and extremists are being given 75% concession. Similarly 50% and 75% concession is now available to sports men who win Arjun awards and workers. There is a possibility of misusing the wide ranging concession that are offered in this budget. Hence it should be ensured that this benefit will go only to those for whom it is intended.

Speaking about my State, Andhra Pradesh, I have no hesitation in saying that it is being treated in a stepmotherly manner by the railways, ever since the country became independent 40 years ago. No new projects have been taken up in the post independence period in my State. Even this budget also has neglected the State once again. Even the amount that was allocated for certain ongoing works are too meagre to mention. Lot of injustice is being done to Andhra Pradesh. The Government of Andhra Pradesh proposed a circular railway line for the twin cities of Hyderabad and Secunderabad. The State Government had conveyed its willingness to share 25% of the cost Urban Development Ministry will share another 25% of the cost. Urban Development Minister will share another 25%. Even when the State was ready to share the cost, there is no reason why the Ministry of Railways should not take it up. This budget is silent about this proposal. It is one example to show the State is being treated. I will cite yet another example to show how the State is being treated by Railways Ministry. The Railway Minister agreed to set up a coach factory at Kazipet few years ago. Considerable spade work had also been done. But after considerable efforts, the State had to remain a silent spectator when the railway Ministry had reversed its decision and set up the factory somewhere else. Now I can only request the hon. Minister to bear Andhra Pradesh in mind while setting up of a coach factory in future. Let me hope that he will not forget the State this time.

Madam, let me say a few words about my constituency. The people in the area do not know that a train is. I have brought this fact to the notice of the hon. Minister time and again. There was a railway line between Kakinada and Kolipalli. But this line was abandoned during the second world war. The land and track are very much in tact. The Government land is lying waste. Some allocation was made to conduct the surveys. There are some litigations also in this matter. I request the hon. Minister to sort out the matter and see that the line is revived. There is a need to connect Amalapuram with Korvuru or Narsapur. I hope this request will receive a sympathetic consideration from the



Ministry. Madam, I am grateful to the hon. Minister for conceding to my requests to locate a reservation booking office at Rajole. I request that reservation booking offices should be set up at Kothapeta and Mummadivaram also.

Gautami and Godavari trains leave Hyderabad and Secunderabad within negligible gap of time. They arrive at the platform and leave at the same time. As a result, passengers are experiencing some difficulties. The position is such that they are not able to distinguish Godavri Express from Gautami Express. Hence I request that atleast one hour's gap be given in the departure time of these trains. There is a long standing demand for a superfast Express between New Delhi and Vizag. I have come to know that the hon. Minister has agreed to introduce this train. It is also said that only some bogies of this train which are detached at Vijayawada would go to Vizag. This kind of arrangement is not proper. The entire train should go to Vizag. This Express train should be run atleast 3 or 4 days in a week.

Madam, there is a vast difference between the standards of railways prevailing in the northern and southern parts of the country. The diesel engine of the prestigious Tirumala Express should not be changed. As a Member of the Estimates Committee I had an opportunity to see many of the stations in the northern India. The maintenance and the facilities available at stations are very good. On the other hand even drinking water is not available in southern part of the country. There is so much difference between the stations of North India and that of South India. Hence conditions should be improved in the stations in South India.

The reservation policy is not being implemented in railways in letter and spirit. SC/ST candidates are being deprived of their reserved quota on one pretext or the other. Promotions are being denied to them. They do not get their percentage of jobs so I demand that Government should fulfil their percentage in recruitment and in promotions. Officers of upper castes are not treating the SC/ST employees with due regard and courtesy. The higher officers harass the SC/ST officials and workers.

Workers are always at the receiving end. They are subjected to harassments of various kinds. Hence steps should be taken to improve their lot. Rajamundry is one of the important stations in East and West Godavari districts. Rice, cocount and other important agricultural products are being sent to other parts of the country from here. The farmers and traders are facing many hardships due to non-availability of wagons. I request the hon. Minister to see that sufficient number of wagons are made available at this station.

Madam, I thank you for giving me this opportunity and conclude my speech.

[English]

SHRI CHIRANJI LAL SHARMA (Karnal): Madam Chairman, I rise to support the Budget presented by the Railway Minister. No doubt, tremendous improvements have been made in the railways, but I have certain observations to make.

One of my hon. friend the other day observed that there is an innocent smile on the face of the Railway Minister. I add something more to it and say that this is a dangerously innocent smile. The Hon. Railway Minister is very courteous, very polite, very social. He is sweet in his talk, serene in temperament and hospitable in nature.

THE MINISTER OF STATE OF THE MINISTRY OF RAILWAYS (SHRI MADHAV RAO SCINDIA): Madam, is it a discussion on the Railway Budget or on the Railway Minister?

SHRI CHIRANJI LAL SHARMA: Madam, I am reminded of the observation that appeared in the Hindustan Times about Lord Mountbatten, the Governor General in India. It was observed that he was 'dangerously charming. He had an imposing personality but the observation was that he was dangerously charming. So, this perpetual smile on the face of Railway Minister is dangerous. I wonder I am showering praise—no harm there. Madam, Chairman I am reminded of a couplet of the poet who said:

"Ham Aah bhi Bhar'e hai to Ho  
jate hai Badnam  
Woh Katal bhi katre hai to Charcha  
nahin Hoti"

[Shri Chiranji Lal Sharma]

A few months back, I happened to travel by train. I went round Gwalior, Jhansi and Bhopal. It was indeed a matter of pleasure to see the railway stations of Jhansi, Gwalior and Bhopal. The columns of 'varandhas' had been covered with marble up to the height of six feet. But when we look to the condition of the direct headquarters, on the northern railway line, be it Sonapat, Panipat, Karnal, Kurukshetra, it is pitiable. The former Speaker from the Opposition has said, not that I am putting a premium on what he said, that there is discrimination. I do not call it as discrimination. But I must say in all humility that the hon. Railway Minister should not look on this side of the railway line with a jaundiced eye. Then where there is a little bit of rail, water stagnates on the railway platform. But if you go to Jhansi, Bhopal or Gwalior the entire platform is covered with Kota stones. Where should we go? We have to request the Hon. Railway Minister to be kind to us also, to look to us with a smile on his face and a smile in the real sense of the term.

The Railway Minister is very prompt in acknowledging the receipt of our letters. I think, his name should appear at the top in this respect. He acknowledges the receipt of letters without any delay and he also gives the reply. But the result is zero, Madam, Chairman, I have been here as a Member of Parliament for the last over 8 years. Hundreds of letters have been written and we always get a stereotype reply. In all humility, would like to say that a Member of Parliament represents lakhs of people. He makes a small request to you in the shape of a stoppage of a train for a minute. that too not a Mail train, not an Express train, not Shan-e-Punjab but a Shuttle train that shuttles between Delhi and Kurukshetra. I made a request for giving a stoppage at Kohand where it used to have a stoppage. A railway station is there for the last 25 years. I happened to be a Member of the NZRUCC. It was decided in the meeting on 30th December that the shuttle train will be given a stoppage there but the reply I got from the Hon. Minister was in the negative for reasons that are known to them. About 250 passengers of the neighbouring 7 or

8 villages which are served by this Kohand station falling between Panipat and Karnal. They have to return home after 6 or 7 pm from Panipat. Kohand is about 8 kms. or 9 kms. from there. Can't a shuttle train have a stoppage for one minute? It has a platform but there is no light. There is no water arrangement. No telephone. Nothing of the kind. When people come to us, we say that we will take up the matter with the Railway Minister. We write to the Railway Minister. But it is all an exercise in futility. I would request the hon. Minister to be kind enough to pay heed to small requests made by the Members of Parliament. We don't demand something very big.

Similarly there was a demand for a stoppage of train at Bhaini-Khurd. Courtesy costs nothing. I would also refer to Shan-e-Punjab. I made a mention in the earlier Session also. I took up the matter in the meeting of the NZRUCC also. I again submit that Shan-e-Punjab which passes through Haryana stops at Ambala. The argument that was advanced by the Railway authorities was that it is a Superfast Train. I agree. But, may I, in humanity have the temerity to ask the hon. Railway Minister a plain question? Does it stop to be Superfast after Ambala? It has stoppages at Ludhiana, Jalandhar and a stoppage was given at Phagwara. It is a much smaller station. We have a place of historic importance like Kurukshetra on this railway line. I fail to understand as to why our request for a minute's stoppage of Shan-e-Punjab may be at Panipat or Karnal or at some other station is not being acceded to? It does not cost the Railways anything.

AN HON. MEMBER : That is Shan-e-Punjab and not Shan-e-Haryana?

SHRI CHIRANJI LAL SHARMA : It is Shan-e-Punjab. We are proud of it. We will also be proud of it if it passes through Haryana. We will take advantage of it.

Another thing which I am going to submit pertains to my constituency. That is road over-bridge. The foundation stones of two road over-bridges one at Kurukshetra and other at Karnal were laid on the 15 September, 1985 and surprisingly enough the bridge at Kurukshetra was completed

and was opened to public about 6-7 months back but the road over-bridge at Karnal, the constituency which I represent, is lying incomplete. I do not know how many months or years, will you take to complete it, when the foundation stone was laid on the same day. Shall I smell a rat in the bonafides of the highest executing authority? What is the explanation? No plausible or convincing explanation is available with them. Sonipat is a district headquarter. Panipat is again a very important station on this railway line. There is a provision for making road over-bridges on these two stations. I don't know why it is being delayed. I will request the hon. Minister with all the vehemence at my command to kindly look into it and to see that the plans prepared are executed without any further delay. I also invite the attention of the Railway Minister to the fact that Delhi-Ambala double track is likely to be completed by the end of this month, as appeared in the Press, the other day. If so, I would request that electric trains should be started on this line, if not, upto Ambala, to begin with upto Panipat or Sonipat. That will give a long relief to the people. My submission is that not an inch of railway line has been given to Haryana or Punjab or Himachal Pradesh in this Budget. I fail to understand why these small reliefs are not being given? You are running electric trains over thousands of kilometres but when we ask, the explanation is want of funds. I would request the hon. Minister to be liberal in his approach towards us also.

