

(viii) Need to give recognition to medical practitioners who do not have M.B.B.S. or M.D. degrees.

SHRI SRIHARI RAO (Rajahmundry): The number of Private Medical Practitioners in the country in villages and in poor localities of towns and cities who safeguard public health by practising allopathy on the basis of their experience, is about 3.5 lakhs. In this country, where even the consultation fee of an MBBS doctor is not less than fifty rupees, these practitioners serve the poor and are easily available all the 24 hours.

Although, these doctors do not possess any degree/diploma, their long experience in medical science is their qualification. In acknowledging this, our first Prime Minister Pandit Jawaharlal Nehru has said:

“Degree and diplomas have their own place but experience is no less than a degree.”

such experienced doctors have however, nor received any recognition so far. While the Indian Medical Council Act, 1956 was under consideration, a section of the legislators was of the view that section 15(2) of the Act may not be made applicable to such doctors and accordingly they may not be prosecuted for practising in medicine. Qualified doctors having degrees, do not agree to go to villages and people there die in the absence of any doctors.

I, therefore, urge upon the Union Government to frame an Act and give permission to practise in medicine to all such doctors who have 10 years experience with an MBBS/MD doctor.

12.55 hrs.

(RAILWAY BUDGET, GENERAL DISCUSSION—(Contd.)

[English]

MR. DEPUTY SPEAKER: The House will now take up further general discussion on the Budget (Railways) for 1989-90. Shri Kali Prasad Pandey.

[Translation]

SHRI KALI PRASAD PANDEY (Gopalganj): Mr. Deputy Speaker, Sir, I want to express in brief my views on the Railway Budget for the year 1989-90 presented by the hon. Railway Minister of State.

Mr. Deputy Speaker, Sir, there has been a very strange coincidence in regard to this Railway Budget. I mean to say that the letter 'M' comes in the beginning of the names—Madhav and Mahabir but I would not like to take the name of any such region beginning with this letter because while linking Gorakhpur with Madhya Pradesh, Shri Mahabir Prasad has not been kind enough to connect by rail link the adjoining region of Chhapra, Seewan and East as well as West Champaran, from where Gandhiji had initiated his movements. From

all the data given in this Railway Budget, it is obvious that no train has been provided for these places. I am happy that Shri Scindia has taken steps to link Madhya Pradesh with other parts of the country. I don't have any objection to that but I do have an objection to your neglect because you have never tried to know it whether there is any provision of a train in Chhapra and Sonpur though you belong to the adjoining area of my constituency and I also have a sense of belonging to you in that way. In this context, I would like to recite an Urdu couplet:

*"Mubarak ho khusiyan,
Game dil ki duayen le lein,
Bacha rakhi hain
biharwasiyon ne
ye duayen,
Yeh Vapha pyar ka le lo"*

All the hon. Members have mentioned that Bihar has not got even a share of 5 per cent in the development work of railways after independence. In the meeting of the Advisory Committee, you just escape with these words that the Chief Ministers of Bihar and Uttar Pradesh have not agreed to the construction of Chhitauri railway bridge. Shrimati Gandhi had laid the foundation stone of this railway bridge in the year 1974. Now it is your responsibility to get the bridge constructed. The marble stones, which were laid there, are still lying in desolate and the other material supplied for the purpose has been diverted to some other place.

Mr. Mahabir Babu knows it very well that there is acute shortage of trains between Chhapra and Devaria. I had demanded the conversion of narrow-gauge line between

Gorakhpur and Chhapra Via Gopalganj into a broad-gauge line. I agree that you have the scarcity of funds. Earlier 11 per cent of allocations was provided for the railways which has now been reduced to 6.9 per cent in the Seventh Five Year Plan. Whenever, Shri Mahabir Babu goes on a visit to Gorakhpur, people ask him as to what he had done for that area in the capacity of a Minister. he gives a reply to every question. Yesterday, when the hon. Minister was speaking here, some hon. Members had requested him to speak in simple Hindi. So often, we accompany Shri Mahabir Babu on his visit to Gorakhpur where we find that he has no reply to the questions of the people.

Electrification of several railway lines has been undertaken by the railways I would like to request the hon. Minister to provide us with at least some share of it.

At least, the rail section between Lucknow and Gorakhpur and that between Gorakhpur and Chhapra Sonpur should be electrified but no such provision for this purpose has been made in this Budget. Provision has been made for Bhatni - Banaras section but I want to know the exact time of the completion of the scheme. Although earth work and bridge work had been completed, but nothing was done about the track. Similarly, I demand that the radical changes would have been felt if Bhatni and Thane had been connected particularly with Gopalganj and Thane with Kosi Nagar.

Mr. Deputy Speaker, Sir, I would like to take one or two minute more than the time allotted to me to speak.

[Shri Kali Prasad Pandey]

My point is that a number of facilities have been provided to passengers by the railways but its utility will be there only when Shri Mahabir Babu makes this announcement that the A.C. coach attached to the Vaishali Express will not be disconnected at Gorakhpur and trains running from this region will not be held up in Gorakhpur. As a Minister, you belong not only to Gorakhpur but to the entire country. If every train is extended up to Sonpur and Chhapra-Barauni, it will be welcomed by all the people of Bihar. Today, it is the basic necessity of the day. Some people have alleged that Mr. Scindia did a lot for Madhya Pradesh but in my view, he has not done anything wrong in it. You might have seen that the Late Railway Minister, Shri L.N. Mishra also did a lot for Bihar but I want to know from you as to what you have done for Gorakhpur as a Minister. I have got a right on you, that is why I have been saying it. Although, the scheme of doubling the rail track has been taken up but in fact what measures have been taken in this regard. An announcement was made in the meeting of the Railway Consultative Committee that Gopalganj station will be declared a model station but its present condition is even worse than a scrap shop whereas Gopalganj is the district headquarter.

I would like to thank Shri Scindia for the efforts he has made during the last one year. If he is really interested in reforms, if he wants to see and that every officer should do his duty peacefully, then first of all he

should make changes in vigilance department. Those vigilance inspectors, who have their house in the region of Eastern Railways should be transferred therefrom. They are a problem for the station masters. I had made a similar request regarding the Siwana incident, but who will enquire into the matter. It is the vigilance officers who will conduct the enquiry into the matter. With these words, I demand that Gorakhpur-Chhapra narrow gauge line should be converted into broad gauge line. you should take immediate steps to provide a rail link between Bhatni-Benaras which are pilgrimage centres. Markets should be constructed on the vacant land of Railway Department so that the Department may have some earning from the vacant land. A factory should be set up at Muzaffarpur where 25 acres of Railway land is lying vacant.

Mr. Deputy Speaker, Sir, I thank you for the time given to me to speak. I thank the hon. Minister also.

[English]

THE DEPUTY MINISTER IN THE MINISTRY OF SURFACE TRANSPORT AND DEPUTY MINISTER IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (SHRI P. NAMGYAL): There are many hon. Members who want to participate in this debate. Therefore, I suggest that we may dispense with the lunch hour and continue discussion on this debate.

MANY HON. MEMBERS: Yes, Sir.

MR. DEPUTY SPEAKER: There will be no lunch hour today.

[Translation]

***SHRIMATI KESHARBAI KSHEERSAGAR (Beed)** Mr. Deputy Speaker Sir, I rise to support the railway budget presented by Hon. Railway Minister for the year, 1989-90. Communication is the backbone of the development of economy of the country. It leads to growth of industry and agriculture and contributes to the revenue of the Government. I would like to congratulate the Hon. Minister for formulating the railway budget keeping in view the interests of the common man and weaker sections of our society. One of the significant features of the budget is that there is no increase whatsoever in the passenger fares. The Hon. Minister deserves to be congratulated on that account. Some of the major highlights of the budget are concession of 25% in the second class fares for old persons of 65 years travelling the distance of 500 Kms. I request that instead of 25% concession 50% concession should be given to the old persons. I also request that the limit of 500 Kms. should be reduced to 250 Kms. We find that many young persons neglect their own parents and do not take them with them while they are attending a marriage or visiting a centre of pilgrimage. I thank the Government for coming to the rescue of the old persons and giving them this facility. I request that this facility should also be extended to the wives of the old persons even though their age is not 65. This will help the old persons to travel alongwith their wives.

I thank the Hon. minister for extending the concession of 50% in second class fares to the Arjuna and Dronacharya award winners and war widows. There is also no increase in the rates of seasoned tickets. Certain essential goods like salt, vegetables, fertilizers and edible oils have been exempted from the increase in freight charges. I congratulate the Hon. Railway Minister for giving this concession.

Now I would like to speak a word about my constituency. Sir, as you are aware Beed is the most backward district of Maharashtra. Every year 3 to 4 crores of people from this district go to other places in search of employment. Ahmednagar-Beed-Parali line has already been surveyed. I request you to allocate 5 crores of rupees in this budget and start the work of constructing this railway line.

The railway station at Parali does not have an overbridge. As a result many accidents take place at the level crossing. In Parali there is Thermal Power Station and as such there is lot of rush on this railway station. I request you to construct the overbridge at Parali railway station in order to avoid frequent accidents.

Parali and Aurangabad have already been declared as model railway stations. But so far the work of conversion of these railway stations into model railway stations has not started there. Parali is one of the most important place of Jyotirlinga. Thousands of pilgrims visit there every year. Similarly near Aurangabad the world famous

[Shrimati Kesharbai Ksheersagar]

sculptures of Ajanta and Ellora are situated. Lakhs of tourists visit this place. Presently both the railway stations are old and do not provide any amenities to passengers. It is, therefore, necessary to develop these railway stations into model railway stations at the earliest. I therefore request the Hon. Railway Minister to take necessary steps for developing these stations into model railway stations.

13.00 hrs.

The question of laying broad gauge lines in Marathwada is pending for the last ten years mainly due to inadequate budgetary allocations. I request the Hon. Minister to allocate at least ten crores of rupees and start the work of broad gauge line i.e. Aurangabad-Parali line. As the budgetary allocation is very poor the work is not progressing, I request you to allocate at least 25 crores of rupees and start construction work of Aurangabad-Beed-Parali-Adilabad railway line. Similarly I request the Hon. Minister to take up Miraj-Kurduwadi-Latur railway line for construction by allocating at least one crore rupees initially. Due to inadequate allocation there is no progress of work on this line. Parbhani-Poorna-Mudkhed line has been given only one thousand rupees in this budget. This is too meagre an allocation. I request the Hon. Minister to allocate at least one crore rupees and start the work. Jalana-Buldhana railway line has already been surveyed but due to very poor budgetary allocation the work has not started. I request the

Hon. Railway Minister to allocate one crore rupees and start the work. I request that at least five crores of rupees should be allocated for Ahmednagar-Beed-Parali railway line.

Now I would like to say a word about passenger amenities. It is found that second class bogies are very unclean and do not have drinking water and other facilities. Good hygienic conditions in the bogies is very essential, otherwise it will affect the health of the passengers. I request the Hon. Minister to take measures for maintaining better cleanliness in the bogies. Similarly electric fans and lights should be provided in all the bogies and repaired immediately if they go out of order.

Food, clothing and shelter are the basic requirements of a common man. The increase in freight charges in respect of textiles will certainly lead to an increase in prices of cotton cloth. I request you to reduce the hike in freight charges by 5%. Similarly increase in freight charges in respect of kerosene and construction material which is required by common man should be withdrawn. Otherwise this will lead to increase in prices and hit the life of common man. Therefore the freight hike in respect of these commodities should be withdrawn. In the end I would again like to request to allocate more funds for Ahmednagar-Parali broadgauge line. With these words I support the railway budget for this year and conclude my speech.

SHRI BALASAHEB VIKHE PATIL
(Kopargaon): Mr. Deputy Speaker,

Sir I thank you for the time given to me to express my views.

I thank the hon. Minister for not effecting any increase in the railway fares even though they are not getting money for development works from other sources. As regards amenities provided by the Railways, there has been a considerable improvement. Arrangements for water, tea and coffee have been made now at the stations. Authorities are now very much particular about the cleanliness at the stations. This year surplus Budget have been presented. This is also a welcome measure. But I would like to submit that there should be large scale expansion of railway lines. Before independence the total length of the rails in the country was 52 thousand kilometres and after 40 years of independence, expansion has been only by 8,000 kilometres. It is a basic thing for the infra-structure. The expansion of railway lines creates more employment and helps in the industrial development of the country. I request him to provide more facilities and incentives to the industry. More funds should be sought from the Planning Commission for expansion of railway network. Besides, I would suggest that when more funds are needed from the N.R.Is., I think some private sector should be handed over to NRI. They should work for the expansion of the railways and run them on commercial lines. Without funds, nothing can be done in this field. Due to expansion of railway, where infra-structure facilities are available and industries have been developed the Government should levy cess on such industries and the funds thus collected should be spent

on laying of new railway lines in backward areas. In 40 years we have extended the railway track by only 8,000 kilometres which is not a remarkable achievement. Everyone wants that there should be a railway line in his region.

It is alright that we have made some progress in safety measures, but I would like to say that refresher courses should be introduced for drivers, cleaners and subordinate staff working under the station masters, because most of the accidents have taken place due to the negligence of the railway staff. There should be some more reforms, improvements in the safety measures.

The other thing I would like to submit is that there are no bridges at many places on the railway crossings. As regards bridges on such crossings many cases of Maharashtra state are pending with you. On some crossings, there are no gates. At least gates should be provided on these crossings and they should be manned, otherwise, accidents will continue to take place. Please pay attention to this matter.

The Government gives priority to electrification, irrigation and unemployment, i.e., to rural development. The same way, railways should be given more support and high priority in the central Budget so that railway department could undertake expansion programmes. Dividend of railways goes to the central exchequer, this money should be utilised for the expansion works in the railways. Regarding expansion, I would like to suggest that the State Governments, which are interested in

[Shri Balasaheb Vikhe Patil]

expansion of railway network in their respective states, should be asked to float bonds or debentures and the funds collected this way may be incurred by the State Government on expansion of railway network in their States. Maharashtra state is demanding it for the last one year. You agree to it in principle, but have not given your approval to this proposal. The states interested in railway network expansion should be given permission for exploiting the market borrowings. States should float Vikas Vistar Patras on the lines of Vikas Patras and the funds collected this way should be invested on the railway network expansion programme. There is no need to think whether the money is white or black and where from it has been available. Besides expansion of Railways, there will be collection of funds on Rail Patras which can be utilised in further expansion of railway network. Due to the lack of time, I will not go into details.

Big incentives are given for setting up industries in backward areas. But after some years these industries go in deficit. Nobody is interested in knowing the reasons as to why these industries have gone into deficit. Like the public sector undertakings Railway Department should also be provided Budgetary support to enable them to undertake railway network expansion programme in the backward areas. This will result in industrial development of the backward areas. Infrastructure facilities are needed there for the industries. I would request the hon. Minister of Railways to implement the railway network expansion

programme in these regions. I would like to suggest that the persons living below the poverty line should also be given concession in the railway fares. 90 percent of the labourers living below the poverty line have to travel in trains in search of their jobs. These people will be having some sort of relief if some concessions are extended to them.

I am thankful to Sri Sindhia for opening three new stations in Ahmednagar district. I had requested him and written a letter. The proposal regarding Yewla-Kopargaon is pending with him. I hope that he will take action in this regard and if it is done, then there will be no trouble in that region.

There is a north-south link to Yewla from Mandad line. I am making a demand every year to double this line since it is an important line for defence. I think its priority has gone low. Besides, Belapur and Copargaon have developed as an industrial belt. Keeping this in view, the number of trains should be increased. There is a station Nimbalak near Ahmednagar. This station has been given for cargo transportation. There is a rule that within 15 to 20 kilometres, no cargo will be transported from another station. Nimbalak station, therefore, should be expanded for handling cargo and additional facilities should also be provided there. With the nominal expansion of Ahmednagar station; there is neither any relief to the passengers nor to the cargo traffic.

Karnataka Express is now a daily train. I have written to the hon. Minister and also mentioned in this

House that this train should be provided a halt at Belapur station. The reservation quota for the residents of this area should also be increased, because Pravranagar, situated beside it, has become a educational centre. Students from all over India come here for studies. They, their parents and guardians come to this station and they have to face a lot of difficulty because of the non availability of trains there. There are no facilities of hotels etc. as it is a small station. This also creates a lot of difficulty for the passengers. It is necessary that the trains should stop here at this station. I was told that the station does not have much load of traffic. If you ask the station master there, you will find that the students, their parents and relatives stay there for three-four days. I would request that it should be made a halt station for every train.

Earlier, there was a first class coach attached to the passenger train starting from here. This coach has been removed, God knows, on whose advice this has been done. Now, there are only one or two sleepers. The result is that M.L.As and MPs going to Bombay have to face a lot of difficulty because there is no first class coach attached to the train now. There are many industries and mills and small Taluka industries. From Ahmednagar, people have to go to Pune and Manmad. First class coach should be attached to this train so that the people living there may have some sort of relief.

I would like to submit one more thing. It is necessary to start a local train from Manmad to Ingatpuri

because the local passengers find it very difficult to travel by long distance trains. I had demanded it during the last Budget session also. A local train is running between Kasara-Mumbai. Nasik is a fast growing industrial city. It is necessary to start a sub urban train from Nasik, as a large number of people from Manmad and other nearby towns come to Nasik people will be greatly benefited by it.

Survey for laying a railway line from Ahmednagar to Pardi Naijnath should be completed at the earliest. It is surrounded by hills. Progress of work is very good at Bamauri station. It should be started at the earliest action.

The conversion of metre gauge line Kurwari, Latur via Pindharpur into broad gauge line should be taken up immediately.

With these words, I thank you for the time given to me to speak.

SHRI CHANDRA KISHORE PATHAK (Saharsa): Mr. Deputy Speaker, Sir, I would like to thank Shri Scindia and his Deputy Minister for presenting a very good budget. There can not be a better budget than this one under present circumstances. On the one hand, in this Budget as a token of concern and respect, distinguished soldiers and the jawans, senior citizens and the sportspersons have been granted concessions in railway fares, while on the other hand, passenger fares have also not been increased. The unpleasant thing in this Budget is that these facilities should have been extended to freedom fighters also.

A number of people have cast aspersion on Shri Scindia by calling it a Madhya Pradesh Budget but this allegation is baseless. This a Budget

[Shri Chandra Kishore Pathak]

for the entire country as needs of every state have been taken care of and an attempt has been made to provide a line in almost every State.

The Indian railways enjoy second position in the world and top place in Asia. The rail network is spread over thousands of miles. A lot of work has been done during the stewardship of Shri Scindia and there were no strikes during his tenure. Revenue has gone up, transport output of freight rose by 29 percent and passenger kilometres by 19 per cent. The credit for all this goes to his efficient handling. Therefore, I once again thank him.

Shri Basudeb Acharya from the opposition was highly critical of the Budget and he also demanded provision of many facilities. He wanted the trains now run by steam engines to be hauled by diesel engines, those operated by diesel engines to be replaced by electric locomotives but he criticised the increase in freight charges. Does he want Shri Scindia to resort to foreign debt or sell his Jai Vilas Palace to provide funds for these facilities. If he takes loans from abroad, then too he will face criticism. In every developing country, there is increase in prices and this signifies development. Seeing the approach of Members of the Opposition, I am reminded of a saying which means that such a domestic servant is desired, who may borrow food etc. from the neighbourhood and never go home and remain in attendance at his master's place and make no

demands from him. They want that there should not be any increase in taxes and freight charges but all sorts of facilities should be provided. I have no hesitation to compare the Opposition leaders with the lamb, whom howsoever dearly you may treat, he will simply cry. They have developed a habit of opposing for the sake of opposition. I will suggest that if they made constructive criticism, it will improve their image. More attention should be paid towards providing facilities in the backward areas in comparison to already developed states. It will be better if attention is concentrated on comparatively more backward areas for two-three years in preference to the trains running from Bombay to Delhi, Delhi to Calcutta, Patna to Delhi, Delhi to Trivandrum and Trivandrum to Chochin. A body can be called healthy when all its organs are healthy and proportionately developed. Therefore, attention should be paid to the backward areas even by shelving developmental activities in already advanced areas for two-three years. I come from Saharsa (Bihar), which is a backward region. Ten kilometres long railway track in Saharsa was washed away by flood in Kosi river in 1937-38. As a result people of this area have to take a circuitous route of 250-300 kilometres passing through Headquarters of four districts to reach Nirmali Block Headquarter. I have been constantly drawing the attention of Government for several years to the need of relaying this line. A survey for Hasanpur-Sakri line has already been made long back but work on it has not been started so far. Our area is served by metre gauge line. It takes 18 hours to

reach Patna, which is 250 kilometres away from our district headquarters. You have provided a new train from Delhi to Katihar. Instead, if the railway line between Mansi and Forbesganj could be converted into broad gauge, the people of the area would have been greatly benefited. With these words, I conclude.

[English]

SHRI-PIYUS-TIRAKY(Alipurduars):
Mr. Deputy Speaker, Sir, because the time is short I would like to draw the attention of the hon. Minister to the increase in freight rates which is 11 per cent. He has taken the view that due to deteriorating condition of the national economy and also due to other factors he has increased the freight rates. Due to fear of public criticism, he has not increased the passenger fares. So, he has silently increased it by blaming the financial condition and other things.

I would also mention here that there is no new proposal for the Eastern Region. It is very much neglected. Do you know the importance of the Eastern Zone? It is far from Delhi. The Eastern Zone is surrounded by the borders of various countries, for example, Bhutan, Bangladesh, China and even Burma also.

This is an important part of the country and much more attention should be paid to this zone. There is no scheme in the proposal for electrification or doubling of the lines or conversion of gauge.

Fifteen new trains have been given. In comparison to other zones, it is a very good zone, profitable zone, but this has always been neglected by the Government. When the Minister was kind enough to give

15 new trains, why should he not consider giving two more trains for the eastern zone. I demand that there must be one direct long-distance train from Dibrugarh to Bombay via Katihar-Ranchi-Sambhalpur-Nagpur-Bombay. This is a long-standing demand and the Minister should consider about it, because it is very important to connect eastern zone with the rest of India and Bombay. There is also a demand for one new train originating from Alipurduar-Cooch-Behar to Sealadh. This is also a very pressing demand and the Ministry should sincerely consider it. They should restore the Jainty-Cooch-Behar train to facilitate carrying dolomite and forest products to different places. They should also construct an upto-date store house at Alipurduar Junction or New Alipurduar to facilitate planters to move their tea chests to different places, which are being moved on road because they have lost their faith in railway for timely delivery, security and damage of their precious goods earning crores of foreign exchange for the development of the nation. The railways can earn much more money if they try to get orders from the planters to carry their tea chests. It is proposed that 575 second class sleeper coaches will be added to the fleet. I apprehend, instead of adding some coaches to this zone, it should not be subtracted from this zone to have addition in other zones; because we are always getting bogies which are outdated; that is why the train is also not coming in time and the condition of the track is also not good; the station is also not being properly maintained; there is no amenity at all. We are not getting

[Shri Piyus Tiraky]

drinking water at the station. The condition of the platform is not good. There is no proper waiting room and the furniture provided is also not good. What to speak of updating it, it is shameful.

You have already promised that second class passengers will be provided cushion chairs. Perhaps we have to wait for another 100 years to have them on the NF Railway. There is no such proposal in this year's budget.

There are so many casual labourers on the NF Railway. A promise was made that these casual labourers will be employed as full time workers. Twenty-thirty years have passed but no such consideration has been given to their plight; they are still casual labourers and are not getting work throughout the year. Even appointments on compassionate ground are being denied. The vacancies created by natural death or death in harness are not being filled up and in many cases, on the contrary, the posts are being abolished. So, the unemployment problem is increasing in the railways.

There is no mention about the amenities to be given to the railway employees and the quarters to be given to them. Some of them even retire without getting quarters and they are put to a great loss. The Railways should at least see that the railway employees are provided quarters for five or ten years and all other amenities should be provided to them. Otherwise, what for are they working for the Railways? Naturally any employee who works for a long time should be given some benefit.

They have to live as human beings and for that they should be provided quarters.

So, once again I say that it is shameful and it is also very wasteful that the North-East Frontier Railway, in spite of the unanimous demands made by the Members from this side no attention has been paid. I request the hon. Minister to see that some railway lines are also given to that zone in comparison to the other zones.

[Translation]

SHRI SALAHUDDIN(Godda): Hon. Mr. Deputy Speaker, Sir, I rise to support and welcome the Railway Budget for 1989-90. I will like to avail this opportunity to congratulate the Ministry of Railways and I hope that the railway budget presented to us has created a new hope in the minds of people of the entire country, who realise that Indian Railways have made radical progress and development. I would go the extent of saying that the common man holds the view that the railways are the unquestioned fore-runner on the road to progress. We had to face numerous difficulties, there were floods in the N.E. region recently, and some areas were affected by drought but the railways worked on war-footing to rush relief and supplies to the affected people and worked round the clock to restore the lines washed away by floods.

Due to paucity of time I am in a fix as to decide in favour of expressing my views in general on the railway budget or confine myself to drawing attention of the hon. Minister to the problems of my region. As regards electrification in the railways, we have been able to achieve electrification upto 13 percent only

even after 40 years of independence. I concede that we are quite slow in the matter of laying new railway lines.

I want to specially thank the Ministry of Railways for undertaking renewal of railway track along with the electrification.

We had to face several problems in Bihar and it did not get its due share in the development of railway facilities as well. Today Bihar has a railway track of 5,305 route kilometres. If viewed in the context of the national average, it cannot be termed to be low but when we compare it keeping in view the geographical conditions and population of Bihar—the Ganges divides Bihar into North and South—the route kilometre is definitely quite low. Therefore, I think that it should be increased. As regards filling up the reservation quota of S.C. and S.T., I take pride in saying that the railways is the only institution which has implemented the reservation policy in its entirety. I think that 18.61 per cent employees in the railways belong to Scheduled Castes and 5.24 per cent reservation has been provided to Scheduled Tribes. The other ministries should learn a lesson from the Ministry of Railways and follow its example in implementing the reservation policy.

As far as employment is concerned, 16,11,486 persons were employed in the railways in 1987. Now their number has gone up to 16,17,613 registering an increase of 6,127. The number of labourers working in workshops and the newly recruited persons are also included in this figure.

I do not want to take much time of the House but will conclude my speech after referring to the problems of my region. For the past three years I have a demand in respect of Santhal Pargana which is the most backward area of Bihar and is inhabited by Santhals, as denoted by its very name, but till this day its divisional headquarters Dumka has not been linked with a railway line. I, therefore, demand to consider it sincerely.

We can make use of N.T.P.C. rail line from Lal Bhatia to Farakka but our purpose will be served if it is extended up to Godda. We can use that line if a settlement is arrived at with the N.T.P.C. This is my suggestion and I think that the railway ministry will certainly consider it.

There was a steam engine loco shed in my area, which has been closed down. I want that a diesel loco shed be built there so that this backward area is able to recover from the political set back suffered by us.

Before concluding I would like to request you to give preference to local people in employment in Madhupura-Jagdishpur Sleeper Factory. At present people from outside are being appointed there. I represent the area and therefore want that only local people should be employed there.

*SHRI V. KRISHNA RAO (Chikballapur): Mr. Deputy Speaker, Sir, I whole heartedly welcome the Railway Budget for the year 1989-90. As many of my colleagues have already expressed there is no increase in the passenger fare. In

[Shri V. Krishna Raol

addition to this, liberal concessions have been given to old-age persons, sports-men, Arjuna award winners and many others. I urge upon the Hon'ble Minister to extend the concession to the wives of old-age persons also.

I do not want to compare our railway system with that of Japan or other countries. I only plead that at least the minimum amenities should be provided to our passengers.

The food that is provided in the train is not at all good. The drinking water facility is also not satisfactory. Most of the compartments are unclean. I request the Hon'ble Minister to look into these basic problems and to help the rail passengers with basic facilities.

South India, especially, Karnataka has been neglected by the Railway Ministry. Now new railway lines have been sanctioned. In the budget there is no scope for electrification of any line. No new railway development work has been taken up in Karnataka. Infact, the long pending work have not been completed inspite of our repeated requests to the Hon'ble Minister.

The railway line between Bangalore and Hyderabad is the most important and high density route. Both the cities are fast growing and any delay in the conversion of this line would lead to many complications. Now Karnataka Express which runs between New Delhi and Bangalore goes round about via Guntakal, Vadi covering a very long distance. If it runs via Karnool a distance of about 250 Kms can be reduced.

The conversion of Mysore-Bangalore metre gauge is still a dream. Infact this conversion should have been completed by 1978 according to the earlier estimate. An amount of 17 crores has been allocated in the current budget and it may take another six years for its completion. Hence it is very essential for enhancing the allocation for this conversion work.

The conversion of Bangalore-Miraj line is also pending for a long time. This is a link line between South India and North India. Therefore, it has to be completed at the earliest.

No progress has been made with regard to the railway lines between Chitradurg and Rayadurga and Chamarajanagar and Satyaman-galam.

There is a primitive narrow gauge railway line in my constituency. This line is between Bangalore and Jolarpet via Chikkaballapura. The train which runs on this line is like a toy. It is useful for the children to sit in it and to play. Only those who do not have any work can travel by this train. Huge quantity of potato is grown in my constituency and it has to be sent to various parts of the country and to Rangoon and other foreign countries. Everyday the farmers need hundreds of wagons. At present they are incurring a loss of lakhs and lakhs of rupees everyday. I, therefore urge upon the Hon'ble Minister to look into this matter seriously and to complete the conversion from narrow gauge to broad gauge immediately.

K.G.F. - Bangarpet line should also be converted into broadgauge. There is no direct train between Bangalore and Calcutta. The people

of Karnataka have to go to Madras and then catch another train for Calcutta. Hence a direct train between Bangalore and Calcutta should be introduced with immediate effect. One direct train should be introduced between Bangalore and Varanasi as thousands of Kannadigas want to visit the holy shrine everyday.

There is a great demand for double engine in the Udyan Express which runs between Bangalore and Bombay. We have to reserve the tickets at least two months in advance to ensure our journey by Udyan Express.

Doubling of the line between Kuppam and Whitefield should be completed very soon. Similarly electrification of the line between Bangalore and Jolarpet has to be completed as early as possible.

Previously there used to be a General Manager in Bangalore. But now, only a Chief Engineer is there. I request the Hon'ble Minister to post a General Manager to Bangalore.

It is unfortunate that our state has been divided and each part is merged with different railway Zones. A portion is with South East Zone and another portion is with the South Central Zone. Hence, I demand that South Western Railway Zone should be set up in Bangalore. At present the Kannadigas are not getting even Class IV posts. Most of the people in the State are agitated on this issue and hence the setting up of South Western Railway Zone in Bangalore is very urgent.

Sir, I welcome the railway budget

once again and I thank you for giving me this opportunity to speak and with these words I conclude my speech.

[English]

SHRI ASHOK SHANKARRAO CHAVAN (Nanded): Mr. Deputy Speaker, Sir, I rise to support the Railway Budget. There has been an overall satisfaction among the common people that there has been no increase in the passenger fares this year and also the essential commodities and things of daily use and consumption are exempted from the freight increase of eleven per cent. The Railways have kept up their reputation of giving a good performance. They have maintained their reputation as the world leader in freight capacity utilisation. The performance of RITES particularly has been very excellent. Because of its high reputation, it has been able to secure international contracts, in spite of the stiffer competition it was facing.

I would like to point out the problems of Marathwada region in particular. Our region comprises of Aurangabad, Parbhani, Jalna, Nanded, Beed and Osmanabad, Latur districts. I would like to mention that till today we have no highways in our entire region. Only a small part of the highway passes through some portion of Osmanabad. At the same time, the railway line which was laid during the time of Nizam, passes from Manmad, Aurangabad, Jalna Parbhani and Nanded up to Secunderabad. This line was laid during Nizam's time and till today there has been no particular improvement in the entire region. As

[Shri Ashok Shankarrao Chavan]

a result of this metre gauge line, the industrial development is also very slow. There is transshipment of goods at Manmad. At the same time, it is a pitiable sight to see people from Bombay going towards Marathwada or people from Marathwada going towards Bombay at 12 o'clock in the mid-night, they have to change the train and catch the upward going train towards Marathwada or towards Bombay. It is really a pitiable sight at 12 o'clock in the mid-night. People have to run to get some reservation. When the trains are delayed due to some reason or the other, then the passengers are stranded for hours together without any proper onward confirmation of seats.

The socio-economic survey which was conducted some years back had revealed that there is about fifteen per cent difference in the returns earned by the agriculturists of Marathwada for their goods which they are sending to Bombay and other metropolitan cities because of the transshipment of goods which has to take place at Manmad and other places. Moreover, these goods are of perishable nature. Therefore, I would say that this gauge conversion of Marathwada region is very essential so that this area is opened up for development in future.

I would thank Madhavrao Ji for giving some attention to this line. During the past two-three years, some important decisions have been taken.

It is like Nanded-Manmad Express train which has just been inaugurated. At the same time, improvement of some stations in the

region has also taken place to some extent, a railway division has been sanctioned at Nanded. A joint meeting of the Railway Minister, Planning Minister, the Finance Minister and the Chief Minister of Maharashtra took place recently on the question of permitting the Government of Maharashtra for raising debentures. I do not know whether that has been accepted in principle or not. But I hope, in the final reply to be given by the hon. Railway Minister, we would get some information as to how they are going to work on this question of raising debentures. You will find that work on this line, Manmad-Aurangabad-Parbhani-Parli-Vaijnath which is 354 kms., and Parbhani-Purna-Mudkhed-Adilabad has been very slow. The total cost of the entire line from Manmad-Aurangabad-Parbhani-Parli-Vaijnath, Parbhani-Purna-Mudkhed-Adilabad, Adilabad-Pimpalkhutti, as on today is Rs. 264 crores. The allocation this year has been Rs. 15 crores for the line Manmad to Parli-Vaijnath and for the line Parbhani-Adilabad, merely a token grant of Rs. 1,000 has been provided. For the line Adilabad-Pimpalkhutti, Rs. 5 crores has been allocated. The total amount comes to Rs. 20 crores plus Rs. 1,000 as a token grant. At this rate, it will be very difficult to complete the entire line. I understand, there is constraint of resources. I also fully understand that unless money is made available, it may not be possible to complete the line immediately. At this rate of giving Rs. 15 crores or Rs. 10 crores every year, the cost of the entire project may escalate further. Already the cost of the project has gone up to Rs. 264 crores today. The good

solution of the entire problem is to allow the State Government to raise debentures, whereby the entire amount can be raised and a time-bound programme is required to be made wherein there should be firm commitment to the entire people of the region that this work will be completed within so much time and, so much amount will be allotted. This can be only possible, if debentures are allowed to be raised.

One more reason why this line should be completed or expedited is, at the moment, the coal required for Parli thermal power station and also for Nasik thermal power station is coming via Balharshah, Vikarabad and Parli. If broad-gauge line of Adilabad-Nanded-Parbhani-Parli is laid down at the earliest, nearly 50% of the distance will be saved. If the permission for raising debentures is allowed, I feel, Maharashtra State Electricity Board can also participate on the cost-sharing formula because the State Electricity Board is also going to benefit from this. So, the State Government and the Central Government participation will be very useful. I feel, this is the only way by which the entire amount required for the line can be raised. Another thing which I would like to mention is, you have introduced new train between Nizamabad and Secunderabad. I would request that this train can be extended to Nanded which is only 1½ hours journey from Nizamabad. Nanded being a border district of Maharashtra, the people of this region can also go towards Hyderabad, if the train is extended up to Nanded.

14.00 hrs.

The Minister has also sanctioned a Division Office at Nanded and some

land acquisition of 200 acres is under the process. I would request that an amount of Rs. 45 lakhs to Rs. 50 lakhs more may be allotted because according to the valuation which is worked out by the Collectorate and the railway authorities, about Rs. 50 lakhs more will be required to acquire the entire land of 200 acres. I would request that the required money is sanctioned so that the land acquisition can take place and the construction of first phase of the Division Office at Nanded may commence.

The other point on which some attention has to be given is that the coaches on the South Central Railway in the Marathwada region are very old. They need to be replaced and provided with cushion. Even every old bogies are given to this part of Maharashtra. Good bogies are diverted towards other parts of Andhra Pradesh.

I would request that these bogies meant for our region should be provided with proper cushions.

Majority of the people from Andhra Pradesh are recruited on this Section whereas the people from Maharashtra have not been given any opportunity to serve the railways. I would request that this may be taken into consideration.

The passengers travelling from Marathwada towards Bombay are provided accommodation on the double deckers of the Panchavati Express. I would suggest that the long distance passengers may be accommodated on single decker in the Panchavati Express.

At the same time, you will be surprised to note that there are no catering facilities on the line between

[Shri Ashok Shankarrao Chavan]

Manmad and Secunderabad metre gauge. I would request that at least some trains may be provided with catering facilities.

[Translation]

SHRI SULTAN SALAHUDDIN OWAISI (Hyderabad): Mr. Deputy Speaker, Sir, the Budget presented by the hon. Minister of Railways is an election Budget. He has achieved his motives by granting concessions to some sections of the people. Yesterday, the hon. Deputy Minister made use of such a chaste Hindi full of Sanskrit words in his speech that I could make nothing out of his speech. At this, I was reminded a couplet of Ghalib which reads as under:

*Kuchh na samjhe khuda
kare koi
Bak raha hun junoon mein
kya kya,
Kuchh na smajhe khuda
kare koi.*

I left the House with the couplet at my lips. You might have appreciated the couplet referred to above.

As the time is short, I would concentrate myself on the issues related to Andhra Pradesh only. I would like to ask as to what has been given to Andhra Pradesh. A time schedule be fixed for completing the construction work of over-bridge in Hyderabad city; By when the work is likely to be completed?. Will it be completed by 1990-1995? People in that area have been facing much inconvenience due to projects which have been undertaken by the Government. An over-bridge is quite essential for a big city like

Hyderabad but the Government is not paying any heed to it. Before starting construction of the over-bridge at the proposed site, the Government should have satisfied itself about the possibility of getting land there. Traffic gets jammed for hours together in Bakharabad, due to which a lot of inconvenience is caused to the people. As soon as the construction was started, the local residents filed a suit in the High Court against the construction of the over-bridge. The case has been pending in the court for the last three years and possibility of its early settlement appears to be very bleak. As a result of which people are suffering. What does your Railway Department do? The people living in the vicinity of Namapalli station who constitute about 75 per cent of the total population of the city have to go to Sikandrabad to catch trains for Delhi and Bombay because the trains start from there as no ticket is issued at Namapalli station for those trains. The quota for Sikandrabad is much more as compared to the quota for Namapalli station which caters to the need of 75 per cent of the population of the city. So quota for this station should be increased. People are put to much inconvenience due to heavy traffic. What is their fault for which they are being subjected to such an atrocity.

The condition of railway tracks are so miserable that when trains catch speed, the passengers go on oscillating as if a dancing girl is dancing by giving twist to her waist.