Then again, Madam, there has been a hue and cry for connecting Jhajjar with the railway line. Jhajjar is the most important sub-division of Rohtak District of Haryana. I think, Jhajjar is a place from where we get maximum contribution to army. Youths of this are guarding the borders of this country and for want of train connection, this area is lagging behind in all respects particularly industrially. People have been coming off and on and we have been making submissions. I request the Railway Minister to kindly look into it.

Finally I would like to make one small point. I would like to bring to the notice of

Scindiaji that a cup of tea cost one rupee on the Railway stations. Is there any justification for raising the cost from fifty paise to one rupee? There is a jump of one hundred per cent. There is no justification for this. I do not know why the cost of a cup of tea has been enhanced from fifty paise to one rupee.

Madam, I had some more points to make. But since you are ringing the bell, I conclude.'

SHRI R. S. MANE (Ichalkaranji) : Madam, I rise to support the railway Budget presented for the year 1988-89. I must congratulate the Railway Minister for the introduction of new schemes and new lines and the concessions that have been extended in the Budget to the common masses, agricultural farmers and tourists.

At the same time, people in this country today describe the General Budget as the Farmer's Budget. I am also of the opinion that the Railway Budget must be mentioned or described as the Railway Passenger's Budget, but I could not say that it is Railway Passenger's Budget because of hike in prices in the second class railway fare and the platform ticket. So, I request the Railway Minister to kindly withdraw the hike in the second class railway fare and also the platform ticket.

Secondly, no funds have been provided by the Government to the Railway Ministry for the spill over works. For example, Konkan Railway, which has been announced three or four years back. Only a part of the railway line has been completed. It has no time bound plan and no sufficient funds have been allotted to this line. This is a very important coastal line and I request the railway Minister to allot sufficient funds and also have a time bound programme to complete the Konkan Railway, line, which is a very important national project.

Madam, the Railways play a very vital and important role in the economic, industrial and agricultural development of this country. The road and rail transports are the two facilities available to the poor of this country. So, sufficient funds have to

[Shri R.S. Mane]

be provided by the Planning Commission to the Railway Ministry.

Now coming to my Constituency, namely Western Maharashtra, I would like to draw the attention of the hon. Minister that a very important longstanding genuine, rationale and reasonable demand of the people of Western Maharashtra that the railway track from Kolhapur *via* Miraj to Puna, which is at present included in the South Central Railway, should be included in the Central Railway. This is a longstanding demand of mine and the people of Western Maharashtra. I do not understand what prevents the hon. Minister to take a decisive step in this matter. It is a well known fact that in the Council of Ministers, Shri Scindia is quite bold and a dynamic Minister, having decisive capacity. But I do not understand why this small demand of mine and the people of Western Maharashtra has been neglected by him. Now, I request him to kindly take a decision to include this Kolhapur-Pune track in the Central Railway instead of South Central Railway.

The bogies in the Mahalakshmi Express and Sahyadri Express, which are running between Kolhapur and Bombay are outdated. I request the hon. Railway Minister to kindly substitute first class bogies in these trains. The journey timings of the Mahalakshmi Express, Sahyadri Express, Maharashtra Express, and even Rajdhani Express could be reduced by two hours each.

I request the hon. Minister to attach one additional bogie AC sleeper to Sahyadri Express and additional bogies to Mahalakshmi and Maharashtra Express. Also please increase the reservation quota at Kolhapur, Miraj and Sangli Railway Stations. I may submit that MLAs and MPs from Ratnagiri, Southwadi, Konkan and Kolhapur are coming to Bombay and Delhi every now and then. They are about 30 to 40 in number. But we have only two seats of first class at Kolhapur. I request the hon. Minister to increase the reservation quota by at least four times at Kolhapur station, Sangli station and Miraj station.

There are no bedrolls provided at the Kolhapur station. When I enquired from the Station Master, he said that not sufficient funds are given to the washermen that is why, bedrolls are not washed by the washermen. When crores of rupees are spent by the Railway Ministry, I do not understand why there is no provision for washermen. I request the hon. Minister to provide bedrolls and in sufficient quantity at Kolhapur Station.

I would draw the attention of the Minister to a very important proposal and suggestion of mine. We have a long pending demand for the introduction of a new additional train from Kolhapur to Ahmedabad. I may submit that a large number of merchants from Gujarat area have come and settled in Kolhapur and Miraj and they are badly in need of a direct train from Kolhapur to Ahmedabad. This train may be declared as Chhatrapati Express or Jai Bhawani Express.

There is an acute shortage of railway staff on the trains. There are no attendants in the first-class bogies. I request the hon. Minister to recruit sufficient staff for the first class bogies early.

The stations from Kolhapur to Pune are very much neglected. There are no drinking water facilities, no improvements of the platforms, no canteens, stalls, no benches and no ladies toilets. I request the hon. Minister to kindly look into the matter and provide necessary facilities at the railway stations.

I will bring to the notice of the Minister a very urgent need of a new modern building at Kolhapur city. Kolhapur just like Gwalior is a princely State. I request the Minister to sanction a good modern building with all provisions at Kolhapur. I also request that this building may be included in this year's budget.

Lastly, for the last three years an over bridge has been sanctioned for Kolhapur city, but no work has started as yet. I request the hon. Minister to kindly take that work in hand early, preferably this year itself.



[Translation]

**SHRI JAGDISH AWASTHI (Bilhaur) :**  
Mr. Chairman, Sir, I support the Railway Budget which has been presented by the hon. Minister of Railways. Despite limited resources, he has presented a good Budget and deserves appreciation.

He has expressed hope that there will be an increase of 10 per cent in the passenger amenities and 11 per cent in the goods traffic. It is a good thing and I am sure that he will be able to achieve this target.

Among the concessions announced in the Railway Budget, it is proposed to extend concessions to the dependents of the Indian Peace Keeping Force and some other people. In this connection, I share the views of my colleagues and urge the Government to provide the pass facility to freedom fighters for life instead of one year or at least for five years. Now there are only a few freedom fighters and they did a lot for the country. It will be a noble thing if they are provided with this facility.

He wants to increase the resources in the railways and has increased the freight charges. But the increase made in the rate of the platform ticket will not be of any use. Because only those people who do not travel and who visit the station to see off the passengers purchase the platform tickets. If it is not possible to allow them to enter the station free of charge, the hike proposed in the rate of the platform ticket should be withdrawn and the earlier rate should be restored. I am sure he will make an announcement to this effect.

I thank him for making an announcement for introducing 8 new trains. In this connection, I would like to submit that the frequency of the superfast express running between Lucknow and Bombay has been increased from 3 days to 4 days in a week. Since a large number of passengers travel by this train, it will be appreciated if it is run daily.

I would like to express my thanks for introducing a new train between Lucknow and Kanpur. The hon. Minister was kind enough to approve the doubling of Lucknow-Kanpur line in 1987-88 and the construc-

tion work is about to commence on this line. This line will prove useful only when it is electrified.

I may also suggest that the Kanpur-Jhansi single line should also be converted into double line.

While coming to the problems of my area, I would like to say that no amenities have been provided for the passengers at Rura station under Northern Railway. I received a representation from the people of that area to-day itself in which they have demanded provision of a halt to 164 Down Sangam Express at this station. Saryu-Yamuna Express and Amritsar-Muri Express should also be provided halt at that station.

A number of accidents take place at the railway crossings. In order to check these accidents over-bridges should be constructed at these places.

I would like to submit further that although a number of trains pass through Kanpur yet no train starts from there. It is only a passing station. There should be direct trains for Bombay, Madras, Calcutta and Delhi from Kanpur so that the passengers find it convenient to undertake the journey.

The Railways have introduced computer system at major stations like Delhi, Bombay and Calcutta etc. But it has not been introduced at Kanpur. I suggest that the computer system should also be introduced at this station.

A number of stations have been declared model stations. But unfortunately, Kanpur does not find its place in them. I would like that Kanpur may also be declared a model station.

Bilhaur is a very ancient and historical place. Only diesel cars run upto that place and therefore only a few persons reach there. It will be more convenient to the passengers if a diesel train is introduced for that place in place of diesel car.

When I was a Member of the second Lok Sabha, the then Railway Minister, Shri Jagjiwan Ram had made the Dhorsalar station a flag station under the North

[Shri Jagdish Awasthi]

Eastern Railway. I would like that it should now be upgraded.

There was a railway crossing at Lalpur and Tilochi station under the Central Railway. The same has been replaced by angles causing lot of inconveniences to the people. I would like that a railway crossing may be reconstructed there.

Now, I shall make a few submissions about the Northern Railway. A number of halts have been provided at various places. It is suggested that halt stations should be constructed at these places. This will increase the revenue of the Railways and be useful to the passengers also.

A stiff competition has been going on between rail and road. In your opinion people should prefer to travel by road. But buses cannot ply properly in Kanpur due to very bad condition of roads. The bus fare being high, people prefer to travel by train. It is therefore, requested that keeping in view the importance of Kanpur, local trains from Hamirpur to Kanpur, Etawa to Kanpur, Farrukhabad to Kanpur and Fatehpur to Kanpur may please be introduced.

Since when the super fast and express trains have been introduced, the condition of local trains has worsened. They do not run on time. I would like that attention may also please be paid towards these trains and arrangements should be made to see that they run on time. If it is done it will provide great convenient to local people.

The railways have set up a directorate which would look into the passenger amenities. But there is no clear cut definition of the term 'passenger amenities'. The railway officials also do not define it properly. After carrying out petty repair works on the platforms the railways claim to have provided passenger amenities. The department should look into other amenities also simultaneously. As in the case of other things the Government should bring forward a legislation for such amenities

and fully define the term 'passenger amenities' in it.

Finally, I would like to reiterate that the hon. Minister has presented a very good Budget. I hope that he will consider the suggestions made by me.

**\*SHRI PALAS BARMAN (Balurghat) :**  
Madam Chairman, I rise to oppose this railway budget. I oppose it because the Balurghat-Eklakhhi railway project in my area work on which started in 1984, is gradually getting sunk in a bottomless pit. Work is not progressing on this railway line. I am surprised to find that this year only Rs. 1 lakh has been allocated for this project. Madam, Balurghat is a district headquarter and a very important area in other respects also. We hear about many schemes of the Government like the IRDP, ITDP etc. But does not the railway also fall under these programmes? Railways are absolutely essential for the development of underdeveloped and backward areas. Is it not so? I have noticed that this Government undertakes and gives publicity to such programmes and projects at different places only with an eye on the elections. Foundation stones are laid at the time of elections and then they are forgotten. The Government is silent when it comes to fulfilling the hopes and aspirations of the people. We see that there is no time limit for the completion of this project. If there is no time limit for a project, then on what basis will the common people have faith and regard for the Government? The people are losing faith in the Government. That is why we find secessionist movements take place in various parts of the country. Divisive forces are raising their heads because people are losing faith in this Government. I earnestly hope that the 7 or 8 lakh people of that area will be given the benefit of railway communication. The hon. Minister should initiate a time-bound programme for this railway project and announce a definite date or a definite year by which it would be completed. I would like to know that.

Madam, the Sunderban area is an undeveloped area. In the Sealdah division,

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\*The speech was originally delivered in Bengali.

the existing railway line upto Canning should be extended upto Dhamakhali. Apart from that a double track is very necessary between Sonarpur and Canning. The number of travelling public has increased considerably but the number of railway trains has remained static. Railway fares has increased but the passenger amenities have declined. Between 7 AM and 10 AM, at least 2 local trains should be run upto Sealdah as express trains. The number of local trains between Sealdah and Canning, Sealdah and Lakhikantapur and Sealdah and Diamond-Harbour should be increased.

I do not want to take more time. In the end I will reiterate that the Balurghat—Eklakhhi line may be expedited. A meagre 1 lakh of rupees has been allocated for this year. This allocation may be increased suitably. We feel ashamed that for a railway line only 1 lakh rupees has been allocated.

I hope due attention will be paid to this. With this request I conclude my speech.

**SHRIMATI USHA CHOUDHARI** (Amravati) : Mr. Chairman, Sir, I support this Railway Budget. Yesterday our hon. Minister received greetings on his auspicious birth-day.

Railways is such a department where resources are limited and burden of public service is onerous. Now-a-days the department has to attend to petty theft cases also. If a child is lost, it is for the department to locate him. For the past two years bombs are found lying on the stations and the police has to take action to nab the culprits. In other words, despite environments of social insecurity, the hon. Minister has tried his best to run the trains properly. We should ensure that every step we take should be aimed at providing amenities to passengers and leading the nation ahead. Our leader, Shri Rajiv Gandhi was very much in need of a colleague like Shri Scindia. I congratulate Shri Scindia, his subordinates and the officials and workers of the Railway who raised the income by movement of goods, achieved the target of freight, brought about a lot of improvements in the matters of security and reser-

vation in the railways. I also congratulate all others who have contributed in this gigantic task.

While expressing my gratitude the concessions extended to the farmers on freight charges in respect of some essential commodities, I would like to suggest that the Government should change its approach for making good the shortfalls. We welcomed the move for removing poverty and a scheme formulated by the Government to fix land ceiling. Ceiling was applied to farmer's land, but the urban property, big mill owners and big business men were exempted from it. No ceiling has so far been fixed for them.

The hon. Minister wants to increase the income of the Railways and the burden of increase has been put on middle class who lives honestly and undertakes railway journey honestly. More surcharges have been levied on them and the rate of platform tickets has been increased. Instead of doing this, it would have been much better if the corruption prevalent in the railway and the journey without ticket is checked. Several hon. Members have suggested that the Government should take action to evict businessmen and smugglers encroaching upon railway land and put the land to its own use. The Government should consider other steps to raise the railway income. I also support the demand made for reconsideration of the proposed hike in fare and freight charges.

Despite various constraints, the railway have proposed new railway lines which is a welcome step. But it is very essential to see as to how to remove the regional imbalances about which Shri Rajivji has been making a reference so often. One of the balanced elements in the last year's Budget was to make efforts to remove this regional imbalance. In the Railway Committee also I had suggested that it is not proper to provide new lines under pressures from a Minister or an M.P. or any other political personality. It is essential to conduct a survey of the whole country and identify the backward, tribal and border areas and also industrially backward areas where railway lines have not reached. The process of development will start in these areas only when railway

[Shrimati Usha Choudhary]

lines are provided to them. In this way the regional imbalance could be remove. It may not be possible for us to lay new railway lines and introduce new trains for want of funds but we should make efforts to lay new railway lines by raising funds through bonds and by mobilising funds from State Governments, social service organisations and social agencies.

Now I shall make a few submission about my constituency. I express my gratitude to him for introducing a new train between Bombay and Nagpur. He had made a commitment to this effect and an agitation had also taken place in the Vidarbha region on this ground. A sentimental dispute came up in this region with regard to providing a halt to Geetanjali Express there. The background of its becoming a sentimental dispute is that this region had been victim of injustice. Consequently agitation takes place. Though our Congress Government works in the real sense and we make strong pleas here, there are some people who instigate people to indulge in agitation. It has become a profession with them and they vitiate the atmosphere. It is we people who work and get the things done, but these people make every effort to take the credit. There are some people like this in vidarbha. I, therefore, request Shri Madhavrao Scindia to look into the pending proposals for introducing two more trains or any other connected proposal. Every year I go through the budgetary provisions. I find that allocation being made to Maharashtra in the Budget is very scanty but Vidarbha region doesnot find its place at all. It may be all right from the Government's view point but the question is how to face the people who resort to agitation for such matters. Oranges are transported from Vidarbha region by the Amaravati Nadkhed line and it fetches foreign exchange. It is a big crop of the farmers in the region. A proposal to provide Vidarbha-Nadkhed line for the movement of goods traffic has been lying pending for years. I request the hon. Minister to look into that proposal.

Several hon. Members raised the issue of narrow guage lines. After

all we do not discard our near and dear if he becomes weak or handicapped. Rather we try to provide him strength. Though there has been no commitment from Government's side, there are rumours that the narrow gauge lines which were at one time running under the control of East India Company will be closed, In this connection I would like to plead strongly not to close these lines because these lines connect small villages in the rural areas where road or any other means of transport is not available to the people. In our area a narrow gauge line runs from Yavatmal to Achelpur-Murtazapur and people call it Shakuntala. I am very thankful to the hon. Minister that he has shelved the proposal of closing that line.

14.00 hrs.

[SHRI SHARAD DIGHE in the Chair]

There were certain other minor things connected with our region. I am thankful to him that he has made efforts to attend to these complaints. But I would like to bring one thing to his kind notice that he had asked the railway authorities to repair the Yaratmal-Murtizapur-Dariyapur narrow gauge line. But the action taken by the Rail Bhawan makes one laugh. Instead of repairing the line, they have made the trains fast and thereby omitting a number of stations. The people complained that the trains may be allowed to run as usual. Repairing the line does not mean making the trains fast. Since the Amaravati-Nadkhed line is connected with the life of small farmers, their future and orange trade, I would like to request him to extend the line upto Baikunth, We are not interested in agitation. But there are certain agencies which do not allow us to work and also blame the Government. I request the Government not to allow these agencies to carry out their activities. I further urge that Vidarbha region may be given a surprise gift and they may be informed that the new line is being sactioned for the backward areas of the region.

With these words, while concluding I would like to make one more submission. I was a witness to the incident of rape and murder of a woman in Tamil Nadu. The



woman was raped and murdered in broad day light. There was lack of security arrangements only. I have travelled by that train. I, therefore, request him to provide good coaches, at least, for women and make arrangements for their safety. We shall always support you and try to realise your limitations as well.

With these words, I conclude.

**SHRI SHANTI DHARIWAL (Kota) :** Mr. Chairman, Sir, I fully support the Budget that has been presented by the young Minister of Railways. All the hon. Members have raised 2-3 similar points which include hike in second class fare, increase in freight charges and platform tickets. In this connection I would request the hon. Minister that while replying to the debate he should announce some concessions which will provide relief to the people. It will be a great relief to the people if some reduction in the increased fare is announced.

The India Railways made a lot of progress under his able leadership and the rate of corruption has gone down. The hon. Minister has been kind enough to order a stoppage for the Rajdhani Express at Kota. Besides the train service running from Kota to Guna has been extended upto Bhopal. In addition to all this, the Indian Railways provided timely help to famine stricken areas of Rajasthan. They transported essential commodities and even water to Rajasthan. In his Budget speech he has indicated that provision of radio contact between the guard and the driver will be given in select number of trains. This will check accidents and other kind of mishaps. As a result of establishment of contact between driver, guard and the control room the passengers will get more amenities and they will be free from worries and difficulties. The railways will be revitalised and the work will be carried out efficiently. I thank the hon. Minister for all these good things done by him.