Similarly, very uncomfortable coaches are made these days. Coaches made during the days of

Nizam were quite comfortable. The lavatories provided in the compartments are so short of space that one can not sit conveniently. The walls of lavatory touch the body of the users. Water taps are so tight fitted that one requires to apply a wrestler force to turn the tap on to get water from it. Such trivial matters cause much inconvenience to the passengers. Water leaks from the sewer pipes fitted in toilets, as result of which clothes of passengers using bath room get soaked. Upper sleeping berths are the habitat of insects, whose bite marks can be seen at my fore-head which I consider to be a gift of Railways given to me.

The hon. Minister cannot set such things right because he travels by aeroplanes instead of trains. (*Interruptions*) Had he travelled by trains he could have known the people's difficulties. One or two trips are too suffice to understand the problems faced by the public. Had he travelled by trains all the time, he could have known the problems. Water is not available in the compartments and cleanliness is not observed. Coaches in which Ministers travel have special facilities which are not available in the ordinary coaches. This is not a good thing. You can well imagine the agony of the general public.

14.08 hrs.

[SHRI SHARAD DIGHE *in the Chair*]

The hon. Minister is requested to pay attention to the above points. You have rung the bell in the same manner as it is rung in the trains. However, I am grateful to you for giving me an opportunity to speak. These problems will be solved only if

the Government pay adequate attention towards them.

SHRIMATI USHA RANI TOMAR (Aligarh): Mr. Chairman, Sir I congratulate Shri Scindia and the employees of Railways on their achievements in Railways and lend my support to the Budget presented by him. Besides, accelerating the speed of trains, many other works have been accomplished.

Sir, Aligarh is a prominent place due to Aligarh Muslim University where students not only from all corners of the country but abroad also study. It is also famous for lock manufacturing industry. In this Budget, due attention has not been given to Aligarh. While congratulating the hon. Minister for his good budget, I would like to make a few complaints with regard to my constituency for his kind consideration.

Sir, there is much resentment over the changes made in the Railway's time table of trains passing through Uttar Pradesh Railways facilities for Aligarh have almost been reduced to nil due to changes affected in train timings and withdrawal of stoppage of trains at Aligarh Jn. Aligarh Jn. occupies second position in Allahabad Zone, just next to Kanpur from where on an average 14 to 15 thousand passengers use train facilities, whereas this corresponding figure for Aligarh is about 12-13 thousand passengers. Delhi-Howrah line has been totally neglected during the last three years. Many old trains such as Assam Mail, etc. have been cancelled and a new train by the name of North Eastern Express has been introduced at its place which stops at Tundla and Etawah but

[Shrimati Usha Rani Tomar]

does not stop at Aligarh Jn. despite the fact that Aligarh Jn. occupies second position with traffic point of view in Allahabad Zone.

Another train running between Amritsar and Tatanagar was very useful for the passengers travelling between Kanpur and Delhi. Aligarh has been deprived of all the facilities due to the changes introduced in the Railway Time Table with effect from 1st November. Previously there was two important trains for Aligarh. The timings of Neelachal Express and Puri Express which used to leave New Delhi in the morning were very suitable for going to Kanpur in the morning and coming to Aligarh from Lucknow and Kanpur in the evening. As a result of changes effected in the timings of these trains, these trains have become redundant for Aligarh as both of them now cross Aligarh at night. Sir, no train going towards Kanpur is now available during day time by which one could go to Aligarh. There is restriction of distance in Kalka Mail which leaves Delhi at 8 AM. So passengers of Aligarh cannot travel by it. Commuters of Aligarh to Delhi, specially those who have to attend offices in time, face a lot of difficulties. Majority of the commuters belongs to the poor section of the society, there is a network of railway lines all over the country, on the contrary except one or two trains, there is restriction of distance for Aligarh in almost all the trains. This deprives the people to travel by those trains. So I would urge upon the hon. Minister to pay attention to the problems faced by the people of Aligarh. North Eastern Express which

leaves New Delhi in the morning should be provided stoppage at Aligarh. Similarly Saryu-Yamuna Express should also be provided stoppage there and the quota of berths in trains for Aligarh are also required to be increased. Restriction of distance in Vaishali Express and Tinsukia Express for Aligarh should also be lifted. Besides, Super charges levied in these trains for Aligarh be withdrawn.

Similarly, there has been a long standing demand for a bridge on Ramghat road in Aligarh where an unmanned railway crossing has been provided. Often, one or two accidents occur daily there and the hon. Minister is also aware of this fact. That level crossing happens to be on the way of a college, from where a large number of students have to cross the road daily. This is a common thoroughfare. I, on behalf of the local people, make an appeal to the hon. Minister to issue necessary instruction for construction of the said bridge immediately. I would also like to urge upon him to pay attention to these demands in order to provide relief to the local residents.

With these words, I once again thank for the Railway Budget, I express my support for it and hope that due consideration would be given to the demands made by me.

SHRI JAGANNATH CHOUDHARY (Ballia): Mr. Chairman, Sir, I am grateful to you for giving me an opportunity to speak on Railway Budget. I express my special gratitude to Shri Rajiv Gandhi who has directed to link Ballia with broad gauge line which will go a long way in eliminating poverty from eastern

part of Uttar Pradesh. It would positively help to eliminate poverty in that region.

Many times Shri Rajiv Gandhi has said in his speeches that he is making all out efforts to remove poverty from the eastern region of Uttar Pradesh. I have been reminding the Hon. Prime Minister about it for the last four years. Effective steps should be taken to remove poverty from the eastern region of Uttar Pradesh. When he asked for my suggestions, I suggested that Aunrihar, Ghazipur, Ballia and Chapra should be linked with broad gauge line. In this way, these districts will prosper as industries will be set up and educated people will get jobs. Scattered labourers of these districts will come back and get the opportunity to work. I am happy that the Hon. Prime Minister and the hon. Minister of Railways have sanctioned the line and an allocation of Rs. 85.15 crores has been made in this Budget. I extend my hearty congratulations to them. The sooner the work on the proposed railway line is completed, the speedier will be the pace of development in the eastern districts of State. The development will be slow in these districts if less funds are given as has been the case of Varanasi-Bhatni line. I have full confidence in the Hon. Prime Minister that he will get this broad gauge line laid by providing maximum funds so as to remove the poverty of the eastern region. Ballia, which is situated on the eastern border of Uttar Pradesh, is a small and economically weak district, but from political point of view, it occupies top place in the country.

Ballia occupies first position even in the war of independence, as it achieved independence in 1942 even before the independence of the country when the brave man of Ballia, Chittu Pandey became the Collector. But it is regretful that no attention has been paid to the development of Ballia even after forty years of independence. It is heartening to note that the Hon. Prime Minister has accepted my request and given thought to the development of eastern region. Ballia is the place of Saint Bhrgu and people from long distances come here for *darshna*. In the meeting of consultative committee, I requested the hon. Minister and other officials to modernise the Ballia station and to construct a retiring room having 20 beds so that people could stay there easily and have *darshna* of Bhrguji. Though, I was given assurance, but I find no progress in this regard till now. I would request Shri Mahabir Prasad to lay the foundation stone for the retiring room at the earliest and also issue orders for the modernisation of Ballia station. There is no progress in the construction work of over-bridge on the crossing to the West of Ballia Railway Station, for which an allocation of Rs. 5.5 crore was made in the last year's Budget. I request the hon. Minister to lay the foundation stone and get the over-bridge constructed at the earliest. So far as the Railway Budget is concerned, I know that Shri Scindia and Shri Mahabir Prasad have put in a lot of effort in this endeavour and they have so such attachment for the Ministry of Railways that they make every effort to provide all the facilities to the people and they have been

[Shri Jagannath Choudhary]

successful in their efforts too. There has been no agitations or strikes in the railways during this four year period. It shows that the hon. Minister of State for Railways and the Deputy Minister of Railways are so tactful in their dealings with the Railway Officials that there has been no strike or agitation, and their efforts have been praised by one and all. I urge that they should work more vigorously, so that the people could be further benefited and the performance of the railways further improved. There is a small place named Dal Chapra halt between Ballia and Chapra. A large number of people travel to Ballia and Chapra from there. It will be good if a station is provided at Dal Chapra. Similarly, there is a station named Suremanpur near Chapra. The old station was cut off due to the erosion in River Ghaghra. Now, a new station has been built southwards. That station can earn a huge revenue, even higher than Ghazipur, as there is always rush of passengers. That station should be modernised and proper arrangements for the stay of passengers at the station should be made. I do not want to take much of your time. I would like to congratulate the employees and officials of the Railways for their efforts in boosting the image of the Railways with the cooperation of hon. Ministers and hope that they will continue to work for the benefit of the people in future also. There are many employees in the railways who are working there for more than three years, but they have not been given regular appointment. I want the hon. Minister to give their cases sympathetic consideration and

regularise their services. This will boost their morale.

With these words, I congratulate the Hon. Prime Minister who has been instrumental in giving us a broad gauge line. Both the hon. Ministers also deserve congratulations. With the hope that the hon. Ministers will try to give maximum facilities to the people, I support the Railway Budget.

[English]

SHRI JAGANNATH PATNAIK (Kalahandi): Sir, I rise to support the Railway Budget. At the outset let me congratulate the entire railway family for their glorious achievements in all fields of railways and especially in different public sectors under the railways. They have earned a good name and they have established goodwill in the international arena also. Railways is not only the greatest unifying factor of the country but also this is the national lifeline. This is the largest basic infrastructure for our developing country to provide a progressive economy. We should consider railways from that angle. I do not want to elaborate this point because many hon. Members from this side and even Prof. Dandavate, former Railway Minister has told vividly in their speeches. We fully share the view and this should be the view of the House that in case of Defence, consumer goods, coal, steel, etc. Railways are playing a vital role.

The Planning Commission should take care of all this. The entire House should urge upon the Planning Commission that railways should be allocated more funds.

While saying this, may I draw the attention of the Railways and the

Planning Commission that it is high time that they should take a positive view with regard to the basic concept of our socialist philosophy of which Pandit Nehru was the main advocate. The regional imbalance, both inter-State and intra-State, has to be removed. Without the removal of regional imbalance, our progress cannot be called a socialist progress and we cannot achieve the aim and ambition of providing maximum benefit to the poorest of the poor, which is the goal of our Gandhian economy. Keeping that in mind, Railways should also take care of this. While fixing the norms, the Planning Commission should give up all the restrictions and other criteria. They should be liberal with regard to the backward areas and strategic areas which are important from the Defence point of view. The Railway Reforms Committee has observed that the entire planning effort needs to be revamped and reorganised with an integrated approach in a systematic manner?

Now, I come to my State, Orissa. I am not speaking in this House out of any regional feelings. The main concept of our planning is to remove regional imbalance. Today, economically Orissa is a backward State. Although it is improving in spheres like industry and agriculture, yet the Railways have to give sufficient attention to this State. This State is rich in minerals, water resources, forests, iron ore, etc. Orissa would have played a vital role in the industrial and economic development of India apart from being self-sufficient. Proper attention should be given so that Orissa is able to advance economically. Then, Orissa will share the maximum

burden. It will help the country's economy to grow industrially.

Keeping this in view, the new areas for taking survey for railway lines are: Khurda-Bolangir, Ambaguda-Langigarh, Malkangari-Jeypore and Bonaigarh-Raipur. They are important for the development of the backward region and also for the national and State development.

You know that the Jakhpura-Banspani overbridge was sanctioned a decade ago but it is yet to be completed. Such is the condition of the second phase on the Daitari-Keongarh section.

You must be aware that now Hindi Corporation of South Korea are ready to enter into an agreement to take up the Paradip port. They will develop the port and in lieu of that, they will take 400 million tonnes of iron ore.

There is a long-standing demand for conversion of the narrow-gauge line into broad-gauge is on the Rupsa-Bangriposi and Naupada-Gunupur sections. That should be taken up.

Many over-bridges like Kesinga-Titilagarh and the repair of old bridges and improvement of the railway platforms and passenger amenities need proper attention.

There is strong anger and anguish among the people of Orissa keeping three or four aspects in view. You know that there is a long-standing demand. Orissa is in a very sensitive position. A new division taking Chakradharpur to Bilaspur should be created and important officers and headquarters of South-Eastern Zone should legitimately be in Orissa.

Many trains, which were plying from the British days, like the Janata

[Shri Jagannath Pattnaik]

Express, on the Puri-Asansol Puri-Tirupati and Jharsugoda-Titilagarh sections, have been withdrawn. These trains should be restored. We have discussed about this so many times. The railway Minister has also discussed with the MPs from Orissa.

The Chhatisgarh Link Express, which is the direct link to Delhi from the Chhatisgarh region, runs through the tribal and backward areas of Orissa like Bolangir, Koraput, Kalahandi, and Parvatipuram and Bobli in Andhra Pradesh. This train should be restored and its running should be improved. Jhasugoda-Titilagarh passenger train should be extended upto Rayagada and Hirakhand should be made superfast express.

Regarding land lease, Orissa Government has given to the Sulabha Sochalaya Municipality Rs. 2 lakhs. I request that the Minister should provide the land lease for the sake of public benefits and for passenger benefits. For Bokaro-Madras, pantry car and AC-2 tier should be attached. This should be given due consideration. Reservation should be made from Raipur for trains to Ahmedabad, Samath, Howrah, Bombay via Raipur so that people from the nearby stations like Kasinga, Titilagarh will feel no difficulty in reservation. I also request that Samaleshwari which is running from Sambalpur to Howrah to Calcutta should be extended to Rayagoda. One more bogie should be added so that six to seven districts will be benefited by this. We have also requested for a new train from Puri to Banaras via Chittorgarh

and Western Orissa so that religious minded people will have a direct link. Last year, when we were discussing with the Railway Minister, we have requested him that one overbridge should be constructed at Randia between Boudpur and Bhadrak. That should be given due priority. More funds should be allotted for the on-going project at Sambalpur so that the work will be completed on time and more funds should be allocated for the Sambalpur Division also.

At the end, the Railway Ministry should take proper care with regard to the present discontentments and anguish of the Orissa people for they are neglected. Today employment is a weak sector. So, people of Orissa and the youth of Orissa should be given due opportunity for employment. The Headquarters should be at Bhubaneswar. All the withdrawn trains should be restored so that a feeling will generate in the hearts of the Orissa people that the Railways and the Union Government are giving due attention to their sentiments and the basic purpose of our socialist planning which is to eradicate regional imbalance will be possible. We can reach the 21st century with the promise that the poorest of poor will be given due opportunity.

SHRI CHARANJIT SINGH WALIA (Patiala): While going through the Railway Budget for this year, it seems that the Railway Minister was most concerned about his own State of Madhya Pradesh or to some selected parts of the country. While ignoring other parts of the country and in particular, I would point out that Punjab is always ingored and discriminated against whether it is

the starting of new trains or electrification of Railways or construction of new railway lines. Ever since independence of our country, very small number of mileage of Railways have been constructed in Punjab. No doubt this year, railway line has been constructed upto Govindwal Saheb but due to reasons best known to the Ministry or to the Railway Minister, Punjab is always ignored.

I would urge upon the Railway Minister that electrification of the railway line in Punjab from Delhi to Amritsar should be taken up and the Planning Minister and the Planning Commission should be impressed upon to agree to this. Ever since Chandigarh came up, it has been consistently urged that it should be brought on the main railway line, but that too has not been agreed.

As we have been pressing, Patiala is a very important city of Punjab. It has a university seat, DCW, corps headquarters of the Army, North Zone Cultural Centre, and National Institute of Sports. It has very important organization, it is an administrative, sports and academic centre of the State, but it has always been ignored so far as facilities with respect to new trains and construction of new lines is concerned.

We have been demanding that Patiala should be linked with Chandigarh via Rajpura and with Jakhhal through Samana and Patrana. The development of this area depends upon these proposals. We have been demanding that some express mail train should be diverted through Patiala. The Railway Ministry was liberal enough, after a demand of about 40-50 years, Moori Express

was diverted via Patiala, Dhuri but due to one reason or the other, some pretext or the other, they cancelled and stopped this train via Patiala. Moori Express is now not running these days through Patiala on the pretext that there is no security for these trains, while on the same line from Ambala Cantt. to Bhatinda, the Chandigarh Express is going and from Madras Jammu Tawi Express is going on very those tracks. I do not see any reason why Moori Express train is not running through Patiala, Dhuri, Malerkotla etc.

Then, Jammu-Tawi Express train used to be a daily train from Madras to Jammu Tawi via Sunam, Sangrur and Dhuri, but it was altogether stopped. On the persistent demand and agitation of the area, it was restarted, but it now runs thrice or four times a week. It is my request that it should run daily on this line.

Then, the Ambala Bhatinda branch line is almost ignored. I request that some important trains like Shan-e-Punjab should stop at Rajpura. Rajpura caters to all the area up to Patiala and Bhatinda.

Some important trains like Delux and Shan-e-Punjab must stop at Rajpura so that the public should have the convenience of boarding these trains.

The Railway Minister has announced a concession for the aged citizens of the country. Of course, it is a good thing but I would request the Minister that the age which is kept at 65 years should be brought down to 60 years. And also the restriction of 500 Km distance should not be there because at such an advanced age people may not be able to move long distances. So,

[Shri Charanjit Singh Walia]

there should not be any restriction on the distance.

We have heard that the Model station are being built and constructed in almost all the states of the country. I have come to know that in Punjab, Jullundhar has been taken up for this purpose ignoring the right of Amritsar which is a very important and historical place. I would urge upon the Ministry and our Hon. Minister that the Amritsar Station must be developed as a Model station.

In Patiala, DCW was constructed for the development of that city and at the same time for creating the potential of employment. I would request the Hon. Minister that he should made a thorough probe. The local people recruited in DCW is not more than 20 or 25 per cent. So, the percentage with regard to the recruitment of the local people of the State should increase keeping in view the motive behind this and this percentage of local population be brought to at least 80%.

Sir, no doubt, the Minister has not increased the passenger fare but the hike of 11 per cent in freight will have a chain reaction on the consumer goods which will hit the common and poor man. So, I would request that the kerosene, petroleum products and other such things should be exempted from the freight hike.

Sir, we often see slogans pasted on the Railway Platforms that the railways believe in security, punctuality and service but I am sorry to point out that the sanitation conditions, whether they are in

railways or in the railway platforms, are the poorest. Special attention should be paid towards the cleanliness of the railway compartments and railway station. Other facilities and amenities should be provided to the public.

In the last, I would request the Minister to provide more facilities to the workers and employees of the railways because if they are satisfied they will work for the benefit of the people and for the benefit of the passengers in a better way.

With these words, I conclude my speech.

[Translation]

SHRI ZAINUL BASHER (Ghaziipur): Mr. Chairman, Sir, I support the Railway Budget presented by the Hon. Minister of Railways and would like to submit some points.

First of all, I would like to thank the Hon. Prime Minister for sanctioning the conversion of Chapra-Aunrihar metre-gauge line into broad gauge line in this Budget. It has been a long standing demand of the people of eastern Uttar Pradesh. In 1980, while presenting the Budget, the then Hon. Minister of Railways, Pandit Kamalapati Tripathi had ordered for its survey. But after that in spite of our strong demand, we were not able to get the sanction for this work from the Ministry of Railways. It is only due to the special interest taken by the Hon. Prime Minister that this work has been sanctioned. All the people of our region are grateful to him for fulfilling their demand.