In his Budget speech the hon. Minister has indicated that the Kota-Chittor railway line will be completed by 1989. I hope that this line will be completed as per schedule. Besides, I thank the hon Minister for completing the electrification work on Delhi-

Bombay line as per time schedule. The Senior Minister has left the House and his junior colleague is now present. In my view the Railway Department is doing well. Shri Scindia, as a senior driver is a very good worker and now he has got a junior colleague I hope that with the help of a colleague, a junior driver he will manage the show better.

**AN HON. MEMBER :** You want driver or engine ?

**SHRI SHANTI DHARIWAL :** Driver is the first requirement. Then only the engine will run. We do not want automatic engines. We want engine with driver. I hope that with an additional hand, this work will be carried out more efficiently. Shri Scindia will get a lot of help from his junior colleague.

Now I shall make a few submissions about the problems of my constituency. The hon. Minister might have got bored listening to various problems of several hon. Members. But he will have a sympathetic view when he will listen to the difficulties of my area. I come from Kota which falls between Delhi and Bombay. There are 7 mail and express trains run between Delhi and Bombay. But the rush of passengers is so much that thousands of Delhi and Bombay bound passengers have to come back home for want of seats. The rush is particularly heavy at Kota and Ratlam. I have made several requests for introducing a train on this route, but it is not known why my request is not being acceded to. Different reasons have been given at different times for not introducing the train. Shortage of terminals, shortage of additional line capacity, shortage of engines and coaches are among the reasons which the authorities give. In this way the proposal stands as it was. In March 1986 Shri Scindia visited Shyamgarh. The people of the area met him and requested him to look into this problem. He was very considerate and talked to the D.R.M. about it, he had stated that as soon as the electrification work is over a new train either between Delhi and Bombay, Baroda and Delhi or Delhi and Ratlam can be introduced. The electrification work has since been completed. As soon as I began my speech Shri

[Shri Shanti Dhariwal]

Scindia left the House. But I want that my views should be conveyed to him. He had made the above promise at Shyamgarh. Hence the proposal to introduce a new train should be taken into consideration now. Thousands of people have to return home for want of adequate train services.

Thirdly, I would like to submit that the Dehradun Express runs from Dehradun to Bombay. There is already a separate train from Indore to Delhi. In spite of that 6 coaches are brought from Indore to Nagda where these are attached to Dehradun Express. What are the reasons of attaching these coaches? On the other hand, thousands of passengers have to return from the station itself for want of seats. If at all necessary, these coaches should be attached to the separate train which runs from Indore to Delhi. The people of Kota and Ratlam are made to suffer unnecessarily. Similarly more favour is being shown to Indore when coaches are brought to Nagda and connected at Indore with Bombay bound Frontier Mail which runs from Amritsar to Bombay. When a separate train is already available for Indore, why the coaches are attached to other trains from Indore. We have no objection if any favour is shown to Madhya Pradesh, Indore or Ujjain. But it should not be at others' loss. We are also citizens of India. The country will be stronger if we are made strong. Hence, these coaches may please be withdrawn and attached to Dehradun Express. Reservation may please be given to passengers of Ratlam and Kota.

I am grateful to you that the Awadh Express has been extended upto Ratlam. I thank the hon. Minister for this. This is very commendable that the train has been extended upto Ratlam instead of Baroda. I have to request that Avadha Express reaches Ratlam at 7.45 P.M. and remains there upto 8.00 AM of the following day. In view of this, this train can easily be extended upto Baroda to utilise the time as demanded by the people of this area. The idle time of the train will be utilised.

Sarvodaya Express runs twice a week. This is the only train which links areas of

Rajasthan with Madhya Pradesh and Gujarat. It should be run at least four days a week instead of two days. This is a very popular and good train. The people of that area will be highly benefited by it.

Whether it is a question of Sarvodaya Express or Frontier Mail or Rajdhani or Dehradun Express, I request you to increase the quota of Kota city as 2-3 seats already provided are insufficient.

Similarly, the river Chambal flows near Kota city. A very Old Railway bridge, Railway track is built on this river. As the line has been doubled, I had demanded the constructions a footpath on the place near bridge by using sleepers. The people residing in 60 or 70 villages across the Chambal river reach Kota city either by Railway line or they have to cover a distance of at least twenty kilometer. If pavements are made by putting same sleepers on the remaining space then it will benefit the people including Railway employees residing there. I had written to the hon. Minister but got a negative reply saying that it is impossible because of double line. I say that the bridge is so small that double railway line is not possible there. The Railway Board officials mislead the hon. Minister by furnishing wrong information. I request you and also the hon. Minister to get the statements prepared by officers re-examined to know how wrong picture has been painted. In response to my letter he has stated that a double line will be laid on it. But how it is possible? When there is no space for the double line on that bridge. A pavement but not a railway line can easily be constructed on that 2-3 foot space. Therefore, such replies should not be given to the Members of this august House on behalf of the Ministry.

Further more I may state that A.C. First Class Coach is already there in Dehradun Express but A.C. Class II Coach has not been provided. So I request you to provide a A.C. Class II Coach in the aforesaid train as being demanded by the people of that area.

Kota station should be included in the list of Model Stations. There is Lakher Industrial town between Kota and Sawai Madhopur which has a population of thirty

thousand. Its platform is in deplorable condition. Sheds have also not been provided. I request you to provide sheds and other necessary facilities on that station as it is a very big industrial city.

I have praised you and also have stated other things hoping that you will pay attention to my suggestions. May God bless both of you, junior and senior drivers for the proper functioning of Indian Railway.

**\*SHRI MANIKRAO HODLYA GAVIT** (Nandurbar) : Mr. Chairman, Sir, I would like to speak in Marathi. Please permit me to speak in Marathi. At the outset I would like to heartily support the Railway Budget for the year 1988-89. I congratulate the hon. Railway Minister and the officials of his Ministry for taking up new programmes for implementation this year. This year the railways have undertaken a very good programme of plantation of trees on either side of railway tracks in a big way.

A special feature of this year's budget is starting of 8 new trains and increasing the frequency of many trains. This will provide a great relief to thousands of passengers. I thank the hon. Minister for taking this step in the interest of travelling public.

Sir, I come from a tribal area of Maharashtra and I also belong to a tribal community. Therefore, I would like to raise some of the genuine and long pending grievances of the tribal population of this area and the problems which they are facing regarding train services on Surat-Bhusaval section. I hope that hon. Railway Minister will sympathetically consider their problems.

I have been demanding from last two years to attach a 2-tier or 3-tier bogie to 113 Up and 114 Down trains and Indo-Bombay Express at Amalner and Surat Railway Station respectively. This will enable the passengers from Gujrat and peoples' representatives to reach Bombay easily. Many merchants who have to go Bombay often will also be benefitted if this measure is taken. I request the hon.

Minister to accept the long standing demand of the people of this area.

It also demand that all the four South bound trains should be provided a 2 minute stoppage at Dondaicha, Pondaicha is an important commercial centre. Last year Dondaicha Municipality supplied water to railways. I therefore request that all the four trains from Ahmedabad to Trivendram, Cochin, Hyderabad and Madras should be provided a halt at Dondaicha and reservation quota of at berths and seats should be sanctioned for this railway station. There is a sugar factory and starch factory nearby. Therefore I request you to provide a two-minute halt at Dondaicha.

On Surat Bhusawal Section it is necessary to replace steam engines by diesel engines. Trains are running late by 3 to 4 hours as trains are running with steam engines. It becomes very difficult for the passengers to get connecting trains if the trains run late. Therefore only diesel engines should be used on this Section.

The electrification of Surat-Bhusaval Section has been sanctioned. But the work has not yet commenced. I request you to start this work early. I also request that wooden sleepers should be replaced by concrete sleepers on this Section.

I request that all the level crossings of Surat Bhusaval Section should be manned by gatemen round the clock. They should be provided accommodation by the Railways.

I am sorry to point out that first class bogies of passenger trains on Surat Bhusaval-Section are no longer attached to the trains. I request that all the passenger trains should be provided at least one first class bogie.

Dhule is the district headquarter. The reservation quota for Dhule is only 1 three tier bogie, 8 first class berths but it is very inadequate. In view of the long standing demand of the people the reservation quota should be stepped up to 2 3tier bogies, 1 first class bogie and 1 second class general bogie. If this demand is not met the people of this area may resort to agitation. I

[Shri Manikrao Hodlya Gavit]

request the hon. Minister not to allow the situation to take that turn and step up the reservation quota of Dhule immediately.

Goods trains carrying costly teak wood are stopped for two to three hours between Bhadbhunja and Songrh Railways Stations with the connivance of guard and engine driver and it is illegally carried to Surat and sold there. For the last two years the illegal sale of timber is going on. An RPF jawan detected this malpractice on 9th November 1987 and seized timber worth lakhs of rupees which was being transported to Surat for illegal sale. I had drawn the attention of the hon. Railway Minister who wrote to me that enquiry of this case is being conducted. But no action has been taken against that guard and engine driver who had connived to loot national property worth several lakhs of rupees. Immediate action should be taken against them. I demand that action should also be taken against all engine drivers and guards who had detained the goods train between those two railway stations during the last two years. Such a step alone will curb illegal felling of trees in the forests of this area.

The incident of chain pulling occurs on a large scale on Surat-Bhusaval Section. Mostly railway employees serving in PWIW department are involved in the cases of chain pulling as they are interested in stopping the train near their village but the travelling public is blamed for chain pulling. Therefore, the railways should warn the employees of its departments not to indulge in chain pulling and immediate action should be taken against those employees who are involved in the act of chain pulling.

Some people praise the meals which are provided in aluminium casseroles. Three food packets are now supplied to passengers which are to be thrown out after use. The price of thali which was Rs. 5 earlier has now been enhanced to Rs. 7 and the extra charges are recovered from the passengers. Lakhs of packets which are thrown every day amount to the loss of national property. I therefore request that this practice should be stopped immediately and meals

should be served in steel thalis only as it was done earlier.

The work of doubling of Surat-Bhusaval line is already sanctioned I request you to take up that work immediately.

Survey of Manmad-Dhule-Indore line which is a 20 year old proposal is still being neglected by the railway administration. I urge upon you to take up the survey of this line immediately.

An over bridge at Nardhana on Bombay Agra road has already been surveyed. This work also should be taken up soon and completed as early as possible.

With these words I thank hon. Minister and I also thank you for giving me permission to speak in Marathi.

[English]

SHRI ATAUR RAHMAN (Barpeta) :  
Mr. Chairman, Sir, I will not say that I have come to bury a ceasar. Mr. Scindia has been heaped with praises all along and he has inbuilt advantage of the Scindia Raj and he can carry wonderfully well amidst adversities in Parliament also. I find that the Railway budget has been very very carefully and cleverly drafted. When you find plus points on the right, you find minus points on the left. The effect is that when you go to the railway stations, you want to buy a ticket, you are told that ticket prices have gone up and things like that. Even railway freights on goods have gone up. Anyway, I won't ramble into the generalities.

I would like to draw the attention of the House to the very serious situation in north-east Assam so far as railways are concerned. The budget by itself, given by Shri Scindia is a sugar-coated pill. Shri Scindia has given us a few lollipops for which I must thank him. He has given us the assurance that the work on the railway bridge at Jogibhopa would start soon. I hope the earthwork from Panchratna to Guwahati will start simultaneously.

It is felt that trains in Assam arrive very late. That is not because of the fault of the running staff or the railways in the North-East but because of the lack of track,



I had submitted a petition, dated 10.4.87, cutting across party lines. It was signed by almost all parties. I don't know whether the hon. Minister of Railways has a copy of it. I have got a copy with me. This was sent through the Notice Office. Normally, Shri Scindia is very prompt in replying to letters but in this particular case, I have not received a reply from him. I think it is misplaced somewhere. It was signed by about 50 MPs from North-East, including West Bengal and Bihar. So, I would request him to look into this matter and see what could be done about double-tracking of the line up to Assam. I am told that already there is a scheme for double-tracking of the railway line up to Kumedpur. Beyond Kumedpur nothing has been done in the North-East. The railways are the umbilical cord to the North-East. Once it is snapped through natural calamities or by enemy action, the whole North-East will be put into jeopardy. That is the first point.

The second is about the oft-quoted demand for the extension of broad-gauge from Guwahati to Dibrugarh *v/a* Nowgong-Jorhat-Sibsagar. I would like to repeat this demand again in the House.

The other immediate demand is about the extension of the shuttle train presently running between Guwahati and Pandu. It could easily be extended from Sangsari to Panikhati. I am told that a delegation from Assam had come and seen the Railway Minister.

The next point is, of course, regarding the shifting of the railway line from the Guwahati city. I admit that there is no city on earth through which a railway line is not passed. But it is causing us a lot of dislocation. We must have east-and-west running roads at Guwahati. Guwahati is saturated with congestion of traffic. Cars run there bumper to bumper. Alternative roads are needed. Either you build over-bridges over 37 level crossings that we have or give us the reserve railway line, north of the railway line and south of the railway line to the State Government where we can build parallel roads along the railway. This is a suggestion which I think you would take into consideration.

The other suggestion is regarding the overcrowding of platforms. I don't expect the Railway Minister to go and watch the crowding on the railway platforms himself, but he can certainly send his officers to find out the position. There are occasions where 3 or 4 trains come in the same platform in Delhi. I suggest that if the Railway Minister cannot visit the stations himself, it is not possible also then he can instal TV sets on the railway platforms and see for himself whether what I am saying is true or not. In fact, I am voicing the opinion of almost all the interested Members.

The next suggestion is about the condition of carriages going to the north-east region. The condition is worse than any of the carriages in the country. Lot of people have told me that the carriages on other sectors of the country like the ones going to South India or the Western India are much better. How is it that the carriage position in the north-east could not be improved ?

The last point which I would like to mention is about the wireless communication as my friend from Rajasthan has mentioned. Wireless communication between the driver and the guard is indeed necessary. It is a very good suggestion. In these days of electronics these small facilities could be given to the railways and I hope this matter would be pursued.

This is all that I have got to say and I hope the Railway Minister would give the replies to the points that I have raised.

**DR. PRABHAT KUMAR MISHRA** (Janjgir) : Mr. Chairman, Sir, I rise to support and welcome the railway Budget. First of all, I would like to congratulate the hon. Minister of Railways, Shri Madhav Rao Scindia and the entire Indian Railway staff for their large contribution to the Indian Railways in obtaining a special position in the International World. The present Rail Budget has taken due care of providing relief to the poor masses of this country. I would like to draw the attention of hon. Railway Minister towards a couple of prominent issues instead of going into details,

[Dr. Prabhat Kumar Mishra]

Our hon. Railway Minister has always been charged of thinking about development in Madhya Pradesh only because he belongs to that State. I would like to explain the geographical position of Madhya Pradesh due to which all the trains going from Delhi to Bombay Delhi to Calcutta, Delhi to Madras or from Bombay to Calcutta have to pass through Madhya Pradesh because there is no other alternative. If you glance at the provisions made for introducing new trains in the present Railway Budget, one may find that only one new train has been provided to Madhya Pradesh. Despite this, if he is charged of favouring Madhya Pradesh then it is baseless. They level charges on the Minister in the House but whenever we demand a train in our area he repeats the charges levelled against him. This is nothing but irony of fate. I am representative of the area which has greatly contributed in the development of South Eastern Railway. It has highest track utilisation and the maximum goods trains transporting all types of loads, be it coal, iron or aluminium pass through these areas and the maximum revenue is earned from Bilaspur area which fall under South Eastern Railway. It is sorry state of affairs that whenever we ask for a train, the reply come that your track is not free, so how can a train be allocated. But here in the House and Parliament it is said that every demand of Madhya Pradesh is met. The hon'ble Member preceding me charged hon. Minister for seeing with Jaundice-eyes. But I would like to urge him not to see hon. Minister's works with a prejudiced mind. I do not agree with him that as Shri Scindia belongs to Madhya Pradesh, he favour that State.

As far as Jhansi and Gwalior Railway Stations are concerned, I would like to mention that they were constructed in British times and even betals are not available at Gwalior Station. The credit for cleanliness of this station goes to the residents of Gwalior. It is possible that, only Marble Stones may catch their eyes but it is not so. Sir, in brief I would like to congratulate Shri Scindia and the Railway staff for the achievements of

Indian Railways in the international world. It is a matter of pride for us. The Department of Railways have achieved success in different fields viz. modernisation, safety plantation, etc., etc. which must be appreciated.

I would like to draw attention towards some points. Utkal Express which goes from Nizamuddin to Puri passes through eight States. Several people including many Members of Parliament travel by it. My demand is to increase amenities in this train and its speed should also be increased. Besides, a first-class air-conditioned bogie should also be attached to it. I would like to tell you that last year hon. Minister had visited our Bilaspur area and announced that Korba is a big industrial city. I would request him to get the Rail head from Korba to Champa electrified. If that is done then we shall not ask for a new Railway line. It will be very good if a small line is provided to connect Korba with Bilaspur, the district headquarter of railway because Korba is a very big industrial city. I am not asking to provide a new train in my area, as every member of Parliament demands a new train not only in his area but also in the headquarter of his constituency. But I would say that if some adjustment could be made in the existing trains, some may be extended to certain distance, distance of some may be reduced and some trains may be connected to other trains then definitely there will be no need for a new train. For example, if G. T. Express going from Delhi is connected to Bombay Howrah Mail at Nagpur Station then there will be no difficulty in going to Bilaspur or Calcutta and this connection work can be accomplished in a short time. It will provide us additional facility and there will no need for a separate train. Only some adjustment is needed in this situation. In this context, I want to say that if the Bilaspur-Shahdol Shuttle is extended upto Korba, a new train need not be introduced on this route. It entails extension only upto a small distance. Similarly there are many trains which can derive much benefit if they are slightly re-routed or extended. All South-bound trains run via Nagpur. If some of these trains are routed via Katni-Bilaspur-Raipur and Waltair, a new service can be availed of by the people of that area.

Sir, I want that the survey being conducted for the Bilaspur-Mandla-Jabalpur railway line should be completed quickly. This is a very old route of the Indian Railways and its first survey was carried out during the period of British rule. Many hon. Members want that the metre-gauge lines in their areas to be converted into broad-gauge. I suggest that the metre-gauge lines rendered surplus after their conversion in those areas be laid in our area. Development or expansion of the Railways creates an employment potential. When a particular area sees a growth in its railway, the people of that area expect more employment opportunities to come their way. Therefore, railway employees in that area should be promoted and fresh recruits should be inducted into service. I feel that there are some issues which hardly come to the notice of the hon. Minister. If the facilities extended to passengers in the past are withdrawn, they are put to trouble. For example, book-facilities at Bilaspur for the Bombay-Howrah Mail, which runs *via* Champa and Raigarh, have been withdrawn.