Sir, I would like to mention some problems, because it has become customary to highlight the local problems or problems related to

railways in this Budget every year, even though we know that they will not be accepted. I am going to draw attention to some problems, which I have been doing for the last many years, but except the conversion of Aunrihar-Chapra railway line into broad gauge line, no other demand has been met. In my area, there is a railway junction named Dildar Nagar. It is linked with the Ghazipur headquarters through a branch line and in every respect, it is a full-fledged station. People from all over the district catch trains from there. There is a long standing demand to provide a halt to Magadh Express at that station. Many times, we have written to the Ministry of Railways and the Hon. Minister has also been requested in the matter, but our demand has not been accepted so far and the people are quite agitated over it. I am afraid that the people may take to agitation and other unpleasant methods if this demand is not met this time. The Hon. Minister of Railways is present here and I want him to pay special attention to it because there is no problem in halting Magadh Express at Dildar Nagar. When it can be halted at Buxar, then why not at Dildar Nagar? There is another long standing demand for giving a halt to Howrah-Amritsar Express at Bhadora. I also support that demand. All these stations come under Danapur Division. For the last many years, I am requesting for the halt of Bombay-Janta Express at Gahmar. The hon. Minister replied that if this train is given a halt at Gahmar, then other stations will also demand the same and it will be difficult to meet all the demands. I accept his logic, but it is regretful that this train is halted at a station named Chausa,

which is smaller than Gahmar. There is no comparison between this small station Chausa in Bihar and Gahmar. This train is halted at Chausa, but in spite of our persistent demand for the last many years it has not been provided a halt at Gahmar.

The representative of Gahmar may be an ordinary M.P. and the representative of Chausa may be a Minister. For this reason, a halt was provided at a small place and when we made an appeal, you told us that if halts will be provided at such stations, there will be many more demands like this. What is this argument? What is the justification? If you do not want to provide a halt, you can simply say that a halt cannot be provided. But what is this argument? While you provide halts at other places under pressure, why cannot a halt be provided at Gahmar. I earnestly request you to provide a halt for Bombay Janata Train at this place. We will remain ever grateful to you for this.

There is a problem of Ghazipur city. The hon. Minister is aware that in the absence of an over bridge in the city the road remains blocked most of the time and the people experience a lot of hardship while moving from one place to the other in the city. I shall remain grateful to you if an over bridge is constructed at Ghazipur.

Mr. Chairman, Sir, in terms of population Uttar Pradesh is the largest State in the country. But the railway facilities have not been provided in the State to the desired extent. Some of the hon. Members belonging both to treasury as well as opposition benches have complained that attention has not been paid to

[Shri Zainul Basher]

their States and the hon. Minister of Railways has paid special attention to his home State Madhya Pradesh. Madhya Pradesh is a backward State in the matter of railways. If we work out the per centage in terms of area, there can be no two opinions that Madhya Pradesh will come in the last place *vis-a-vis* the other States in the country. Similarly, in terms of population, if we work out the per centage of railways Uttar Pradesh will be at the bottom. The hon. Minister of Railways did a miracle by starting the trains from Uttar Pradesh and running them to other places *via* Madhya Pradesh. *(Interruptions)* We should understand the things. I am not criticising. Madhya Pradesh deserves it. After Independence not even 100 kilometre railway line has been constructed in Uttar Pradesh. I would like to draw the attention of the hon. Minister of Railways towards it. Unfortunately, our hon. Deputy Minister of Railways is the Member of Parliament of the area where there is no railway line. I am drawing his attention towards that area. There is no railway line in his area. I, therefore, want that a new railway line should be constructed from Gorakhpur to Dildar Nagar *via* Doharighat, Mau and Ghazipur, because there is no railway line between Ghazipur and Mau and Mau to Gorakhpur. His constituency as well as my constituency come under this area, though my place is far away from his place. I request the hon. Minister to pay special attention to this and arrange to construct a new railway line from Gorakhpur to

Dildar Nagar *via* Doharighat, Mau, Ghazipur.

Mr. Chairman, Sir, now I would like to take up the case of my neighbouring city, Varanasi. Varanasi is the gateway for all of us. We can proceed to everywhere from there. For last few years all the hon. Members of Parliament belonging to Varanasi region have been making a demand to introduce a night train from Varanasi to Delhi. You are introducing trains to all places, but I fail to understand as to why you are not accepting our demand. We, 35 Members of Parliament made a demand in writing to the Hon. Prime Minister and the hon. Minister of Railways in this regard. One train, the Sarayu-Yamuna Express runs from there. But it takes 20 to 22 hours to reach Delhi via a long circuitous route. If a train is run from Varanasi via Mughalsarai, Blackhut, Allahabad on the main route, it will cover the distance upto Delhi hardly within 13 to 14 hours. I make an appeal to you for this once again.

I would also like to make another demand. A train should be introduced from Varanasi to Bangalore. Just now Shri Pattnaik was telling this thing. I also request you that there is a need to introduce a train from Varanasi to Puri.

I would like to make one more submission. You should pay attention to the electrification of the railways. Several committees have also made recommendations that more and more lines should be electrified. It is cheap and ensures speed. The route from Howrah to Delhi has since been electrified. There is also a parallel line for Howrah *via*.

Ghaziabad, Lucknow, Varanasi, Patna and Burdwan but it has not been electrified and this area is the heartland of the country. This line goes through Uttar Pradesh, Bihar and West Bengal. This line should be electrified. *(Interruptions)* The line between Patna to Siliguri should also be electrified. I am making this request to you. I am hopeful that you will pay attention to these demands.

SHRI PRATAP BHANU SHARMA (Vidisha): Mr. Chairman, Sir, nobody can deny that the rail transport plays a very important role in the economy of the country. It will not be an exaggeration if we say that economy of the country and transport system are complementary to each other.

The Ministry of Railways made all round development of the railways during the last 4 years of the Seventh Five Year Plan. Modernisation was done in the railways and amenities were provided to passengers. For this, our young Prime Minister, Hon. Shri Rajiv Gandhi, the hon. Minister of State of Railways, Shri Madhavrao Scindia and the hon. Deputy Minister, Shri Mahabir Prasad deserve congratulations. The Department of Railways, the officers of the Department, the engineers and all the employees of the railways also deserve our congratulations who accepted the challenge valiantly, realised the growing needs of the nation and completed all the projects in time. They set new records in every field of railway activities, whether it was the expansion, of railway network, modernisation, electrification, providing amenities to passengers or computerisation in the

railways. All of them deserve our congratulation for this.

15.00 hrs.

[**SHRI VAKKOM PURUSHOTHAMAN** *in the Chair*]

Our freight transportation target was 318 million tonnes and the railways achieved more than that. They deserve our congratulations for this. There was some adverse effect due to drought in 1988-89, but it gives me pleasure to note that the railways in its Budget for 1989-90 have decided to transport more tonnes of load by raising its target of 345 million tonnes. I would like to congratulate them for this. This will raise the revenue and the people of the States will get more means of movement and transportation. The new Budget provides for conversion of 67 new stations as model stations. A sum of Rs. 100 crores will be spent on this work. All of them are either major stations, district headquarters or tourist spots and it is very essential to provide facilities to travellers there. During the Sixth Five Year Plan period a sum of Rs. 5.1 crores was spent every year on providing various amenities. In the Seventh Five Year Plan period this amount has been raised to Rs. 15.8 crores and by the end of the plan it is proposed to spend Rs. 25 crores for increasing passenger amenities. The Ministry of Railways deserves our congratulations for all this.

The Ministry took over most of the track renewal work in their hands. When the Seventh Five Year Plan was launched 196 kilometres of track renewal work was yet to be

[Shri Pratap Bhanu Sharma]

undertaken. By the end of Eighth Five Year plan the work would be completed. Due to electrification of tracks and growing number of fast running train and for the transportation of goods also it was very necessary to renew the tracks. It is a good effort and priority should be accorded to this work. The expenses to be incurred on this project should be met from internal resources and other sources. There is a need to allocate more funds for this work.

Similarly, it is proposed to complete the electrification between Delhi, Madras, Bombay and Howrah by 1990. It is a commendable step. It is also proposed to achieve the target of electrifying 3150 route kilometre during the Seventh Five Year Plan. It is double the target of the last Five Year Plan. The railways deserve maximum commendation for the time bound manner in which the work is being carried on and completed. The electrification work has been extended upto Bhopal in the Central Zone. Due to this it has been possible to run the 'Shatabdi' Express from Delhi to Bhopal. Earlier it was upto Jhansi only. I would like to congratulate the Department of Railways for this. The 'Shatabdi' Express which is a prestigious train in view of the Nehru centenary year, will help knit of the people in the country together, boost tourism and promote foreign tourism also because tourist spots of international importance fall along its route. With the running of 'Shatabdi' Express, the passengers will find it convenient to visit Agra, Khajuraho and Sanchi near Bhopal which is a place of

international Buddhist importance. Sanchi falls in my constituency. (Interruptions)

SHRIMATI VIDYAVATI CHATURVEDI: Khajuraho is 200 kilometres away from there.

SHRI PRATAP BHANU SHARMA: There are proposals to connect Lalitpur with Khajuraho. I would like to congratulate you for this.

Like the hon. Lady member I too demand a rail link between Lalitpur and Khajuraho. As regards the provision of Computerised reservation facility at some more railway stations, it is going to cover Ahmedabad, Bangalore, Bhopal, Lucknow and Secunderabad. These five projects are expected to be completed by the end of 1990. We hope that subsequently Bhubaneswar, Cuttack, Gorakhpur, Gauhati, Jammu Tawi, Patna, Pune and Trivandrum will also be covered. Provisions of the railway Budget do not give this impression that this has been done in view of a particular Member or a State. Priorities in the Railway Budget have been fixed in accordance to the increasing requirements for rail services in the country and the Department of Railways has also taken concrete steps in that direction. For this hon. Shri Madhavrao Scindia and hon. Shri Mahabir Prasad, who may also be called the M.M. Express, deserve our congratulations. One M.M. Express belongs to the Central Government and another one operates between Delhi and Bhopal

I would like to draw the attention of the hon. Deputy Minister towards certain minor problems of my constituency. I hope he shall convey

these to hon. Shri Madhavrao Scindia. At present the Howrah Express running between Indore and Howrah is a weekly train. This train should be run daily in view of the importance of linking the Central and Eastern parts of the country. The Bhopal-Bilaspur Express, which runs between Bhopal and Bilaspur via Bina, is still being hauled by a steam engine. Thus the train often runs upto four hours behind schedule. With electrification being undertaken on a massive scale, there may be some diesel engines to spare. One of these could be used to haul this train thus increasing its speed. Similarly the Punjab Mail running between Ferozepur and Bombay also takes a long time to cover the distance. If this train is double-headed and upgraded as a superfast train it will be of great utility for the Central Railways. Vidisha and Sanchi are railway stations of historical importance. When the hon. Minister toured the area he had assured the public of developing Vidisha and Sanchi as model stations, and of the inclusion of these projects, in the next Budget. I would once again remind him about the development of Vidisha and Sanchi as model railway stations and their inclusion in the next Budget for their development as the places of international importance. The Jhelum Express should halt at Vidisha. There is no other train which connects Vidisha and Bhopal with the Pune area in Maharashtra. I shall be grateful to you if you can provide a halt of Jhelum Express at Vidisha from the coming May. Similarly I demand stoppage for Amritsar Express at Gulabganj. Similarly the Mahanadi Express should halt at

Budhni which falls in my constituency. I hope these facilities will be provided in my constituency. I thank the hon. Minister for ordering a survey for the conversion of the rail section, upto Budhni into broad gauge. I request that the area of this survey be extended upto Indore and Saugar. So that any prospective construction of new railway lines in future may be covered under it. I thank you for giving me an opportunity to speak.

[English]

SHRI NITYANANDA MISRA (Bolangir): I wanted to speak a few words in support of the Railway Budget that has been placed before this august House. The Railway Minister deserves congratulations from us because he has framed a well-considered, well thought out and evenly balanced budget.

According to the Budget proposals there has been a hike in the freight to the tune of 11 per cent which will net additional revenue of Rs. 876 crores. This resource raising effort was absolutely essential and almost indispensable considering the growing needs and ever increasing requirement of the Railways. There has been some apprehension expressed by the members of the opposition that the hike in freight will result in pushing up the cost of the critical commodities like coal, steel, fertilisers and it will result in inflationary pressure in the economy. But competent authorities after meticulous calculation have found out that the increase in these commodities will be only marginal and it will not be inflationary. Therefore, there is no justification for

[Shri Nityananda Misra]

any apprehension that it will be inflationary.

The passenger fare has been frozen. This indeed is a consideration for the poor and the middle class passengers who cannot afford to pay more. But some critics argue that the Planning Commission has recommended that there should be some increase in freight as well as passenger fares. And because passenger traffic cost has gone up very high and passenger fare is over subsidised, therefore, there should have been some increase. But all these people who hold this view will take a posture which is diametrically opposite had there been a slightest increase in the fares and they would have indulged in virulent criticism against the Budget proposals and the Railway Minister. It is a welcome consideration by the Minister.

Some people say that the Budget is stagnant. We do not find any justification or rationale behind such reaction. When the performance of the Railways has improved substantially, when the productivity has increased, when there has been greater consolidation and stabilisation of the Railways and it is poised for a major accelerated growth in years to come, then such a reaction that it is stagnant is absolutely baseless and unfounded.

The good performance of the Railways has been possible because of the efficient management of men and material and because of the effective utilisation of its assets. I think in spite of many constraints, the Railways have been able to perform admirably. We pay a tribute to the

Railwaymen also, who have made no small contribution for the better performance of the Railways.

We feel that there is still some room for improvement in vital sectors. The productivity can increase further. So, some steps should be taken by the Railway Ministry in that direction.

There is also some room for bringing down the cost of operation which has been maintained at a high level. So, steps should be taken in that direction also. These two steps will yield large surpluses which can be utilised for the expansion, development and modernisation of the Railways.

There are some backward and undeveloped areas in our country which do not have railway communication. They have got natural resources in abundance but because they do not have infrastructural facilities like railway communication, they are not able to develop economically. So, railway communication facilities should be made available to these areas, so that the legitimate aspirations of the people for economic development can be realised.

MR. CHAIRMAN: Don't you have to say something about your constituency?

SHRI NITYANANDA MISRA: Yes, I will come to that also.

MR. CHAIRMAN: Please come to that and conclude. I cannot give you much more time.

SHRI NITYANANDA MISRA: Sir, ever since Independence, the people of the State of Orissa have been demanding for the construction of a railway line from Sambalpur to Talcher. This is the main lifeline of

communication for the State which links the coastal area with the western part of the State. The economic development of the State depends upon the construction of this railway line. Unfortunately, the implementation of this project is very slow. Only a small portion of the line from Talcher to Anugul would be completed by next year, as per the Budget papers. If the construction of this line goes up at this snail's pace, I think it will take decades for this important line to be completed. I request the Railway Minister to give highest priority to this line and see that it is completed within the shortest possible span of time

It was decided that there will be a separate Division for Western Orissa, with headquarters at Sambalpur. This was inaugurated by no less a person than the Prime Minister Shri Rajiv Gandhi a few years back. But unfortunately, there has been some vacillation and its implementation has not taken place due to some reasons. I think the Railway Minister should pay attention to this aspect also.

The construction of Bolangir-Khurda line which will benefit three districts of Bolangir, Phulbani and Puri, was considered some time back. Last year we came to know that the reaction of the Minister that it was not economically viable; so, it would not be taken up. This railway line passes through the backward areas of Bolangir, Phulbani and Puri districts. These backward areas have tremendous potential and possibilities for economic development because they have natural resources in abundance. Without the construction of this railway line, economic development

of this area will not be possible. I would like to know what are the reasons for saying that this particular line is not viable.

If this is not viable, then I do not think that any backward area in any part of the country will be economically viable. Therefore, I think that this is nothing but the wooden thinking of certain bureaucrats of the Railway Administration at the top level. Therefore, I request the Minister to give attention to this backward area and sanction this railway line.

There was a train from Titilagarh to Rourkela. From the very inception of the railway line, from Titalagarh to Sambhalpur constructed in the early Sixties this train has been there. But unfortunately, a few years back it has been suspended, for which there was no justification. The train was serving a population of 50,000 who are employees of Rourkela belonging to the districts of Koraput, Kalahandi, Bolangir and Sambhalpur. It was a very popular train and it was giving excellent service. So, I request the Minister to revive this train.

The Link Express was serving three States—Madhya Pradesh, Orissa and Andhra Pradesh — and we were immensely benefited by it. But unfortunately that has been suspended. I urge upon the Minister to revive this Link Express for the benefit of the people of these States.

I also request the Minister to sanction passenger halt at Luthurbandh which will enable the people of this area to enjoy the passenger train facilities.

MR. CHAIRMAN: Now you resume your seat. I have given you more time.

SHRI NITYANANDA MISRA: I am speaking about the Railway in Orissa.

MR. CHAIRMAN: The time permitted by your Party for each Member is only six minutes. I have given you ten minutes. So, I can't give you more time.

SHRI NITYANANDA MISRA: Five minutes more.

MR. CHAIRMAN: No. Please resume your seat.

SHRI NITYANANDA MISRA: It is recommended by the Minister, Sir.

MR. CHAIRMAN: The Minister has no control over the time. It is only the whip who has got control.

(Interruptions).

MR. CHAIRMAN: The Minister is not giving you time. The Minister is telling that each Member has got only five minutes. You thought that he is giving you more time. If you continue your speech, nothing will be recorded. Please resume your seat.

Now, Prof. Saifuddin Soz.

PROF. SAIFUDDIN SOZ (Baramulla): Mr. Chairman, you have already told that we should speak about the constituencies only. Thank you very much for that suggestion. But briefly I will talk about my constituency, that too very briefly. But so far as the general development of Railways is concerned, I feel I must share the opinion of most of the Members that there is some improvement in the functioning of Railways. There is some modernisation, there is some punctuality. But overall there is some improvement, we can see it. But since I heard Mr. Madhu Dandavate speaking on Railways because he

has a lot of experience and he has raised some questions and he feels that the development as a whole is stagnant, well, if Mr. Scindia comes forward to give his observations and reply to the debate, he must, I feel, reply to the issues put forth by Prof. Madhu Dandavate because I found his speech very balanced and I share with Prof. Madhu Dandavate one concern that the Railways do not get adequate funding from the Government. The point is that it is for Mr. Scindia and his colleagues to get funding from the Planning Commission or the Ministry of Finance, but I feel that we should also support the Minister for asking for more funds. I see that during the First Plan the Railways got 5.99 per cent of the total allocation and now during the Seventh Plan it is 6.9 per cent. It means that so far as funding is concerned, the Railways have remained where this Department was long ago. So, I make a strong plea for a greater amount of funds for development of Railways in the country. But now this modernisation and improvement have taken place along side. When Mr. Madhavrao Scindia took over as Railway Minister, I said and I wished, he could come forward and assert in the House that he would give one qualitative change in the Railways and he would say, "Trains will run on time". Alas! he did not come forward with that assertion and he is not assuring us that the trains will run on time. I feel, there is a kind of lethargy. Otherwise, I find that there are two things. One is, my conviction is that within the available resources, you can modernise, improve things, if you can make quality of life better in India. Second, if you want to

impose discipline, you can impose it. I raise a question, how does Rajdhani leave New Delhi at 5. p.m. and reach Calcutta 5 minutes to 11. Only last year I came to know this. I always go to Calcutta by plane. I never thought any train could reach on time and it would carry me to Calcutta within 18 hours. When we left Burdwan, there was an announcement that the train would be late by 10 minutes and we should try to make up. It was heartening to me to hear this. In Europe, we hear all kinds of announcements. I find Rajdhani for Bombay or Calcutta can be compared to European trains. When I heard it for the first time that the train would be late by 10 minutes and they would try to make up, it was a situation which was very heartening. I felt very happy. In my country, a train could run on time. Of course, there are areas of improvement. Therefore, whatever you offer from Delhi to Calcutta, Delhi to Bombay, why can't you offer it to Jammu & Kashmir State and other States in India. Why do trains run very late? I know my hon. friend, Mr. Mahabir Prasad, for a very long time. He made a very good speech although in a very difficult, sanskritised Hindi. He will share my thinking as also Madhavrao Scindiaji that they must commit themselves to a discipline and assure us that the trains will run on time. Generally, the Express train leaves Delhi and goes to Jammu, when it reaches Jammu, it would be late by 4 or 5 hours. When it is late by 2 hours, people say, "It is on time". You cannot have a double standard. You give one kind of facility to the people travelling to Calcutta and you have another standard for Jammu & Kashmir. The

same drivers are there; same lines are there. Therefore, it is a kind of lethargy and the Railway Ministry should take notice of our grievance and that the trains have to be on time.

I wanted to say something by way of advice to the Railway Ministry. Mr. Chairman, you have cautioned me that I must come to my constituency. I have respect for Mr. Scindiaji. He is working very hard. He is an intelligent Minister. He introduced Shatabdi Express and we welcome it. Some people find fault because they say all Ministers look after their own constituencies. They must look after the whole of India. Anyway, I have welcomed that train. But beyond Agra, that does not earn revenue. But I give you an idea. You are forgetting Khajurao which is a very important centre. But I tell you, Vaishno Devi is also very important. 10 lakhs of people go to Jammu for darshan of Vaishno Mata. What is your arrangement? You have no trains. You have got Jhetum Express, Jammu Mail, Shalimar Express. But they are not sufficient. So, we have been telling you to run a day train for Jammu. You can have higher revenue. You may not have sleeping berths. But give us chair-car facility and run a day train for Jammu. They will reach Jammu in the evening. Next morning they go to Vaishno Devi, spend the day and come back and board the train to come to Delhi. You have not considered it. Your revenue will be highest because I can assure you, on this route, there is no ticketless travel.

There is chain pulling by passengers travelling from Jhetum

[Prof. Saifuddin Soz]

because of indiscipline. Ticket collectors are not there. You do not have any Force. So, I make a strong plea that you should run a day train for Jammu and you can call it Vaishno Devi Express.

There is another factor. We are on the tourist map of the world, not because of your efforts now, but because we have a traditional health resort. We have Gulmarg and Pahalgam. We are known internationally. People come to visit us for the sake of Pahalgam and Srinagar. But, you are not facilitating them for their travel by trains. Therefore, I am not asking only for one train. I will ask for two trains. But, one of them should be a day train.

We want Jammu & Kashmir to be on the railway map. I talked to Shri Bansi Lalji, Shri Barkatula Khan and Shri Madhavrao Scindia. We said that Jammu & Kashmir should be on the railway map of India. Indiraji had taken keen interest that there should be railway track between Jammu and Udhampur under her orders because of her personal interest. It was decided eight years ago. At that time, it was a Rs. 70 crore project. It is Rs. 113 crores now because of price escalation and so far you have not spent more than Rs. 13 crores. If you go at this pace, then we may go to 21st century without a train around Udhampur!

So, I want greater amount of funding to be made available for completing the track up to Udhampur. I have not received any response to my suggestions the other day when Mr. Scindia said

there is difficulty in acquisition of land. I can assure you that Shri Farooq Abdullah is very eager to help in acquisition of land. There is no problem. But, you complete the railway track within a period of three years and take the rail to Udhampur and thereafter have a survey during this year to find out how the train can be taken to Srinagar. The survey has already been done for constructing railway line between Kazigund and Baramulla. Therefore, there is a good chance for you to put us on the railway map of India by conducting this survey. There is no difficulty because in India in the modern technology, you can have many tunnels. We do not have a viable road this time. This road is in bad shape. In the absence of a very good road, railway could help us. Therefore, make a very strong plea that the Railway Department should put us on the railway map of India.

[Translation]

SHRI MOHD. AYUB KHAN (Jhunjhunu): Mr. Chairman, Sir, I rise to support the Rail Budget. First of all I congratulate Hon. Shri Rajiv Gandhi under whose leadership such a good Rail budget has been presented. I also congratulate hon. Shri Madhavrao Scindia and hon. Shri Mahabir Prasad for preparing a very well-thought out Budget. I also consider it my duty to congratulate the Railway Board and all the railwaymen on this occasion as the railways carry 1.10 crore passengers in 37,000 railway coaches attached to 7,000 trains operating in the country. Moreover India has the fourth largest railway network in the world. This is a great achievement. After the partition of our motherland these are the railways which make

every Indian feel proud of it. So maximum facilities should be provided to the railwaymen so that they can show a better performance. The Government should provide housing and educational facilities for the children of the railwaymen and more doctors should be there in the railway hospitals to make up their present shortage.

After the retirement of a railway employee a member of his family should be given employment in the railways. Such steps will inspire other public sector undertakings to work better.

Now, I would like to give some more suggestions, Every train should be equipped with a communication system between the guard and the driver of the train. To prevent accidents, every engine should have a 'Laser window' enabling the driver to communicate with the next station. I would also ask for renewal of tracks which are very old. Can we develop or design such a railway line which may be quite durable and can be laid without employing labour in a large number? In future, we should plan to have a dual railway—one with tracks at the ground level and the other at a raised level so that we can thus compete with any other nation of the world.

My second point relates to the condition of railway stations. All our stations should be based on model stations. This Budget has got some very welcome provisions for 'awardees', the people who have been honoured with an award in recognition of their service to the nation. For the first time the Railway Budget has provided concessions to people who are 65 years or above.

This is a most praiseworthy step. Defence personnel honoured with some or the other awards like Mahavir Chakra or Vir Chakra and then the police personnel and the sportsmen, have also been given due regard in the provisions of this Budgets.

Now, I shall raise a few points regarding my constituency. Sawai Madhopur and Jaipur have been linked with a broad-gauge line for the first time. For this I give thanks to the hon. Minister. There is no train connecting my constituency Jhunjhunu with Delhi during the day time. Hon. Speaker comes from Sikar while I belong to Jhunjhunu. Both these places lack a direct train for Delhi. I request the hon. Minister to introduce a train from there or adjust the timings of the existing trains enabling the people to travel up and down during the day time. The Bikaner Express leaves Delhi at 08.40 A.M. reaching Loharu at 12.00 P. M. If some extra coaches are attached to this train these could be bifurcated at Loharu and then move onwards upto Jaipur via Jhunjhunu and Sikar. Similarly in the opposite direction, coaches originating from Jaipur may reach Loharu via Sikar and Jhunjhunu and then attached to the Bikaner Express for onward journey to Delhi.

The Dabra-Singhana railway line was constructed in 1958. This line is used by the goods trains for the Khetri Copper Project. Since last four years I have been asking for addition of 2-3 passenger coaches to this goods train. This will help 15,000-20,000 commuters who work there. People of that area are still denied this facility of rail services. If 2-3 passenger coaches are attached to

[Shri Mohd. Ayub Khan]

the goods train, the public of that area will have a breath of relief. I hope this will be done for them.

A large number of Defence personnel hail from my constituency. In fact, the maximum number of Defence personnel hail from Jhunjhunu. Similarly a large number of traders and businessmen from Jhunjhunu go to Bombay, Ahmedabad, Calcutta and Assam but they are put to a lot of inconvenience as reservation is a very great problem for them and also there is no direct train for Bombay and Ahmedabad from Shekhavati railway station. In absence of a direct train from this place at least reservation should be made available to them.

At least reservation facility should be there. In the Janata train there should be a quota of reservation of 8 seats and of 5 seats each in the Deluxe and Frontier for the passengers from Jhunjhunu going to Bombay and Ahmedabad. Besides, there should be a provision of 10 seats in the Janata train. 5 seats each should be reserved at Delhi in both Kalka and Assam Mail for the Jhunjhunu passengers who travel to Calcutta and Assam. I have made a submission for 5 seats each and I hope that the Government will provide this facility for the people of my constituency.

I would like to add that there are maximum accidents at level crossings. If an underground bridge is constructed there, it will be convenient for the people. If people pass from the subway, there will be no traffic block.

The Government has given

concession to the awardees. Ever since then I have been continuously receiving telephone calls that the wife of the awardee has not been given the said concession. Therefore, my submission is that the wives of those people who are above 65 years of age should also be given this concession and the wives of the awardees should also be included in this.

In the end, my suggestion is that the Government should pay attention to whatever demands I have made regarding the trains and the facilities. Keeping in view, the needs of Jhunjhunu and Sikar, a train should certainly be introduced during day time so that people living in Jhunjhunu and Sikar may reach Delhi by the evening. Similarly, a train should be started from Delhi in the day time and reach Jhunjhunu by the evening. In the goods train, which runs on the Dabra-Singhana line for the Khetri Project, two-three passenger's bogies should be attached so that the 15-20 thousand employees working at the project site may travel by it. There is no railway service in this area and if these steps are taken, the people living there will be benefitted.

This Budget deserves appreciation and words fall short in congratulating the hon. Railway Minister for having presented such a good Budget.

SHRI KAILASH YADAV (Jalesar): Mr. Chairman, Sir, I rise to support the Railway Budget presented by Shri Scindia. There is no doubt that the Budget presented by Shri Scindia and Shri Mahabir Prasad under the leadership of the Hon. Prime Minister is a very balanced one. A good number of facilities have been given

to the people. This is a matter of happiness that fares etc. have not been increased. There is a slight increase in the rates for goods traffic and its percentage is also slightly higher. My submission to Shri Scindia is that some relief on Kerosene and sugar is needed.

Railway is an important organisation in our country and it is the backbone of the country's economy. The development of the country cannot even be imagined in the absence of railway net work. However, we find that the Planning Commission adopts a very stiff attitude towards Railways. This is the duty of the Railway Minister and officials to get the maximum funds from Planning Commission so that the Department be made more efficient.

The Planning Commission should recognise railways as a very important department and its Budgetary allocation should not be curtailed. The several departments are given funds more than they require and thus these funds are misused. Therefore, my submission is that the amount budgetary allocations for the Railway should be increased. Sir, if railway line is laid in an area that will automatically get developed. Today, the progress made by the Railways under the leadership of Shri Scindia and Shri Mahabir Prasad is commendable. Railways have set a record in freight traffic. This is a good thing. I congratulate the hon. Minister Shri Scindia, Shri Mahabir Prasad and all the officials of Railways for having performed so many good jobs apart from the above mentioned things.

Four trains pass through my area. There are certain problems there which I have been mentioning from time to time. Even today, I would like to submit that the demand of linking Mathura with Jalaisar road and Etah with Kasganj is 30-35 years old. There has been constant pressure in that area to establish a link of Jalaisar road, Etah and Kasganj with broad gauge line in Mathura. Sir, a survey was also conducted for this purpose but I do not know as to what happened to its findings. I would like that this survey should once again be conducted and this backward area should be provided a link with a railway line. This is an age old demand of this area. I hope that Shri Scindia and Shri Mahabir Prasad will take steps to fulfil this demand.

Besides, Etah-Barhani railway line was started in 1960. All the railway stations from Etah to Barhan on that line are in a dilapidated condition. The coaches attached to the train running on this line are also in bad shape. Although some progress in diesel etc. has been made there. But until the concrete sleepers and gratings are laid on this railway line, fast trains cannot run on that line. At present, there is no straight train from Etah to Delhi. People have to travel by bus and that takes 5 hours. If the train facility is made available there people can reach Delhi within three hours. Sir, I also want to submit that the facilities of locoshed, diesel engine etc. should be increased in Tundla so that all employees may be absorbed there itself and they need not go to any other station. In this way, the significance of Tundla station will also be there. Tundla has remained an important station since

[Shri Kailash Yadav]

the British times. The railway officials keep on reducing the facilities instead of increasing them there. Due to this there is a great disappointment among the people of this area. It is a major railway base of my constituency.

Sir, a new train, Shatabadi Express is being introduced. My submission is that this train should have a stop at Tundla station for two minutes since this a very big demand of the people in my constituency. The Upper India Express and the Assam Mail, the two popular trains have been cancelled. No train has been provided as substitute. Upper India should be restored and a new train should also be given in place of the Assam Mail. Unfortunately, both these trains have been cancelled. My submission is that the Puri Express should be given stoppage at Jalesar road and Barhan stations. I had got these two trains halt at the Jalesar road and Barhan.

Sir, 25 UP and 26 Down running on narrow guage should be given stoppage at Marhara. There is a big demand for stopping the 513-514 Marudhar Express at Sahawar.

Sir, since the past few years, people are demanding that an A.C. sleeper should be attached to Avadh Express which is a very big train. But despite the promises made, the sleeper coach has not yet been attached till now.

I would like to give another suggestion. The contractor system in Railway is continued at the cost of the co-operative societies which are being neglected and by-passed.

People having personal contracts are given the work. Thus the whole system is corrupt. When co-operative societies have been set up in Railways, they should be made responsible for the work. A good number of co-operative societies are engaged with the work.

With these words, I once again welcome this Budget.

SHRI K. J. ABBASI (Domariaganj): Mr. Chairman, Sir, I am grateful to you for having given me the opportunity to speak. I rise to support the Railway Budget presented by the hon. Minister.

There is no denying the fact that facilities in Railways have increased and this Budget has been welcomed. This is so because the poor have not been affected since there is no increase in fares. Besides, the old people have also been given facilities for travelling. Apart from this, a number of concessions have also been given for the farmers' welfare in various areas. The hon. Minister deserves to be congratulated for this. I would like to draw the attention of the hon. Minister to the fact that heavy expenditure is incurred on the transportation of coal from Dhanbad to Basti via Barabanke. Its freight charges have not been reduced. I have received a telegraph from there that this will affect the prices of all the commodities used by the poor. Therefore, my submission is that while concessions have been given on a number of commodities, coal too should be included among them. Besides, the old route of transporting coal via Barabanki should also be changed to via Gorakhpur.

I would also like to add that my district Basti has been divided and a new district Sidharth Nagar has been set up. I would like to tell, the hon. Minister he is sitting here, that there is only one metre gauge line in the newly formed Sidharth Nagar district which runs from Gonda to Gorakhpur and covers 2-3 small stations. People there have to face a lot of inconveniences. Out of 5 Assembly constituencies in the whole district, only 2 constituencies have railway line and in the rest of the three, this facility is not available. About 10-15 years back, there was a scheme for laying a railway line from Sahajanwa to Balrampur via Bansi, Dumriyaganj etc. Its survey was conducted during the Janata Party regime. But, due to shortage of funds, it is lying in doldrums. I would like to draw the attention of the hon. Minister to pay more attention to this because this line is connected with Sidharth Nagar. Besides, the metre gauge line here should be converted into broad gauge as in 1981, the metre gauge line of Basti was converted into broad gauge. I am the only M. P. from that area and have to keep the promises made there. If the Government draws a blue print today, the work will be completed in 7-8 years. Therefore, this facility should certainly be provided for Sidharth Nagar. Sidharth Nagar has been named after Lord Budha and from tourist point of view also it would be beneficial to develop it. This area draws a number of tourists and is also developing a lot. Therefore, it has been made a district. I would like that more attention is paid to it, especially to the Naugarh station whose condition is very bad. It has a metre gauge line and passengers coming from

other states face a great inconvenience. A retiring room should also be constructed there and the condition of the station should also be improved so that passengers coming from other states may not have any problem. Regarding the first class bogies, I have written in this regard a number of times. I am to say that it would involve very meagre expenditure if the Government gets their bathrooms repaired. This will bring relief to the people. The timings of Vaishali train running in my constituency have been rescheduled for the convenience of the passengers and we are grateful to you for the same. Now one can start at 7 pm and reach Delhi next morning at 7.30. I would like to say that the quota of reservation should be increased because passengers including ourselves face this trouble every day. There is only one train for travelling to Bombay and even its timings are not suitable. My submission is that one more direct train should be introduced from Bombay to Basti so that it gets convenient for the passengers to travel there. Many hon. Members have submitted and I would also like to repeat that the quality of food has not been improved. Attention should be paid to this point. Prices need not be reduced, its quality should be improved. We are grateful to the Government for having provided the facilities and for not having increased the train fare in the Budget. I hope the hon. Minister will surely pay attention to the suggestions made by me. With these words, I conclude.

SHRI SURESH KURUP (Kottayam):
Respected Chairman, Sir, this

[Shri Suresh Kurup]

year, Railway Budget is being projected as a soft budget. As you know, the 11 per cent increase in the freight charges is going to affect the freight situation all over the country. Especially the prices of all the commodities in Kerala, which I represent and which you also represent, are going to rise. We are from the southern-most part of the country. For almost all the commodities, including those needed for day-to-day life of the people, we have to depend on other States. So, the worst affected State because of this 11 per cent increase will be Kerala.

I am not going into the details as my time is very limited. Another thing is about the Mangalore-Bombay railway line. I am happy that some amount has been included for railway line from Mangalore to Bombay; But it is a very nominal amount. This is the long-standing demand of the people of Kerala. If this line comes through, the whole of Kerala will be benefited, especially the entire Malabar region. There are statistics about the passengers going to Kerala. There is a strong transport lobby working against this line coming through. The Minister may be aware of this. I won't demand any more railway lines for Kerala if this Mangalore-Bombay railway line is taken up.

MR. CHAIRMAN: That concept has already been accepted

SHRI SURESH KURUP: That concept has already been accepted but the Minister should

see to it that this railway line comes through.

16:00 hrs.

Another thing is about the accidents which are quite repeatedly occurring in Kerala between Ernakulam and Trivandrum Railway. I know that Mr. Madhavrao Scindia is a very competent and efficient Minister. I do not know whether reports are coming to him or not because even after the accidents, in a span of 8-9 months, ten to fifteen derailments occurred between Ernakulam and Trivandrum line. Almost all the dailies in Kerala carried out surveys and published their reports. I hope that the Minister will ask some of his officers to get them translated and submit a report regarding those surveys. When we say that this is due to the fault of the track and also of the bogies, the Southern Railway Authorities repeatedly deny it. Then they should say to the people of Kerala as to what is the cause of these accidents. The whole of Kerala is scared about this. Fortunately, most of the trains were goods trains. That is why no loss of life occurred. I request the Minister to inquire personally into these things. It was reported that the General Manager of the Southern Railways alongwith the top officials of the Southern Railways, inspected the track for two or three days between Ernakulam and Trivandrum and I do not know whether he has submitted any report to the Minister. I hope he will answer my questions when he gives the reply to the debate. Another important point is regarding

the disciplinary action against the trade union activists in Palghat division of the Railways. The relation between the railway authorities and the employees there is in a very bad condition. They have staged dharna, picketing in front of the Railway Divisional Authority's office in Palghat. They are pinpointing the trade union activists and in all flimsy charges, actions are being taken against them. Some important office bearers of the Union are suspended, inquiries are pending against them, some of them are dismissed. So, I request the Minister to make a personal inquiry into this and I hope he will also reply to this in his reply to the debate.

SHRI SHARAD DIGHE (Bombay North Central): Mr. Chairman Sir, I rise to wholeheartedly support this Railway Budget submitted to this House. I am sorry that many of the Members of this House, instead of appreciating the good performance of the Railway Ministry, have been engaging themselves in the discussion on the General Budget in respect of various lines here and there which have not been looked after immediately by this Budget. I do not blame them because ultimately this is the occasion when they have to put forth their constituencies demands and perhaps this being the last Budget Session of the House.

MR. CHAIRMAN: Even if it does not happen, it will have to come in the Press.