With the closure of booking facilities, not only the passengers are put to much inconvenience but the Railways also stand to lose some revenue. So both parties lose in the process. I request the hon. Minister and officials that before taking any decisions, they should take into account their far-reaching consequences. I request that booking facilities at Bilaspur for the Bombay-Howrah Mail running *via* Bilaspur-Champa-Basti-Raigarh to Calcutta, be restored.

In view of increasing traffic, gates are required to be provided at railway crossing so as to reduce the incidents of accidents. Roads in the railway colonies situated in the vicinity of railway stations must be repaired. Efforts should be made towards providing better health facilities to railway employees.

I am grateful to the hon. Minister for kindly according the approval for setting up a Railway Station at Kurga in my area. Many of the problems faced by people can be sorted-out at the D. R. M. or General Manager Level. But these officials adopt an unco-operative attitude and turn a deaf

ear to grievances brought to their notice. This forces us to raise these issues in the House and waste the valuable time of the Parliament. As my hon. colleague, who spoke earlier, said that many letters were received relating to minor demands and asking for better public facilities by those officials. Due to their adamant attitude, these officials do not bring the matters to the notice of the Minister and send their replies at their own level without caring about the long-term effects and as a result thereof, we have to raise such trivial issues, be it regarding level crossing, installation of gates or repairs of roads adjacent to railway stations, in the Parliament. I want that letters written by Members of Parliament should be dealt with seriously. I do not think it proper to let these letters be disposed of at the official or bureaucratic levels only.

Last time an hon. Lady Member had raised the matter of a rape committed in a railway compartment. It is a matter of serious concern that a number of passengers of Air-Conditioned and other higher classes consume liquor while travelling in trains. Passengers who do not consume alcohol feel uneasy while travelling in these classes. The railway authorities should give this matter serious thought.

The security guards in waiting-halls at railway stations are found sleeping during duty-hours. I personally got down at South Eastern Railway's Baleshwar Railway Station at 01.30 a.m. and saw the security guards dozing off. While the lawmen take a nap, the safety of passengers, especially women, is threatened. This matter should be looked into. Railway employees should not misuse the facilities provided to travellers. I should also ask for an improvement in waiting-hall amenities. The increase in the rate of passenger movement calls for an increase in the number of waiting halls.

Timing of the trains is required to be scheduled in a manner that they connect each other as passengers travelling over long distances should find it easy to board connecting trains on route.

The Planning Commission should be impressed upon to allocate more funds for the Railway because whenever Railways

[Dr. Prabhat Kumar Mishra]

come up for discussion, every hon. Member wants railways in his area to grow. The Planning Commission should provide more funds to the railways. Otherwise the railways will be unable to develop at a rapid pace.

I congratulate the hon. Railway Minister and the entire family of rail employees. I welcome this Rail Budget, and once again invite the kind attention of the hon. Railway Minister to the problems faced by my area.

SHRI MANOJ PANDEY (Bettiah) : Respected Mr. Speaker, Sir, I welcome the surplus Rail Budget for the year 1988-89. Without taking up much of the House's time I want to place some suggestions before the hon. Railway Minister.

Our hon. Railway Minister has given a lot of thought to the betterment of passenger amenities; I want to say a words on passenger amenities. There are two aspects to passenger amenities—firstly the facilities made available to passengers at railway platforms, and, secondly the facilities made available to passengers on-board the trains. Except under a Railway Ministry notification, nowhere has the term 'amenities' been clearly defined. Neither has any bill been introduced in this House to tell us as to the difference between facilities provided specially for passengers and the facilities which are provided just because of an extension of the railway establishment. There are some amenities which are accounted for in the passengers' head but are in reality they form part and parcel of the railway establishment. This item should be counted as part of the railway system as a whole. I would like to clarify my point further. If a shed is constructed over a railway platform, it is counted as a passenger amenity and expenditure incurred on it is debitted under passengers' amenities head. Then the Government says that Rs. 18 crores are to be spent towards provision of passenger amenities. My contention is that providing sheds is a part of the normal railway establishment work. There is no question of a shed being an amenity for passengers.

[Translation]

Similarly installation of hand pumps for drinking water is treated as passenger amenities. Will you include provision of drinking water at platforms in passenger amenities? The Hon. Minister is therefore, requested to elucidate this point. These are some points on which collective discussion is required. I would request to have a debate on passenger amenities in the House so that we could express our views on the subject. In reality what are the passenger amenities? Till to date we have not specified as to what passenger amenities mean. To my mind, a bill should have been brought forward to this effect. All of us must think over this issue seriously, at least I think so.

Even today, one third of our track is metre gauge. Will we be able to convert this metre gauge into broad gauge by 1995 or 2000 A.D.? I think some difficulties are likely to come in fulfilling this task and due to shortage of resources much time will be required. In the face of such a gigantic task of conversion of 19 to 20 kilometers long metre gauge into broad gauge, I doubt whether we will be able to do this work, because we are to provide other facilities also to the passengers. We are also to increase the speed of trains, introduce Diesel Locomotives and undertake electrification work. In view of all this, I have some doubts. In this House, most of the hon. Members only demand conversion of metre gauge into broad gauge. Therefore I suggest that modernisation of metre gauge itself may be made.

I felicitate the hon. Minister for Railway for placing the order for metre gauge coaches also. Some new coaches are being built and a lot of advancement has also taken place in the manufacture of Diesel Locomotives for metre gauge. I believe if the money required for converting metre gauge into broad gauge is utilised for modernisation of metre gauge, and if the same facilities are made available to the passengers in metre gauge also, as are available to the passengers in broad gauge, a lot of problems can be solved automatically.



My third suggestion is very important and I believe the hon. Deputy Minister in the Ministry of Railways would definitely think over it. It is like this, Railway Board play an important role in the Ministry of Railways. At present, Railway Board is represented by officers from almost all disciplines of engineering section, who are doing good work, there is no doubt about it. I also praise them. I also associate myself in praising the officers of Railway Board and the railway employees as a whole, who comprise 18 to 19 lakh, for doing good work but here I would like to emphasise one thing. There is a case for slightly reconstitution of Railway Board. Two to three disciplines have failed to get representation in the Railway Board, for example Railway Doctors. Railways in itself is a big organisation and in order to provide medical care to 18 lakh railway employees and their members of their families, totalling about 1.5 to 1.75 crore in number, as many as 3400 to 3500 doctors have been employed by Railways who continue to work on adhoc basis for the last 15 years. I raised this issue while speaking on the last year Railway Budget also and demanded to stop this adhocism in the matter of appointment of doctors, if they cannot be absorbed on regular employment in Railways, why do you appoint them? When you can't link yourself with doctors, what is the fun in appointing them? If there is no need of doctors in the Railways, if only engineering section can manage the shows, you should run engineering section only? But when you feel their necessity also and you have set up Cancer Institute and Sophisticated Cardiology Centre, why doctors are being accorded second class citizenship in the Railways. They must be given representation in Railways Board. The need for this is highly felt by me. There is wide discontentment among doctors of Railways as their demands are disposed of at the DG level itself because there is no officer above DG level who could listen to their grievances. If a member happens to be happy with the staff, he will refer their cases to CRB, so I request to appoint a Member, Medical in the Railway Board. To my mind, store and security, store and materials is also a very important subject therefore a post of Member Inventory or

Member Store should also be created and thirdly security is a very important aspect. We have been persistently demanding in the House, a post of member security and safety should be created in the Railway Board.

So I request creation of three posts of Members to look after these three departments.

I would like to say few words about RPF which is a very important branch. There are two kinds of RPF forces. RPF is responsible for safety of Railways properties while at the same level you have made the arrangement of GRP whose 50 per cent expenditure is borne by Railways. As the hon. Members are aware, GRP, in fulfilling its important role, largely comes in contact with state Governments . . . . . wherever law and order problem arises, GRP personnel are also assigned to law and order duty, thereby leaving little time for them to look after Railways affairs, so people are not getting the facilities from GRP as it were expected from them. I would like to inform the House that a bill named Railway Properties Special Offences Bill, 1976 was to be introduced on the recommendation of several committees appointed between the period from 1952 to 1976, but no information has been made available to us about that Bill till to date. I request the hon. Minister of railways to say few words about the proposed Bill while replying. The hon. Minister of Railways is aware of the importance of Bagaha-chhitauni Railway Bridge, the little I speak more he will understand about the importance of the bridge. Therefore I request the hon. Minister of Railways to look into the suggestions I have given and also think over constructing Bagaha-Chhitauni bridge.

With these words I conclude.

14.56 hrs.

[MR. DEPUTY SPEAKER in the Chair].

SHRI AKHTAR HASAN (Kairana) :  
Mr. Deputy Speaker, Sir, I rise to support the Railway Budget and support it with core of my heart. This is a very

[Shri Akhtar Hasan]

good budget and will benefit the poor at large. The relief offered to the families of persons killed by extremists is praiseworthy. The concession given to students is also an important step because future of the country depends on students. These are the rising stars of the nation on whom the future of the nation rests. Introduction of new trains is also a welcome step. But I would like to make few suggestions for consideration of the hon. Minister of Railways.