SHRI SHARAD DIGHE: They were tempted. They feel that it is their duty to put their demands. My approach to this Budget is different. I would consider and would like the House to

appreciate fully the performance of the Railway Ministry as far as this Budget is concerned.

Many things are said about the different railway lines not having been taken into account. I would submit that in the circumstances some priorities have to be decided by the Railway Ministry. As stated in paragraph 12.2, special attention was to be paid to the development of North-east region. I also feel that the whole of powered locomotive like drawing is based on the suggestion and the requirement of the Defence Department and the Planning Commission also. Therefore, we must look upon all these performances from the national point of view and see that the priorities which are required for this country as a whole from the defence and other points also have to be met with.

Then Sir, the problem in the Budget estimates of 1989-90 is that ultimately after considering the gross receipts of Rs. 9857 crores and the expenditure of Rs. 9788 crores, only Rs. 69 crores are left with the railway Minister. Then the dividend liability of Rs. 805 crores is also to be met. Therefore, a further sum of Rs. 736 crores had to be raised by some other source and for that purpose I am happy that the Minister was not tempted to raise the tickets or season tickets rates on the principle as stated in his speech at paragraph 27.4: "As far as the passenger traffic is concerned, the middle and lower income groups constitute the bulk of railway users." Therefore, keeping their interest in mind, he did not raise it through them. I am very happy that this principle has been followed in this Budget and I hope the same

[Shri Sharad Dighe]

would be followed in the years to come.

The other alternative was to have some freight increase, and, therefore, he has limited it to 11 per cent exempting from it the fruits, vegetables and other such goods which are required for common use and also for the agriculturists.

Rationalisation of freight structure was also proposed and increase in the rates of parcel and luggage by 11 per cent was proposed. This will give him a surplus of Rs. 140 crores. We must appreciate that unless this dividend liability is met with, it would have affected our general Budget also. He could have deferred this dividend liability and without increasing any freight he could have shown surplus Budget but that would have been against the interest of our General Budget. Ultimately there would have been more deficit in the General Budget and that would have led to increase in the prices. But in spite of doing that he has wisely increased the rates of goods traffic to a minimum. Even though some Members are complaining that this will give rise to general prices, it has been estimated that the whole sale price increase would rise only by 0.3 per cent because of this 11 per cent increase. Therefore, the prices of foodgrains, including sugar, wheat, pulses would be up by 4 to 6 paise per Kg. only. So, it will be a marginal increase, as far as the effect of 11 per cent is concerned.

Restructuring has taken place which will give rise to some increase but as I said there was no other alternative for the Railway Minister

but to do all these things. By doing this he has balanced the Budget properly and we must appreciate that the health of Indian Railways has been very sound for all these years. If we see the total originating loading the Graphs shows that from 1975-76 it increased from 223 million tonnes to 332 and now the target is 345 million tonnes.

And the very significant thing is that the lowest was in 1978-79 and 1979-80 and that was 223 and 218 million tonnes. When was that? That was when Prof. Madhu Dandavate was the Railway Minister. Therefore, he was very apologetic and made only suggestions and kept quiet; he did not have any dent on the performance of the railways. As I said, he kept quiet, because otherwise he would be exposed; the lowest performance was during his regime.

As far as the net kilometers of freight traffic is concerned the net tonne kilometrage of freight tonne kilometres traffic was the lowest in 1978-79 and 1979-80; it was 155 billion and now it is 231 and the target is 252.

All these figures show that the lowest performance was in the days of Prof. Madhu Dandavate when he was the Railway Minister in the Janta regime.

We must see this performance of the railways and the progress made by the railways thereafter in this regard.

Another difficulty before the Railway Minister was that the 7th Plan allocations were drastically reduced by the Planning Commission from Rs. 16917 crores to Rs. 16358 crores. Therefore, he had to contain

within those limits, but hopefully he has exceeded the freight loading target etc. etc. and crossed the targets even before the end of the 7th Plan. That has also to be appreciated. But as he stated, time has come now a saturation has been reached and therefore further allocations are necessary, as the hon. Members have already supported.

Therefore from the general health point of view of the Indian railways, and specially in view of the lowest performance during the Janta regime, we must support this Budget; that is necessary from the all India point of view and we should not merely complain for this reason or that reason unnecessarily.

When there is a general improvement of the railways, it is bound to meet all the requirements of the different regions. Therefore, from this point of view also, I very whole-heartedly support this Budget.

SHRIMATI KISHORI SINHA (Vaishali): Mr. Chairman, Sir, I am afraid whether I will be able to cover all my points within the short time being allowed to us. Anyway, I rise to welcome the Railway Budget. The Railways have continued to make progress and achieve the targets set, which would be considered a record achievement if we take into consideration the records of achievements of several five years taken together. The Railway Minister, Shri Madhavrao Scindia deserves congratulations for providing the inspiring stewardship.

For the first time, the Railways are able to show some control on ordinary working expenses. This has increased the gross surplus.

Whereas budget estimates for 1989-90 show an increase of Rs. 1257 crores in gross traffic receipts, over the revised estimates, the working expenses are expected to increase by only Rs. 698 crores that is almost only 50 per cent of the growth in receipts. That is why despite a Rs. 200 crore increase in appropriation to depreciation Reserve Fund and another Rs. 150 crores to Pension Fund, the net traffic receipts still show a larger surplus of Rs. 190 crores and net revenue is up by Rs. 200 crores. This leaves a higher surplus after paying a higher dividend to general revenues.

We may recall that in early years of this decade, the Railways faced constant shortfalls and had to take loans from general revenues

16.13 hrs.

[Shri Sharad Dighe in the Chair]

to meet dividend liabilities. The Railways have turned the corner. This is to be appreciated. The Railway Minister is justified in proudly declaring that railways have bettered their traffic record. The transport output of freight rose by about 27 per cent and passenger kilometres by about 19 per cent. And this traffic record combined with the rise in freight and passenger rates have brought about this happy financial situation.

We may also recall the decisions of the Board Chairman of the immediate past who ordered new patterns of freight traffic like long haul freight trains, greater electric and diesel traction, faster phasing out of steam locos, greater wagon turn around and so on. By doing so,

[Shrimati Kishori Sinha]

they wanted to create in railway men a commercial sense. Railways must primarily be and work as a commercial organisation where quality of service and charges are constantly sought to be matched.

Railways have therefore to be on guard against ticketless travelling. Bonafide passengers are quite often put to great inconvenience when unauthorised passengers get into the compartments. The TTEs' job should not end with once checking the tickets. They should frequently see that ticketless travellers do not crowd the compartments. There is leakage in wagon allotment and movement. These things should be put an end to. I would like to caution this House that the Railways cannot be run as a social service organisation and whenever they have to fulfil social obligations, the Government should pay for the services rendered.

I congratulate the Railway Minister and his staff for lifting higher freight traffic and even more for getting ready to lift as high as 400 million tonnes of originating traffic soon. They have achieved higher levels of productivity by all indicators put out by the Railway Ministry.

I would suggest to him to give greater attention to passenger trains' punctuality. These trains are habitually running late. You can imagine the hardship and mental torture of passengers when trains do not reach the destination in time. I appeal to the Railway Minister to take personal interest in this. Secondly, I would invite his personal

attention to the maintenance of coaches and other amenities of passengers. The levels of service in trains like Rajdhani Express are generally praiseworthy, but that cannot be said of other super fast trains, particularly in second class sleeper coaches. If you can find cockroaches even in air-conditioned sleeper coaches, one can imagine what would be the situation in the second class coaches.

I thank the Railway Minister for mercifully agreeing to our request to increase the frequency of Deluxe train from Delhi to Howrah via Patna from two days a week to four days a week.

It would have been better if instead of four days, Deluxe train would have run thrice a week and Rajdhani Express once a week via Patna, I would further suggest that the running time of Deluxe or other Express trains should be reduced at least by two hours between Delhi and Patna. An Express train should run between Delhi and Mughalsarai non-stop and then to Patna it could do this run in 12 hours.

While we are happy at an all-round improvement in performance of Railways, I must express my unhappiness over the neglect of Bihar. The Railway Minister has not given any new line to Bihar. The Members who belong to Bihar have submitted a memorandum in this regard.

Even surveys of new lines have not been undertaken in Bihar. I am particularly unhappy because I have been repeatedly pleading that in my Constituency of Vaishali there is tremendous tourist traffic potential,

particularly from Buddhist countries and there is imperative need for a railway line from Hajipur to Lalganj-Vaishali-Sahebganj-Narkatiaganj etc. This line will connect this area with Nepal as well. But not even survey of this line has been ordered. In reply to my letter I was told that Ganga bridge has opened and there is no need for railway line. It did not make any sense to me. I once again plead with the Minister to order the survey of this line along with traffic potential. I do hope he will not be impervious to our requests and appeals. I would like to express my distress at the number of railway accidents. Even though the number is less than that of last year, accidents due to collisions are high, which is a matter of concern. It appears that either men are at fault or the equipments are faulty. We cannot look at deaths due to accidents with unconcern even though number may be less. I agree with the Railway Minister that there can be no compromise where safety is concerned. I do hope necessary actions would be taken to make rail travel safer.

I would submit that it is necessary to take advance action now if railways have to reach the target of doubling of freight traffic by 2000 AD. The need is to improve the intake capacity along the Golden triangle route of Delhi-Howrah-Bombay-Delhi. The Minister is no doubt going in right direction of fast traffic on this route. Faster and even faster traffic is one way of tackling this problem. Equally important is to have alternate routes along side which is essential for both purpose of ready diversion in case there is any blockade along the existing track and in case of

serious over load. In this matter crucial gaps exist in creating this alternate route, for instance, Garhua Road, Ambikapur. Also if Gaya-Patna, Patna-Kial rail links could be upgraded and doubled an entire alternate route and a good bypass could be created. The other thing is to go ahead along the line of super 6000 H.P. (horse power) loco that the railways are thinking. In Europe and Japan Super fast tracks-that can allow per hour are already functioning like TGV in France and Bullet train in Japan. This should be the future pattern.

With the 400 million tonne freight and much larger number of passengers, much longer distances as the target, railway will have to think in terms of organisational structure also of the future. The present structure was meant for an age of slow moving traffic. Now it is different. The commercial sense that is visible at the level of operational staff is not often there at the level of maintenance staff. The correspondent of *The Hindustan Times* suggested recently that the two should be bifurcated and made more flexible responsible and more effective. The tracks and static assets should be run to take heavy loads. I hope the Minister will give thought to such suggestions to meet the future challenge. Let the Minister put this suggestion on his agenda for reaching the 21st century. The Railway have done well and I hope they will fare better.

[Translation]

SHRI KUNWAR RAM (Nawada): Mr. Chairman, Sir, although I want to include myself in the list of admirers of the Railway Budget, I regret to say

[Shri Kunwar Ram]

that in the matter of railway facilities, every region may have benefited but the position of Bihar even today and particularly of my constituency which has remained backward since ages....(Interruptions) I would like to request the hon. Minister of State of the Ministry of Railways to pay some attention to my submission as well. I want to draw your attention to those areas which are backward in the matter of railway facilities. When I received the new year greetings from the hon. Minister, I felt that my constituency did succeed in capturing his attention. I was very happy on getting this indication but when I found no mention of my constituency in the Budget speech or in the Budget statement. I felt insulted. If need be, I may go on fast unto death at his residence for this purpose. No provisions have been made in this Budget for providing railway facilities in my area. I want to inform the hon. Minister that the railway platform at stations in my constituency are in a deplorable condition. The Gaya-Nawada section is a single line and it connects the Grand-cord line with the mainline. The platform there is very unclean and filth is scattered all over the place and whenever I go there, I get pulled-up by the local people waiting on that platform which is no better than a lavatory. Our condition is very serious. I have constantly been drawing the attention of the hon. Minister in this direction. When the hon. Minister was about to present the Budget on the 23rd of February in the House, I came to know that the General Manager of the Eastern Railways was going to visit my area.

rushed there immediately so that I could draw his attention to the poor State of affairs in my constituency but my requests were not accepted. You should take this matter seriously, otherwise I will have to sit at your doorstep and undertake fast unto death because I represent that area. What reply should I give to the people of my constituency? I have been crying in vain for the past 9 years that my area has been completely neglected in the matter of providing railway facilities. If this happens then I shall have to prepare myself to sit on fast unto death. Although, you pay little attention to my requests, I would still like to include myself in the list of the admirers of the Budget, because this Budget has given a new light. It has provided relief to the poor. For self-interest, I should not criticise the budget as a whole, and utter such words against it which may adversely affect the country and the society. Therefore, I want to include myself in the list of admirers and welcome the Budget. However, I want to submit and I have urged you several times, I have even stopped you on the road and requested you with folded hands while you were waiting for your car, to provide a train for my area. A new train should be introduced from Delhi to Howrah which may go via Gaya-Nawada and Kuel. I have been pleading for it for the past 9 years and you have stated that you will consider. A direct express train was introduced only once on this line in 1972-73 and thereafter it was discontinued and never restored. This is a very serious matter. I will request you to consider it seriously. If you do not do so I shall not contest the elections again. This is a major

issue of our constituency. I am speaking the truth and I am not speaking any political language. This is the sentiment of the people of that area which is finding expression in my speech. This is the voice of 10 lakh people of that area. I am merely expressing the sentiments of those people. If you take it seriously, it will be kind of you and if not, I will have to think of resorting to some other way.

Sir, there are some more points to make. Magadha Express which starts from Patna for Delhi is often late in reaching Delhi. During the last 9 years period, that train would not have reached Delhi in time for not more than 5 per cent of the days and it has been late for the rest of the 95 per cent of the days. Even if you slightly advance the departure time of this train, I think that this train will not leave the platform in time.

The extent to which this train is ignored can be proved from only one example which I am citing. On 15th, Magadh Express left Mugalsarai in time but it was stopped at Kahanagar. When I asked about the reason for the stopping of the train, I was informed that this was being done to clear the line for the Rajdhani Express. However, when Magadh Express got the clearance, I came to know that the Rajdhani Express had not reached there till then and despite that the train was stopped and we reached one and a half hours late.

The Railway administration should pay attention to such carelessness.

Patna is the capital of Bihar. There is no direct train available for Nawada from there. We are not able to reach Nawada directly. In my

Parliamentary constituency, there are three such assembly segments whose people have never seen railway trains in their lifetime. In this situation you can understand as to what those people will think about my role in the Lok Sabha.

Finally, I will request that the Patna-Mugalsarai line may be electrified. By when it is likely to be completed? It is a very busy line. Several good trains run on this line. It is also in a very good condition. What difficulties do you find in electrifying this line? I cannot understand as to why attention is not being paid in this direction.

I thank you and welcome this Budget wholeheartedly. In the end, I want to include myself in the list of admirers of this Budget.

SHRI C. JANGA REDDY (Hanamkonda): Mr. Chairman, Sir at times I hesitate to congratulate the hon. Minister of State of the Ministry of Railways. I have written 4 letters to him during the period of one week. I invariably get a negative replies from him. He has never given favourable replies to my points.

It is said that he has several achievements to his credit. However, the price of the railway time table has been raised. It now costs Rs. 5 and is also in short supply. The Railway time table is for the convenience of passengers and should be sold at subsidised rate of Rs. 2.

Whenever we make a request to provide a stoppage for some train, it is stated that it will delay the long distance passengers. This means that you want to deprive the people of those areas of this facility. A criteria should be made for providing

[Shri C. Janga Reddy]

stoppages of trains. The yardstick may be population of the place or its being a tehsil headquarters etc. The Konark Express and Minar Bombay Express starting from Hyderabad has its first halt at Kazipeth. The next stoppage is at Kammam and next to that is at Vijaywada. However, a stoppage was provided at Madurai in between, because hon. Shri Vengal Rao had demanded for it. This place has a population of 15 thousand only still it was provided with a stoppage, whereas stations with a population of 20 to 30 thousand were denied this facility. I want to submit that at a place like Golkunda where the bus services are not available and trains run only in the morning and from where chillies worth Rs. 3 crores are exported per year, you provided stoppage after much persuasion after repeated correspondance. If a train is available in the morning it is not so in the evening and vice-versa. It takes 24 hours to reach Hyderabad from Kazinagar Adilabad district, which is a naxalite affected area whereas one can reach Delhi from Ballarshah within 20-22 hours by Tamil Nadu Express. A new train called Bhagyanagar Express has been introduced which starts at 4 a.m. and reaches at 11 or 12 in the noon. But in the absence of a return trains, the people who go there with the purpose of work are unable to return. Therefore, a train for return journey should be introduced for the convenience of the people. Similarly, Kagzia superfast express has been introduced for the Government employees to attend their offices in time and this train is given maximum priority in matter of clearance. The

Charminar Express starts at 6 and reaches at 9.30 and goes non stop except for a halt at Secunderabad. If we demand to provide a halt on the way, it is said that it is a superfast train. What I mean to say is that attention should be paid when something is suggested by a Member of Parliament but it is regrettable that attention is not paid towards it. [Interruptions]

There is a station named Kakinada near Samarkonda. Godavari Express meant for Vishakapatnam and Gomati Express and Kakinada Express go to Kakinada. The bogies are detached from other trains and attached to the train going to Kakinada. This train does not stop at any station e.g. Warangal, Khamam etc. as this is a fast train. We want to ask for halt at Jalgaon, but it is said that there is no need for it. One can go to Kazipet by Kagazia Express or any other train and board the other train from there. Coconut, Mango and banana trade is carried there. I want to say that Gomoti Express, Godavari Express etc. have been introduced to serve the people of Andhra Pradesh. If these trains do not stop at Tehsil or Taluka headquarters then what is the use of these trains. One can board the train from other station, therefore it is stated that there is no problem. A superfast train should be introduced for Kakinada. The Chamber of Commerce of that place welcomed the D.R.M., he gave an assurance like a Minister. The work which cannot be done by a Minister, can be done by D.R.M. If you have good relations with General Manager or Commercial department, then there is no need of writing to the Minister. Kaktiya Express leaves in the

morning and returns in the evening. Similarly, you have also cancelled passenger trains bound for Warangal and Bhagya Nagar. These should be restored because people intending to go to smaller stations face great hardships. A fast passenger train should be provided for this purpose. The site of coach factory which was likely to come up in Kazipet has been shifted to Punjab in the name of national integration. The people who are demanding Khalistan, have been given coach factory so that they may get employment. You had acquired land for constructing electrical loco shed at Kozipat, it is being resold. Mr. Chairman, Sir, if you ring the bell, my heart also starts beating. If coach factory has not been set up, let us have at least electric loco shed. Similarly, trains bound for Madras should be diverted via Bibinagar and Nadikudi so that passengers can avail of the facilities. Similarly, there is no train for Adilabad which is a big district. It takes two days to reach Jaipur and Ajmer by train, therefore, a superfast train should be introduced for the purpose. No berth has been provided for going to Tirupati in Golkunda Express. The Tirumala Express which comes from Kakinada has to resort to shunting for attachment. Some bogies are attached at Vijayavada and some at Kakinada, only then it becomes Tirumala Express. No sleeper is attached with Golkunda Express. How can one travel sitting with his family members for 12-14 hours. You do not pay any attention to it. Direct compartment has been removed, there is no arrangement for shunting. Six bogies come from Kakinada, two more bogies should be attached to it. I had to wait for 3 hours for going from

Sikandrabad to Golkunda. No announcement is made about the platform on which the train would come. There is no first class waiting room. There is a waiting room at a distance of 1 k.m. away. Steps should be taken to improve the situation as soon as possible. Bed-rolls are not provided in Tamil Nadu Express, towel too is double the size of hankerchief. It is used to clean hands after taking meals. We pay for it, you do not provide it free of charge. If you entrust it to a private party, he will supply good material. A big towel is provided in A.P. Express. There is no proper drinking water arrangement in Howrah Express and the same should be improved. Being a Member of Parliament, I got reservation but my companion did not get the reservation as both of us were in the waiting list. Therefore, he did not get the reservation. If my wife is my companion and she does not get reservation, it can create problem. I cannot afford to take her by aeroplane. Therefore, I would suggest that you should amend your rules. I also want to say that I had written a letter to you about land grab incidents between Varanasi and Allahabad railway line, but no reply has since been received. Alongwith this, I had also written about bungling of Rs. 2 crores in electrification of lines in Vijayavada but this matter has not been investigated so far. This is the last railway Budget of this Lok Sabha. You may come after re-election but who knows whether you may become Railway Minister or a Chief Minister of Madhya Pradesh or something else. I, therefore, urge that you should get the matter investigated viz. land grabs on

[Shri C. Janga Reddy]

Varanasi-Allahabad line and I should also be informed about it. Similarly, I would be grateful if a reply is sent to me about the bungling of Rs. 2 crores in Vijayavada before December.