My first suggestion is this that the students be exempted from purchasing of platform ticket. My second suggestion is this that there is no express train from Delhi to Saharanpur via Shamli and the existing train running on that section has outlived its utility. It seems that it is not in the records of the Ministry. Railway crossings all along the route do not have gates. On first January, three people were killed there in a road accident at the crossing. What was the cause of it, I do not know. So, I especially request the hon. Minister of Railways to provide gates at crossings and introduce one or two express trains on this section. The passenger train runs at present only in the night, during day time not a single train runs. It would be very good, if a train is started which may run between Saharanpur and some stations from Delhi in day time. Through Shamli town, traffic coming from Delhi, Haryana and Bazar of Haridwar passes. whenever a train stops, traffic is jammed for a mile or so as there is a Sugar Mill nearby. Many vehicles get caught in the traffic jam, providing little way to the pedestrians. There are two railway crossings there and it would be very good if a railway overbridge is constructed at one of them.

15.00 hrs.

[English]

DR. V. VENKATESH (Kolar) : Thank you very much, Mr. Deputy-Speaker. With great pain and agony I have been waiting for this debate.

Today, unfortunately there are 20 pending projects in Karnataka of the Railways. Today, why are we agitating? You may

not mistake us, because the disparity existing today in Karnataka is very wide and the people have already decided to boycott the Indian Railways in Karnataka. The fact is today the money spent by the Central Government for the Railways in Karnataka is only 3.3 per cent. In comparison to the neighbouring States, it is about 17 per cent.

SHRI SOMNATH CHATTERJEE (Bolpur) : Which neighbouring States?

DR. V. VENKATESH : Tamilnadu, Andhra and Kerala.

SHRI SURESH KURUP (Kottayam) : Not Kerala.

SHRI SOMNATH CHATTERJEE : Only Tamilnadu.

DR. G. VIJAYA RAMA RAO (Siddipet) : And Maharashtra, not Andhra.

DR. V. VENKATESH : Today there are only 14.75 km of railway line per thousand Kilometres, as compared to the neighbouring States where it is 35 to 40 kilometres per thousand square kilometres.

PROF. MADHU DANDAVATE (Rajapur) : In London it is far higher.

DR. V. VENKATESH : I will tell you. As far as the travellers are concerned only three lakh people per day travel by train whereas 45 lakhs are travelling by road transport. Therefore, all my agitation is not at all affecting the Karnataka people, even though I am obstructing the Railways, nobody is travelling in those railways. They have already forgotten.

MR. DEPUTY SPEAKER : Your Karnataka is a very advanced State.

PROF. MADHU DANDAVATE : Because it is a non-Congress State.

DR. V. VENKATESH : Before independence 2775 kilometres of railway lines were there in Karnataka. After independence, it has just increased to 2877 kilometres, that is, hardly 102 kilometres have been added after 40 years of independence.

SHRI SOMNATH CHATTERJEE : How much in Tamil Nadu?

**DR. V. VENKATESH :** I will tell you.

One more point. Because the integration of Karnataka has taken place, before integration of Karnataka, we were far better, the whole of Karnataka area. That means, before independence and during the British time we were far better. After integration, it has been reduced to one per cent. This is the pathetic story, railway story in Karnataka.

**PROF. MADHU DANDAVATE :** This is the price paid for integration.

**SHRI SOMNATH CHATTERJEE :** You have got the Maharajah also.

**DR. V. VENKATESH :** That is why all the people in Karnataka were agitated and they have been forcing me to spearhead this agitation. As a result I lost one rib. Yesterday also I mentioned this. But the Railway Minister with his indifferent attitude said that it is not possible. I am telling you. The Karnataka people are watching in the State and this is the second phase of the railway agitation where I have sustained this injury. The third stage will be when we will boycott the Railways. Therefore, I should not be held responsible. The Ministry is going to be held responsible for this.

**SHRI SOMNATH CHATTERJEE :** Wipe out the Congress.

**SHRI SURESH KURUP :** Along with the railways.

**DR. V. VENKATESH :** This is the second phase. The first phase was started on the 19th of last month.

**MR. DEPUTY SPEAKER :** Put your demands.

**DR. V. VENKATESH :** I am telling the facts. It started on the 19th. It was a very peaceful demonstration throughout Karnataka and another agitation we started on the 6th, before this Railway Budget started, just to highlight the facts and bring them to the notice of the Minister who is sleeping. Just to wake him up this second stage of agitation was started. What is the price we paid for it? They have sanctioned only 8 crores, Only Rs. 8 crores!

**SHRI SOMNATH CHATTERJEE :** only Rs. 8 crores!

**DR. V. VENKATESH :** I am just comparing. Of course, the entire South is neglected. But I am just comparing with the neighbouring States. Out of this Budget, Kerala has got about rupees seventeen crores, even though it is a small State, Tamil Nadu has got about rupees Twenty seven crores and Andhra Pradesh has got about Rupees thirty five crores.

**PROF. MADHU DANDAVATE :** Karnataka and Maharashtra are put on par.

**DR. V. VENKATESH :** Sir, as a Parliamentarian, I have got a special responsibility. Today we are talking about the integration of the nation. When such disparities are still existing now, how can you expect real integration. The entire Karnataka people are watching it and they are very much agitated. Even if I become a Railway Minister, it is impossible to rectify the disparity within a year. But I am asking a small favour that the Railway Ministry make use of his wisdom and come out for a separate, South Western Railway Zone. The Railway Reforms Committee had already recommended for it in order to provide better facilities and amenities to the passengers. But, so far, the Minister is sleeping over this issue. My minimum demand is that they should come forward to establish a separate South Western Railway Zone and also other zones in other States. I cannot go back to my State with an empty hand. I have already sustained injuries. I do not want to go back to my State without the assurance from the hon. Railway Minister for the establishment of a separate South Western Railway Zone. If the Minister comes out with a negative answer, I would not go out of this House and I will sit in *dharna* in this House itself.

**SHRI V. SREENIVASA PRASAD (Chamarajanagar) :** Sir, I rise to support the Railway Budget.

I would like to draw the attention of the hon. Minister to the long standing demands of our State. Though we had five Railway

[Shri V. Sreenivasa Prasad]

Ministers, four Cabinet Ministers and one State Minister, from our State, we were not benefited much. In the recent past Karnataka State has been neglected totally. Even in this Budget, the allocation made to the Karnataka State is very poor. For example, the broadgauge conversion project between Mysore and Bangalore has been taken up in 1979, and this time you have provided only about Rs. 6.6 crores. I think, we require about forty crores of rupees for completing this project. If we go by this rate, it will take another fifteen to twenty years for completing this project. I also request to extend this broad gauge conversion project upto Chamarajanagar. Later on, I am going to speak about Chamarajanagar-Mettupalayam conversion project. By giving this small amount, the progress is not going to be achieved as we expect.

The per capita investment in respect of Karnataka is very meagre so far as Railways are concerned. Therefore, allocation of more funds is necessary for removing the existing disparities and for modernisation, conversion and upgradation.

In Karnataka no new project has been taken up. Yesterday, I raised the question of Chamrajnagar-Mettupalayam railway line. But the Minister's reply was in negative. Actually this is not a big project. It is only a missing national link. I made it clear yesterday. This can be the centre of three States—Tamil Nadu, Kerala and Karnataka. Even the people of Kerala and Tamil Nadu can pass through this line. It can save 10 hours and the distance can be reduced by 150 to 200 kms. The people of Mysore District can go to Coimbatore through this link. At present, we do not have sufficient transport facilities. This link will be a great boon to the people of that area. In view of this, I request the hon. Minister to link up Chamrajnagar Mettupalayam.

Construction of Miraj-Bangalore railway line is a long standing demand of the people of my State. If you take up this project this will cover a large area of Karnataka upto Maharashtra border. This will really be of great benefit to the people of Karnataka.

The work on the West Coast line i.e. Apta-Mangalore has already started from Apta. I request the hon. Minister to start the work simultaneously from Mangalore side also so that the work can be completed at the scheduled time.

Hubli-Karwar line is also a very important project. Keiga Atomic Energy Complex is coming up there. 'Seabird' naval base is also coming up there. In view of its importance, this project should also be taken up.

The Railway Workshop in Mysore is the oldest workshop in the country. It was started in the year 1920. Since then it has not been developed. In Karnataka, particularly in Mysore, there is no labour unrest. There is infrastructure available, but nothing has been done to upgrade this workshop. Sometime back, I demanded that the diesel component manufacturing unit should be given to upgrade this workshop. But that was not considered. I request the hon. Minister to do something in this regard.

Finally, my hon. friend talked about the south-western zone. The Railway Reforms Commission has recommended in 1982 for the creation of four new zones and south-western zone was one among them, with Bangalore as its headquarter. To provide better service to the people and for monitoring purposes also, this zonal office at Bangalore would be an ideal one. In view of this, I request the hon. Minister to consider it and give it the top priority.

[Translation]

SHRI TAPESHWAR SINGH (Bikramganj): Mr. Deputy Speaker, Sir, I rise to support the Railway Budget. Hon. Shri Scindia has presented a very wise Budget. Every care has been taken to provide comfort and safety to passengers. Concessions in fares have been granted to students and Defence personnel and the freedom fighters have been given the facility to travel by first class for yet another year. I want that this period should be extended. I am not saying that they should get it for life but it should be extended by 3 years so that these, who sacrificed everything for the country and only a few of such people are now



alive, and that too they are at the fag end of their lives, are able to tour the country and visit places of pilgrimage.

I would also like to thank the Hon. Prime Minister for appointing a person like Shri Mahabir Prasad as Deputy Minister to assist Shri Scindia and I will urge him to reconsider the hike in passenger fares.