SHRIMATI VIDYAVATI CHATURVEDI (Khajuraho): Mr. Chairman, Sir, the railway budget which has been presented under the leadership of the Prime Minister, is really praise-worthy. An example has been set with regard to the development of Railways and the work which the Railway Minister and Railway Ministry has done for clean administration is commendable. There has been all around development during the last four years. I heartily congratulate Railway Minister and the Department of Railways for this. Many speeches have been made just a while ago, you must also have heard them. Such an atmosphere has been created as if our Railway Minister who comes from Madhya Pradesh is going to spend the entire budget for providing rail facilities to Madhya Pradesh and all the lines are being routed through Madhya Pradesh. Whereas on the contrary, it is a reality that Madhya Pradesh is being ignored and has been ignored during last 40 years. Hon. Minister, I have great expectations from you and I had hoped that you will bring improvement in our State which is backward in respect of rail facilities. Although, the whole Madhya Pradesh have minerals in plenty, the area which has maximum potential of minerals in Madhya Pradesh is not being exploited due to non availability of trains for transportation.

Therefore, no industrialist is coming forward to make investment there. A district in Madhya Pradesh which is adjacent to Kerala State, there is not a speck of railway line. There are no rail facilities in Vindhayachal in Bundelkhand which is represented by me. We are moving towards 21st century but there are people in my constituency who have not seen railway line so far and an impression has been created here that railway Minister is taking away everything for Madhya Pradesh. Madhya Pradesh is the most backward area in so far as railway is concerned. You may also have a look at average railway line, the state-wise position according to the criteria of per thousand square kilometre area. It is 43.4 in West Bengal, 30.3 in Uttar Pradesh, 42.6 in Punjab, 30.5 in Bihar, 33.4 in Haryana and 13.0 in Madhya Pradesh, 12.0 in Orissa it is less than even our state. We concede that our Railway Minister is paying special attention towards Orissa and provision has also been made in the Budget for the purpose. If there is any State more backward than Madhya Pradesh, it is Orissa but we should not forget that Madhya Pradesh lies in the middle of India. You may run any train from North to South. This will pass through Madhya Pradesh, you may introduce any train from east to west, this will also pass through some corner of Madhya Pradesh. If you ignore such railway lines, then Madhya Pradesh will come after Orissa in average, you can go through the figures. We expect justice from you and justice should be done to us. We do not desire that injustice should be done to anyone but justice must be done to us. I know that you are very sensitive and therefore, you should

not do injustice to Madhya Pradesh but try to remove the backwardness of Madhya Pradesh. It is your as well as our duty to work for the development of Madhya Pradesh.

Now, I would like to draw your attention towards Khajuraho. Hon. Minister, Sir, 40 years have passed since independence but we have not been able to introduce a train upto world-famous tourist place viz. Khajuraho while rail lines have been laid for many other less important places. I understand that lakhs of tourists come to Khajuraho from within the country and abroad. We have to arrange 3-3 flights a day to carry tourists to and for kuajurahò even then we fail to cope with the rush. You have not paid attention towards Khajuraho during the last 40 years. Recently, President of Sri Lanka, Shri Jayewardene visited Khajuraho and many other world leaders go there and they have to face great hardships. It is sorry state of affairs that you have not been able to lay rail lines for such an important place.

Now, I would like to draw your attention to the problems being faced in my constituency. The Jhansi-Manikpur railway track is very old. I request you to convert this line from metre gauge to broad gauge. I am grateful to you for introducing an Express train from Gwalior to Howrah. The passengers will be greatly benefited if this train is run on 4 days in a week. Secondly, you should make arrangements to issue tickets for this train at other Railway Stations also, which is not the case at present. The train may be running, but how can I board the train when a ticket is not issued. Tomorrow, your officers will suggest discontinuance

of the train because it will not make profit and you will accept their suggestion. That is why I request you to run the train on 4 days in a week but also make arrangements to issue tickets at the other stations.

There is a place called Chapran near the river at Harpalpur—which is very close to the Railway station. As there is no gate at the crossing, frequent accidents take place there. Many times, children have a narrow escape, Killing of animals by trains and other accidents at this site is a common occurrence. I request you to pay attention to it.

You have announced a number of concessions in the Budget and have presented a Railway Budget which deserves high commendation. In this connection, I would like to request you not to bother the freedom fighters to obtain tickets every year. They are very old and their number is shrinking. You may please issue them tickets for three years at a time, which may be renewed after expiry of that period. Secondly, you have announced a concession of 25 per cent for persons of 65 years and above. Why don't you make this concession 50% as in the case of others. I am also joining the category within next few days. I have already told you about the Gwalior-Howradh Express. taxes. But I would like to know from you the reasons for readucing the Railway Budget in each successive Five Year Plan, as will be seen from the statistics. On the one hand, demand for railways is going up, we want maximum development of the railways and on the other hand, we go on reducing the provision for railways in every five year plan. Will you please ask the Planning Commission to increase the

[Shrimati Vidyavati Chaturvedi]

allocation for the railways. The concessions announced by you are fully justified.

The Malwa Express should stop at Lalitpur. For the people going to Tikamgarh from Bhopal and Indore, Lalitpur is the most convenient station. We will be grateful to you if you provide a stop at Lalitpur for Malwa Express.

I thank the hon. Minister for his announcement to undertake a survey for Khajuraho-Lalitpur line. I would like to suggest that this line may please be extended upto Khairada Junction, which is only few kilometres away on Lucknow-Kanpur section. Please do not confine it to merely conducting survey since survey has been conducted several times. So I appeal to you to give it a practical shape and submit concrete proposal to the Planning Commission for approval. It is within your powers. One of my colleagues said that he was pursuing a particular demand for the last 9 years, but so far I am concerned, I have been saying it for the last 22 years that the people of this area have been looking very expectantly towards you for sanctioning this work. Keeping in view their aspirations, you may please start work on this line at the earliest. With these words, I support the Budget and thank you for presenting such a nice Budget.

[English]

DR. PHULRENU GUHA (Contai):
Mr. Chairman, six minutes are given

to every Member. As you understand, we can hardly do anything within six minutes. But still I respect the orders.

I start by congratulating the Prime Minister and the Railway Minister for presenting a well-thought railway budget for 1989-90 which depicts a very scientific approach to the problem of the railway system. I commend the young energetic Railway Minister and the Deputy Minister and the lakhs of railwaymen for their sustained efforts to carry on work with all sincerity. I am very glad that some concessions have been given to deserving citizens. But, freight charges have been increased. The result will be that there will be increase in the price of some common man's daily articles.

Maximum earning of railways comes from the second class passengers. So, provision of all facilities to second class passengers should be provided as are being provided to upper classes.

There is no proper catering arrangement on most of the railway stations. Platforms of small stations do not have sheds. There must be waiting rooms in all junction stations.

I am glad that there are some new lines but I am sorry that there is no new line in West Bengal.

Unless the lines which are started are not completed quickly, of the price of construction will go up and the development of those areas also suffers. I request the hon. Minister to see that on-going projects are completed without further delay.

17.00 hrs.

Sir, Digha is the only place in

West Bengal where people can go for a holiday near the sea. For the *Digha-Tamuluk* line, last year about Rs. 3 crores were allotted. But in spite of the letters written by the hon. Minister to the Chief Minister of West Bengal to acquire land for this railway line, nothing has been done so far. The result is that the large amount of money earmarked will not be utilised this year.

In this connection, with great pain I would like to mention about one important thing. The largest aquarium in Asia is under construction in Digha. The work has almost been finished but some land is required for building of residences for technicians. But upto now no land has been acquired. With a view to attracting foreign tourists to Digha, The Department of Tourism of the Central Government has sanctioned money for the construction of lodges and cottages. Some money has already been released to West Bengal Government. But no building work has yet started.

Sir, I would also like to mention the case of Metro Railway and the Circular Railway projects of Calcutta. these two projects are getting delayed again because the State Government is not handing over the land and not removing the encroachment on the existing railways. It is difficult to understand the attitude of the Government of West Bengal. They blame the Central Government for not giving money. I have quoted a few not giving when the Central Government allotted money but the Government of West Bengal is not moving ahead. I would request the hon. Railways Minister, if he can, to strain his resources further and complete these

important lines. I would specially mention the case of Tamluk-Digha line. This is a very important project. The allocation made for this purpose has been only Rs. 3 crores for the year 1989-90. I understand why this project is getting delayed. It is because the State Government is yet to hand-over the required land to the Railway Minister. My request to the Railway Minister will be to exert pressure on the State Government to complete the land acquisition process quickly so that the work can progress properly.

Sir, I welcome the Railway Budget and urge upon the hon. Minister that the suggestions submitted by me be fully attended to.

[Translation]

SHRI VIRDHI CHANDER JAIN (Barmer): Mr. Chairman, Sir, I welcome the Railway Budget for 1989-90 which has been presented in the House. The most significant thing in this Budget is that the passenger fares have not been increased. It is a welcome step and the people have also welcomed it. The freight increase of 11 per cent had become inevitable. Had this increase not been effected, we could neither provide funds for development works nor pay the full dividend of Rs. 805 crores which we were requested to do. I welcome all these steps. I would like to suggest that concession may be given in freight charges on transportation of commodities like foodgrains, sugar, pulses etc. It will make the people feel happy.

The concession extended to old

[Shri Virldhi Chander Jain]

persons aged 65 years is also a laudable step taken by our young Minister but the condition of travel beyond 500 kms. should not have been there. If this condition is removed, the people will further welcome the measure. In this connection, I would like to state that the age limit should be 60 years for women. This will help both the wife and the husband to avail the facility. I am confident that this suggestion of mine will receive all round support.

Now, I take this opportunity to refer to the problems of my constituency. The distance between Barmer and Agra is 900 kms. and the state capital Jaipur and Jodhpur city are on the way. The condition of the coaches of the train running on this section is worse than those of the passenger trains. The coaches of this important train running between Barmer and Agra Fort should be replaced by new coaches immediately. The condition of the first class coaches in this train is worse than that of the second class coaches of trains on other routes. These need to be changed. After reaching Jaipur from Barmer, this train runs like a passenger train upto Agra. If this train is linked with Taj Express it can become an important train and it will also be easy to attach good coaches to this train. This is my suggestion.

Secondly, last year, we experienced a lot of hardship when the train services from Barmer to Balotra remained suspended for one month and from Barmer to Munabao for two months due to dust storms.

The hon. Minister is also aware of this problem. In order to avoid this situation in the coming summer season, as a temporary measure bulldozers may be used to remove sand dunes between Barmer and Balotra, Barmer and Munabao and Jaisalmer-Jodhpur lines and at the same time the afforestation scheme, which is not being implemented speedily, should be expedited.

The Planning Commission had sanctioned survey for lines from Sawai Madhopur to Jaipur, Phulera, Merta to Jodhpur and the Railways have completed the survey work. I find that Madhya Pradesh is not a developed State in the matter of Railways, rather it is an under developed region. The same is the case with regard to Rajasthan which is very backward in the matter of development of railway facilities. There is no broad gauge line even in Jaipur, the State capital. If you want to satisfy us, you should make suitable provision in the Budget for 1989-90 and start work on broad gauge line this very year. Then only we can believe you because we have already suffered. Jaipur falls between Ahmedabad and Delhi and the survey of this line has already been conducted 20 years ago. But no further step in this regard has ever been taken and no budgetary provision has been made this year also. I request that suitable provision for this work should be made in this year's Budget. The railways had proposed to cover the Line upto Jodhpur in the first phase and decided to connect Barmer and Jaisalmer in the second phase. But no mention has been made about the survey of even Barmer and Jaisalmer segment. A high quality

limestone has been found in Jaisalmer. This limestone is being supplied to Steel Plants at Bokaro and Rourkela. It is used in processing of steel. Now it is being imported from Japan. The Steel Plants as well as the Defence Ministry have offered to make their own contribution and have made a request to the Government in this regard. If the Department of Railways, the Steel Plants and the Defence Ministry take steps jointly in this regard, a railway line can be laid upto Jaisalmer. The limestone can be used with the construction of a broad gauge line and the gain resulting therefrom will far exceed the cost of construction of this line. It is, therefore, necessary that a broad gauge line from Sawai Madhopur to Barmer *via* Jaipur, Jodhpur, Jaisalmer should be constructed at the earliest. I request you to take necessary steps in this regard.

As regards the Plan allocations I would like to say that the provision made is very meagre. I request you to persuade the Central Government and the Department of Planning to increase to plan allocation so that you could undertake greater development work.

I would like to submit that the P.S.L. train from Pachpadara should be extended upto Barmer *via* Balotra. It is useful from commercial point of view also. I have submitted a memorandum in this regard. I also request that the two three-tier coaches withdrawn from 62 DN. Mandor Express should be restored.

With these words I support the Budget.

17.11 hrs.

[MR. DEPUTY-SPEAKER *in the Chair*]

[*English*]

SHRI ATAUR RAHMAN (Barpeta):
Mr, Deputy Speaker, Sir, I do not want to embarrass Shri Madhavrao Scindia, our very popular Minister with more praises. I think he is one Minister in the Government of India who is recipient of maximum number of congratulations. He has done very well in presentation of the Railway Budget. He is a good exponent in that way. He has beautifully painted the canvas supported by pillars of statistics.

But, Sir, statistics can be very deceptive at times. People do not go by statistics on the railway platforms or when they travel. They want comfort and safety while travelling. I do not say that improvement has not taken place. Improvements have taken place but we want much more. The snag is, of course, finance. Everybody has said here that finance is not forthcoming but in a country of the size of India where the population is going to beat the population of China in 10-12 years should we not think of something else? Should we not get finance from outside India and from international sources not necessarily from World Bank? We can even get finance from money market outside the country and that only is going to solve the problems of the Railways and not the Planning Commission.

Planning Commission will all the time say they have limited

[Shri Ataur Rahman]

resources. they have to please everybody. Railways is such a subject that it should think on lines of getting funds from international sources. I do not know if there is any such source being tapped but I know and I have information that such funds would be forthcoming if proper approaches are made.

North-East has always been neglected and discriminated. It is not only North East but even Bihar and West Bengal have been neglected. Year before last about 70 to 80 MPs had signed a representation which was submitted by me to the Railway Minister asking for improvement of travel facilities in the North-Eastern area including Bihar and West Bengal. What has been done, I don't know. We particularly asked for doubling of railway lines. I am told that something has been done but the progress is very very slow. So, I would insist on doubling of the railway lines.

We have more specific needs. But I will cut short by saying that these are my demands: Number one, doubling of railway line to Guwahati. It is being done partially. The next is bi-weekly goods train. Assam is the costliest State so far as foodstuffs are concerned. It is said, west of Suez in the world in the eastern region, Assam has the highest cost of living. So, bi-weekly goods train is a must. We must have it. There is enough traffic. Every day, thousands of buses are coming and going. There is a truck lobby which would not allow this goods train to run

between Delhi and Guwahati. I forewarn. I hope our Railway Minister will not take notice of what notes come from down below. But I can see that there will be some influence always exercised about the introduction of the bi-weekly goods train.

Then, we had asked for shuttle trains for nearabout Guwahati because we do not have many roads. The Railway has taken the main chunk of roads and land from us. If you don't want to shift the railway line, give us at least some shuttle trains to begin with. We can at least tell our people: Look, these are the things which Railways have done. But we don't see much of work to help the people of Assam in this respect.

MR. DEPUTY SPEAKER: For most of the time you spoke, you have praised the Minister. Therefore, he will take up. Don't worry. Now, what is your demand?

SHRI ATAUR RAHMAN: I have already said about doubling of Delhi-Guwahati railway line and shuttle trains and now, of course, flyovers.

Another important point is about the reduction of travel time between Delhi and Guwahati. We feel that we are left behind, we are dismembered branch of the whole mainland of India. We want to come nearer Delhi. So, we want reduction of time so far as travel time is concerned. If it goes against certain interests like small

stations falling *en route*, I think, the Railway Minister will introduce at least two direct trains from Delhi to Guwahati and take one train which is Assam Mail. He can have as many stoppages as may be necessary to please the people *en route*.

The next important point which I want to take up is that the budget does not present the picture of security. Law and order is the subject of the State Government. But law and order, particularly crimes in trains, is an equally important subject which should have found some mention in the speech of the Railway Minister but it is not there. So, I would suggest that in future this aspect of crime and security should be projected in the Railway Minister's speech. It is done when law and order is discussed by the Home Minister. But it is an integral part of the railway operation. Otherwise, people will not feel safe. There are lot of things to speak about the safety aspect of running trains. Since the time is running out and since you have already warned me, I won't be speaking any more. Thank you.

[Translation]

SHRI VISHNU MODI (Ajmer): Hon. Deputy Speaker, Sir, I want to thank the hon. Railway Minister because Railways has made all around development during his tenure. This has been possible because of the discipline in every sphere of the Ministry.

Hon. Deputy Speaker, Sir, I agree with my colleagues who have said in their speeches earlier that on one side Planning Commission says that industrial growth will not reach 6 per cent in the 8th Five Year Plan because there is no infrastructure of railway transportation, on the other side when Budget allocations are made, it appears that step motherly treatment is being given. Demands are made on the Railway Minister from all sides, and consequently there are problems. I had many things in my mind but keeping in view the financial and budgetary constraints, I would like to draw attention of the hon. Minister mainly to one thing. A broad gauge line is being laid from Sawai Madhopur to Jodhpur. This will run from Jaipur to Phulera via Medath. Not much funds would be required for it. Ajmer is an important place. There was time when British Resident used to stay there. You will not take it otherwise if I say that it was Gwalior which handed over Ajmer to the British Resident so that he could govern Rajasthan, Madhya Pradesh and Gujarat properly from there. Later, when the country became independent, Ajmer was a separate State. It is an important religious place as Khawaja Sahib's 'Durgah' and the Hindu Pilgrim Centre Pushkar are located there. A broad gauge line *via* Medath is to be laid and according to the State Government conversion of metre gauge line would involve an expenditure of Rs. 20 lakh per Km whereas if a new line is laid it would involve an expenditure of Rs. 30 lakh per K.M. There can be some difference in these figures and the figures given by the Railway Ministry.

[Shri Vishnu Modi]

It is my humble submission that you should extend it from Phulera to Ajmer via Rupangarh and should link it with Medath. This will connect this religious place which is important for both the Hindus and Muslims and people of the area will always be grateful to you.