Mr. Deputy Speaker, Sir, I want to draw the attention of the hon. Minister, through you, to my own home state Bihar and my constituency. I was elected to this House in 1980 and since then I have been demanding the restoration of the 62 mile long light railway line between Arrah and Sasaram on which 8 pairs of trains used to run in up and down direction but during the Janata Rule it was dismantled and permission was given to the Martin Light Railway Company to wind up every thing there. Consequently, the entire property of the railways was sold out including the lines and the coaches. About 20 to 22 stations between Arrah and Sasaram are still there.

[English]

PROF. N. G. RANGA (Guntur): Even the land was sold out.

SHRI TAPESHWAR SINGH: No, land is not sold out. Land is still there because it is Government's land managed by the District Board.

[Translation]

Subsequently, hon. Shri Kamalapati Tripathi, when he was made Railway Minister in 1980, had announced that this line would be restored and a survey was also conducted in this regard. The successive Railway Ministers namely, Late. Shri Kedar Pandey and Choudhari Bansi Lal also made the same announcement in the House. I have been repeating my demand year after year. The survey has already been conducted and negotiations for acquiring separate land have been held. But it has not been cleared by the Planning Commission so far. It is being shelved on the plea that the project is not viable. This line was originally laid down by the British in 1905. Our area is thickly populated and is considered to be the granary of Bihar. Foodgrains are

sent even outside Bihar to Bengal and other States from here. Coal is also transported in substantial quantities. But, so far neither land has been acquired nor any work has been started. Hon. Shri Scindia is a young, dedicated and devoted Minister. Hon. Shri Mahabir Prasad is also present here.<sup>3</sup> Out of the 62 miles of that railway line, 50 miles lie in my constituency, I am not making any new demand. People of my area used to travel by rail for 7 or 8 stations on that line. Shri Dandavate is not here at present. He was the Railway Minister during the Janata days. It was he who had granted permission to Martin Light Company to wind up. That line was maintained with the joint efforts of the Central and the Bihar Government. But now it has been wound up. I am only demanding the restoration of that old line. I want our railway line to be restored. It is a very important question in relation to my constituency. Whenever I address a public meeting there, I am always asked as to what has been done about the restoration of that line and whether any action has been taken regarding the proposal to change that narrow gauge line into a broad gauge one. I would like to urge upon you to pay urgent attention to it. Our Dalmia Nagar is an industrial town. The Neelanchal Express passes through it and through the entire district but it has no stoppage anywhere in the district. Therefore, I demand that a stoppage should be provided at Dehri-on-Sone for Neelanchal Express. With these words I conclude.

SHRI MAHABIR PRASAD YADAV (Madhepura): Mr. Deputy Speaker, Sir, I support the new Railway Budget. I know the compulsions of hon. Minister under which he has to increase passenger fares and freight charges. But in view of the drought and floods conditions in the country, at least II class fares should not have been increased now. By feeling pity for poors, the hon. Minister should withdraw this proposed hike in passenger fares and freight charges. I have been just now listening the Members from Southern States which are under non-Congress rule. They alleged that their states have been ignored by the Railway Minister, though somewhere an amount of Rs. 25 crore and somewhere an amount of Rs. 8 crore have been provided. But Bihar which is next only to Uttar Pradesh

[Shri Mahabir Prasad Yadav]

in regard to population has been totally ignored. Only one express train has been provided between Samastipur and Jainagar and one Superfast train between Muzaffarpur and Chapra. This is the case of Bihar.

Mr. Deputy Speaker, Sir, Shri Lalit Narain Mishra died in a bomb blast. He had envisaged the laying down of three railway lines. One was between Hasanpur and Sakari, the other between Bihariganj and Simri Bakhtiyarpur and the third between Darbhanga and Samastipur and another between Madhepura and Singheswarsthan. Once he had said that he would travel by train from Madhepura to Singheswarsthan on his next visit on the occasion of Shivratri Mela at Singheswarsthan but unfortunately he lost his life. I urge the present Railway Minister to fulfil at least some of the dreams of Late Shri Lalit Narain Mishra. From Bihariganj Simri Bakhtiyar to Udakishanganj covers a distance of at least 8 kms. and it is very backward area. If a 8 km long line is laid here it will benefit a great deal. Mr. Deputy Speaker, Sir, the people of Saharasa in order to reach Nirmali have to go via Samastipur which means that they have to cover a distance of 200 kms. If a bridge is constructed between Saraigarh and Nirmali, then this distance can be shortened as there will be a direct link. I and hon. Shri Chandra Kishori Singh have been demanding for the construction of at least one bridge but the hon. Minister of Railways has not heeded to our demand. Once again, I urge upon him that at least one bridge between Saraigarh and Nirmali be constructed. The land is already there, the construction of the bridge will enable the railway line to be laid and which will provide considerable relief to the people.

I fail to understand as to why two trains are being combined into one train. Earlier, Janaki Express and Kosi Express used to be two different trains but now they have been combined into a single train. Whether you feel it or not, but this is creating quite a lot of trouble for the people of that area. I have no objections even on combining two train, but you should at least provide a diesel engine for it. The passenger train on the Joghani Katihar line

is provided with a diesel locomotive. The afore mentioned train can also be provided with a similar engine. We have persistently making demands in this connection for a considerable long time, but the Railways administration turned a deaf ear to it. If it is hauled with a diesel engine, a great deal of time could be saved.

Now I want to bring to your notice yet another surprising fact. There is a train named North East Super fast (9021 UP/922 DN). Distance between Barauni and Katihar is only 178 kilometres but on account of the looseness in timing, this train takes 5 hours to cover this distance. This train is stationed at Patna, Barauni and Katihar junctions 45 to 60 minutes before its arrival, thereby a lot of time is wasted at these stations. If the excess time given to this train is saved, then the people will be able to reach their destination within 3 hours. I want to draw the attention of the hon. Deputy Minister who is my name sake to this matter and request him to pay attention in this direction and bring about appropriate changes in time.

The timings of Magadha Express have been stipulated in such a manner that it starts from Patna at 19.45 hours and reaches Delhi at 1.00 hrs. If a slight change is made in the timings, that is, if it is made to start somewhat earlier, around 17.00 hours, then it will reach Delhi by 10.00 easily. It will not only help the Members of Parliament but will benefit other passengers as well. As such, this train starts at 17.00 hrs. here and reaches Patna at 10.00 hrs. We have raised this point several times in our zonal meetings but the Railway Ministry is not paying any heed to it. I want that in the larger interest of the people, the Railway Minister should consider my suggestion.

Whenever the Manasi-Saharasa line gets damaged due to flooding of the Kosi river, or because of excessive rainfall, a temporary bridge is constructed or earth is filled in to restore the line and this has become an annual feature. These measures are taken every year and every year they are washed away. The Railways have to incur substantial expenditure in this regard and which is wasted. I want to make a suggestion that a permanent bridge should be construct-

ed in place of the temporary one. It will not only save the expenditure which is incurred every year, but will also benefit the people of that area. Secondly, there is a proposal to lay a new railway line in place of abandoned Sahrasa-Bajjnathpur direct line. Consequently, the people from nearby areas have illegally occupied land belonging to the Railways around that line. I want to submit to the hon. Minister either to get that land vacated or realise the cost of land from them.

The timings of the capital Express 45 Up and 46 Down running between Danapur and Katihar have been changed. It is putting the passengers from Patna into great inconvenience because it is breaking the link at Khagaria, Manasi for Sahrasa bound passengers. I want that the hon. Railway Minister should pay attention in this direction and bring changes in the timings of this train.

[English]

SHRI E. S. M. PAKEER MOHAMED (Mayuram): Mr. Deputy-Speaker, Sir, I rise to welcome the Railway Budget presented by the hon. Railway Minister for the year 1988-89. This is yet another surplus Budget presented by our Railway Minister, Shri Madhavrao Scindia.

The expansion of Railway activities touched a new hall-mark when they introduced 94 new trains. Trains connecting the Southern State capitals with the national capital have started running daily. The people of Tamil Nadu are specially thankful for this.

I welcome the computerisation of reservation facilities.

I request the hon. Minister to make the services of Khalasis regularised and make them permanent in the Railways. Khalasis are poor people. They must be helped and the Railway Minister must do the needful immediately.

Janata Express Trichy-Madras which stopped running for the past six months should be restored. People in Kumbakonam area are suffering. Traders are also suffer-

ing. An Express train from Trichy to Madras via Kumbakonam should also be introduced. There must be adequate coaches in that train. Air-conditioned coach should be added to Chengottai and Rameshwaram Expresses.

With these words, I conclude.

15.31 hrs.

# COMMITTEE ON PRIVATE MEMBERS' BILLS AND RESOLUTIONS

## Forty-Eighth Report

[Translation]

SHRIMATI USHA RANI TOMAR (Aligarh): Mr. Deputy Speaker, Sir, I beg to move: "That this House do agree with the Forty-Eighth Report of the Committee on Private Members' Bills and Resolutions presented to the House on the 9th March, 1988."

[English]

MR. DEPUTY SPEAKER: The question is:

"That this House do agree with the Forty-Eighth Report of the Committee on Private Members' Bills and Resolutions presented to the House on the 9th March, 1988."

The motion was adopted

15.31½ hrs.

# ESSENTIAL COMMODITIES (AMENDMENT) BILL\*

[English]

SHRI K. S. RAO (Machilipatnam): Sir, I beg to move for leave to introduce a Bill further to amend the Essential Commodities Act, 1955.

MR. DEPUTY SPEAKER: The question is:

"That leave be granted to introduce a Bill further to amend the Essential Commodities Act, 1955."

The motion was adopted

\*Published in gazette of India Extraordinary, Part II, section 2, dated 11.3.1988.