Sir, in addition to this, Ajmer is the gateway to Rajasthan's heart land Mewar and Marwar. A superfast train runs from Agra to Jaipur. I would like to request that this train should originate from Ajmer, because it will benefit the people of Mewar and Marwar and they will get a direct link upto U.P. I understand there can be some Operational difficulties but then this will not only benefit people of Ajmer but also people of the whole Rajasthan.

I want to draw the attention of the hon. Minister towards some poor classes of Ajmer. These people sell 'Moodhas' (stools). Earlier, the Railways used to carry them by weight but now they are carrying it by volume. This has been done in a bid to collect more and more revenue from all sources. My submission is that they belong to very poor class and they are engaged in a very small trade. If they are forced to pay this heavy freight rate they would be thrown out of employment and would suffer a lot. Their livelihood is in danger. I therefore, submit humbly, that their goods should be carried by the Railways by weight and not by volume.

In the end, I want to say that the broad gauge line which is being laid should be routed via Ajmer and Pushkar, because this will not involve much expenditure whereas it would benefit the people to a great extent. In addition, the superfast train from Agra to Jaipur should be originated from Ajmer and 'Moddha' trade which is in danger should be helped by charging freight according to the weight. I hope that hon. Minister will pay attention to my points. With these words, I conclude.

SHRI CHANNAIAH ODEYAR (Davangere): Mr. Deputy Speaker Sir, I am extremely happy to take part in the discussion on the Railway Budget for the year 1989-90. The honourable Minister has achieved landmark in various aspects to improve the railways in the country. Many new lines have been sanctioned. I congratulate the Hon'ble Minister for his achievements. I hope he would overcome the financial constraints and achieve many more laurels.

I am sorry to inform this august house that Karnataka has been neglected by the Railway Ministry. I have to be critical about this negligence of the Ministry towards my state Karnataka because many of the works taken up earlier have not been completed till today.

The conversion of metre gauge into broad gauge between Mysore and Bangalore is pending for the last several years. The amount allotted for this purpose is very meagre and at this rate the conversion work may

*Translation of the speech originally delivered in Kannada.

not be completed for several years. I request the Hon'ble Minister to complete this conversion work early. Rayadurga-Chitradurga line has not attracted the attention of the Hon'ble Railway Minister. Another very important line which has been totally ignored by the Ministry is Kottur-Harihar line Bellary has abundant mineral ores and the transportation of these ores to Mangalore is fully dependent upon this railway route. Unfortunately there is no improvement in this regard. I request the Hon'ble Minister to take an early decision in this regard. Bombay-Miraj-broad gauge line should be continued as broad gauge line up to Bangalore. This conversion work should also be completed at the earliest. Mahalakshmi Express which come from Miraj was going upto Bangalore. But abruptly a decision has been taken to halt this train at Arasikere and to divert it towards Mangalore. This will cause a lot of inconvenience to the people who would intend to go to the Capital city of the State. I do not understand why this sudden change has been made. I request the Hon'ble Minister to rectify this matter.

Davanagere is my constituency with a vast population. Davangere city is growing very fast and it has a population of more than three lakhs. The railway line is in the middle of this city and it poses various problems of communications. The people are very much agitated. Hence the construction of overbridge in this city must be taken up at the earliest and it should be completed very soon.

Jgnanabharathi University Campus is just 16 Kms away from Bangalore city. Many students, Teachers and

other employees of the University have to travel from Bangalore to University Campus every day. Hence it would be very convenient if the train which runs between Bangalore and Mysore stops here. A platform should be constructed here to facilitate the University employees.

Karnataka Express which runs between New Delhi and Bangalore takes more than 45 hours and the journey is very tedious. Hence there is great demand from the people of Karnataka for the introduction of a Super fast Express train between the capital city of the country and the capital city of my State Karnataka.

I hope that the Hon'ble Minister would look into all the matters that I have raised here and take immediate action about them. Sir, I thank you for giving me this opportunity to speak on this important subject and with these words I conclude my speech.

SHRI RAM PYARE PANIKA (Robertsganj): Mr. Deputy-Speaker, Sir it is true that transportation is a very important requirement for economic development. When the 7th Fiver Year Plan was launched, it was decided to take important steps in every field. The aims of this plan was to increase utilisation of existing resources, production and to modernise the system. We have observed that Railways has attained great achievements in these fields during the plan period particularly during the last three years. Our colleagues on both sides who have acclaimed the achievements in the field of railway thanked the Railway Minister for it, I include myself among them and support this Railway Budget wholeheartedly. We

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are indebted to the Ministers the Ministry of Railway during the last ten years but still one thing remains. Deficit financing has persisted in the Railways. To say the least we have not only covered up the losses but also generated so much of general revenue that we don't have to depend on the planning commission. Since the 2nd five Year Plan the allocation has decreased from 15 per cent to 9 per cent. We had a poor rolling stock and most of the lines were in a state of disrepair but in spite of that the progress we have made is praiseworthy. I want to say that if the economy of the country has made any progress in spite of calamities, droughts and floods during last 3-4 years, the credit for this goes to the Railway Ministry to a great extent. Shri Madhu Dandavate also spoke on the subject and I would like to point out that there were least achievements by the Railways during his tenure. During his time, not to speak of carrying coal for power houses, coal was not even available for trains. There was an acute shortage of coal. But Railways has accomplished the work of carrying coal to power houses quite well during last 3-4 years. How can we forget this achievement of railways that at every Super Thermal Power Station there is coal reserve for at least one week to one month at present. We have seen difficult times also. There is the need at present to highlight our achievements. This has been possible because of the far sightedness of our Railway Minister. I do not want to go into figures but I want to tell you in short that we earned Rs. 663.86 crores

during 1987-88. We have not only earned profit but also shown a surplus of Rs. 84.29 crores. We have earned Rs. 719 crores in 1988-89 and this year we are going to earn Rs. 805 crores. You may have observed that the whole trend was towards the deficit in the earlier years but due to farsighted policies adopted by our Railway Minister and the hard work of our Railwaymen, the Railway department is progressing day by day and is earning huge profit. Not only this, the Railways has established new records in almost all the fields whether it is loading or passenger traffic, passenger amenities, track renewal or any other field. A sum of Rs. 5 crores was earmarked for passenger amenities in the Sixth Five Year Plan. This was increased to Rs. 15 crores in the 7th Five Year Plan and this year it been further increased to Rs. 25 crores. When our Railway Minister felt that there is a need of a separate directorate for passengers amenities, he opened it immediately. I hope that the passengers will not face the small difficulties any more which they faced earlier. Our Railway Minister and his Ministry are accused of partiality in this House. I would like to tell my colleagues in the opposition that if they have no time to go through the Budget then they should at least go through other relevant documents that have been made available to them. I am of the opinion that their ideas will change thereafter.

Since you are ringing the bell, I do not want to take much time. I would like to tell that Railways are our life

line. The funds has been distributed equally to all areas whether it is in the field of doubling the railway lines, computerisation or any other field. While allocating the funds, attention has been paid to all the areas. The funds have been distributed equally to bring at par the developed and the backward areas. I feel that nobody will be dissatisfied by the provisions of the Budget. But in spite of that if some people talk about partiality to Madhya Pradesh, I think it is very unfortunate. I wonder when this beautiful Budget which has tried to manage the economy, is criticised. An hon. Member of the C.P.M., who is also the Chairman of P.A.C. has said certain things which are politically motivated. By the way any Member of this House can be the Chairman of P.A.C. but he has issued a statement that Railways has refused to give funds in his State. As far as I know the State Government has not provided land. Had the State Government provided land, a provision could have been made in the budget.

SHRI BASUDEB ACHARIA (Bankura): It is not a statement, it is the P.A.C. report.

SHRI RAM PYARE PANIKA: But P.A.C. is an important committee, of the House. He has insulted the House and the committee by issuing a statement in that capacity in the House as well as outside. He has made a statement which is politically motivated and far from facts. I know what is happening in India and where. I know that there has been a great improvement in the economic situation of the country, which has not only been appreciated the country but also abroad by the economists. The Railways are no

more suffering any losses, instead it has started earning profits. The credit goes to the Railway Minister. In spite of this our colleagues in the opposition think that we are on the verge of bankruptcy whereas the people of the world are astonished at the way inflation has been controlled in India. We took some steps but we managed to check it. We have controlled prices under severe drought and not only ration and grain were carried but also drinking water was supplied through tankers. We should not forget this. Not only this, they helped the people in time of need.

I think that not only India but the entire world was looking towards the arrangements to be made for *Kumbh Mela*. The facilities provided to the passengers have been appreciated throughout the country. Indeed there was no difficulty at all.

56 per cent of the Railways has been electrified where as the total electricity generation in the country is only 25 per cent.

I want to tell those who level false the department has made all around progress. I want to suggest that Railwaymen too should be honoured on 15th August and 26th January. The Railways have proved beyond doubt that the enterprises can be run profitably, no matter if it is a Government undertaking or a public undertaking. RITES and IRCON have achieved far greater success than was expected of them.

In the end, I thank the Railway Ministry again and particularly the Railway Minister for presenting a balanced Budget keeping in view the

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aspiration of the people of the country.

SHRI JANAK RAJ GUPTA (Jammu): Mr. Deputy Speaker, Sir, a number of programmes have been formulated for poverty alleviation and for the welfare of the poor, labourers, farmers and low paid employees by the Hon. Prime Minister Shri Rajiv Gandhi. He has also taken steps to implement these programmes as a result of which our country has made commendable progress. The Budget presented by the hon. Railway Minister is also a step in that direction.

While presenting the Budget the hon. Minister has seen to it that railway fares do not go up. Nor has there been any rise in the freight charges of the goods produced by the farmer, labourer or the agriculturist. Concessions have been given to the old, gallant, award winners and the freedom fighters. He has taken these steps and presented this Budget with a view to improving the lot of the poor and alleviating poverty. I congratulate the hon. Minister for this.

While there has been no rise in the railway fares, many such programmes have also been included in the Budget which will facilitate expansion of Railways in order to benefit the people especially, in the remote and hilly areas. The steps which are proposed to be taken for the welfare of the people living in backward areas whether it is Jammu and Kashmir, Himachal Pradesh or North Eastern States, will prove to be extremely beneficial.

Apart from this, a number of steps have been taken for the welfare of the poor employees working in the Railway Department. There is a provision for the construction of schools for the children of poor employees and for giving them loans for constructing houses. This is a commendable step. Though the poor can get loans through various other schemes, yet it will be even more convenient for them to get loans through this scheme. The entire responsibility of the functioning of the Railways and running of trains lies with the railway employees. What I want to say is that they have been given a big concession and I congratulate the hon. Minister for the same.

Sir, the suggestions made by all the hon. Members, whether they belong to the Opposition or the Congress Party, underline that more trains should be provided in their respective areas and all the facilities should be provided to the people. I know that Shri Scindia is a very noble man and has a concern for providing amenities, laying railway lines and carrying the railways to all parts of the country. But all these things require funds. I feel that there is no need of passing a resolution in the House in this regard. I would like to submit to the Chairman and the members of the Planning Commission that in view of the demands of the hon. Members of Parliament and the noble objective of Shri Scindia, more funds should be made available so that they could fulfil the aspirations of the people.

Sir, so far as my constituency is concerned, I thank the hon. Minister for having introduced 2 new trains for Jammu. There was a long standing demand for introducing these trains.

Everyone knows that at least 20 lakh pilgrims visit Vaishno Devi every year and we expect this figure to double in the days to come. Similarly 11 lakh tourists visit Kashmir every year. In view of the changed conditions, it seems that the number of tourists will increase. I thank the hon. Ministers for the steps he has taken for the betterment of this area. But apart from these, more facilities are needed to be provided. For example, the provision of an inn to enable the tourists to stay there should be made and facility of reservation for the passengers should be provided there. Besides, more second-class A.C. Sleepers should be added for the convenience of the passengers. This will benefit not only the people of Jammu and Kashmir but the people of the country as a whole. A large number of passengers travel from the constituencies of the hon. Members present here and they too will be benefited with the provision of these facilities. I would request that the Government should give more concessions to the people travelling to Jammu and Kashmir so as to attract more tourists every year.

Everyone knows that being a border State, Jammu and Kashmir is quite sensitive and backward, and is a hilly area too. This State is totally dependant on tourism. Himachal Pradesh, which is adjacent to it and from where Shri Sultanpuri comes, is also affected by it. I would submit that one or two day-trains should be started from Jammu which should run daily. Besides, a provision of dining chair-car should also be made in it for the convenience of the passengers.

The hon. Minister has praised his employees. My submission is that indeed all his employees, whether at the higher or lower level deserve to be praised. I congratulate them for the devotion, dedication and hard work they have put in performing their duties. I have always said that the liaison of their private staff, especially their Private Secretary Shri Khanna, with the people in general and the poor in particular is so nice that it must be appreciated.

Secondly, due to heavy floods this year, the running of trains for Jammu remained suspended for many days. The railway staff members posted at Jammu Tawi, especially Shri Y.R. Gupta and his colleagues, behaved with the passengers so nicely that one cannot help praising them. When the person at the top is good, his subordinates are bound to be good.

I would like to give a suggestion. There is no provision of doctors at Delhi and other main stations. In case of an emergency, no doctor is available. The provision of doctors should be made at the railway stations.

I once again congratulate the hon. Minister. I express my gratitude to you also.

*SHRI SRIHARI RAO (Rajahmundry):
Mr. Deputy Speaker, Sir at the outset I thank you very much providing me an opportunity to participate in the discussion on Railway Budget. The development of a country depends on its transportation facility. The transportation has to be cheaper also. This is the prerequisite for the progress of any country. Only

*Translation of the speech originally delivered in Bengali.

[Shri Srihari Rao]

railways can provide cheap transportation facility. If our country has to develop, the Railways have to touch every nook and corner. Then only it is possible to achieve speedier and balanced development. Now there is a mass exodus of people from rural areas to urban areas. Villages are remaining undeveloped. Hence it is necessary that our villages, atleast the taluq headquarters should be connected by the railway lines. It helps a lot in the alround development of our rural areas.

Sir, I am happy that passenger fare has not been hiked in this budget. But at the same time there is an unprecedented increase in the freight charges. This is going to affect the common man very badly. The price structure is linked with the movement of freight and hence any increase in the freight rate is going to affect the prices of all commodities. The prices of all essential commodities are going to shoot up. The Government will realise this truth if not today in the near future. A common man has been spared as a passenger, but has not been spared as a consumer. Every one in the country has been hit very badly through the hike in freight rates.

Some concessions were given to certain category of people and I welcome it. Old persons, who are above the age of 65 years were given concession in travelling for a distance of 500 kms. I am happy about it. But, Sir, people at that old age cannot travel 500 Kms and hence the concession should be offered irrespective of the distance.

Our young and energetic Railway Minister was kind enough to offer this facility to older citizens of this country. He should be magnanimous enough to extend the facility without subjecting to the condition of 500 Kms. I hope, he would announce removal of this barrier during the course of his reply. Otherwise I am afraid, this concession would have no meaning.

Another important point that would like to touch upon is the cleanliness in Railway stations. Railways have not done much in maintaining cleanliness in the stations. If one happens to visit any station, one will come to know how dirty our stations are. Even at New Delhi Railway Station, the main railway station of the capital of India, the platforms and the railway tracks are so dirty that one hesitates to touch food for a week. Human excreta scattered all over the tracks, and the filthy smell that it emanates makes one reel. This sight spoils the very image of the country. Be it a foreigner or anyone who visits the station, he will atonce forms the impression that this country is very backward. Visitors will have a very poor impression about the Minister and other top officials of the Ministry. Hence special care has to be taken to save not only the railways but also the country from this poor impression formed out of uncleanliness. Be it Delhi or Bombay or Hyderabad, no one can dare stand on the platform for a minute. What is the reason for it? In European countries one can sleep on platforms. The platforms are that much clean there. In foreign countries trains have a special arrangement to save platforms from uncleanliness and unhygeinic conditions. The spare tanks which

are fitted in the toilets close down automatically before a train approaches a station, and open up after a couple of kilometers after the train leaves the platform. Here, in our country, we should also have such a system. There should be a system in every train for automatically locking the pans or spare tanks which collect human excreta before the train approaches a station. If our trains are fitted with such a system, then there will be no need even to clean the station. Stations will remain neat. There is a lot of bad impression about India among the foreigners just because our stations and trains are not clean. This bad impression has to be wiped out at any cost. Mere technological advancement will not make the country a developed one. We must also strive hard to maintain cleanliness in such an important sphere like Indian Railways. There should be surprise visits of the Hon. Minister not only to New Delhi but other stations also. This will help in maintaining cleanliness in the stations. I request the hon. Minister to note down my points. They are very important.

There should be surprise checks of the stations. The bad odour and repulsive sight of human excreta on the track and the unhygienic conditions prevailing in the stations will be known to him only when he goes on a surprise visit. Mere allocations made under various heads will not improve the image of the Railways or the country. If our stations are clean, the foreign visitors will have a good impression about the country. They will at once feel that Indian Railways are best in the world and will have a proper opinion

of the advancement of the country has made. Besides, it helps the poor in maintaining their health. Hence once again I request the Hon. Minister to take special steps to maintain cleanliness in our railway platforms. The special arrangement which I mentioned above should be made by providing automatically locking pans or spare tanks in toilets in our trains. I hope the Minister would take steps in this direction immediately.

Sir, I have been requesting the Ministry of Railways to revive the Kakinada-Kotipalli Railway line. This was surveyed also. This important railway line was in operation during the pre-war days. Even during those days, when the population of the area was hardly three lakhs, this line used to fetch lot of revenue to the railways. Now, the population has gone up. Besides, this entire area is literally floating on natural gas and oil. The entire area is humming with activity. Both the passenger and freight traffic has gone up by leaps and bounds. Already, the Railways have a property worth Rs. 8 crores. It is just a revival of an old line. This is not a new line at all. The proposal is pending before the Railway Board. I request once again to consider the proposal favourably. Many new wells of oil and natural gas have been found in this area which is in my Constituency and hence this railway line will boost the activities of ONGC. There is a proposal to lay a pipeline to carry gas and oil. Revival of this railway line is much beneficial. Moreover, there is no problem like conversion of gauge. Hence without much investment this railway line can be revived just by laying the track and running the trains on it. Sir,

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Andhrites have a feeling now that their State is being neglected by Railway. Atleast to remove such a feeling the Railway Ministry should atonce take steps to revive this line. By reviving this line the railways can earn maximum profit by spending minimum amount. I hope and trust a positive decision would be taken in this regard soon.

It was assure many times on the Floor of this House that the twin cities of Hyderabad and Secunderabad would be provided with a circular railway. But that promise has remained as a promise.

I request that atleast now, steps should be taken to construct a circular railway around the twin cities of Hyderabad and Secunderabad.

Sir, once again I thank you for providing me an opportunity to speak and conclude my speech.

[English] —

THE DEPUTY MINISTER IN THE MINISTRY OF SURFACE TRANSPORT AND DEPUTY-MINISTER IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (SHRI P. NAMGYAL): Since there are a large number of Members who are yet to speak, I request the House to extend the time till the Members have spoken.

MR DEPUTY-SPEAKER Does the House agree with the proposal of the Hon. Minister?

SOME HON. MEMBERS Yes

SHRI CHINTAMANI JENA (Balasore): First of all, I would like to convey my hearty thanks to you,

Sir, for allowing me to participate in the debate.

I rise to support the Budget proposals brought forward by the hon. Railway Minister for the year 1989-90 and also the Budget demands for the year 1989-90 because these Budget proposals have been appropriate to the time, Whatever the hon. Members in the opposition may say that it is an election budget, I must congratulate the hon. Minister that in spite of constraint of resources he has not increased the passanger fares. The freight increase is also very minimum and nominal. Many essential commodities have been excluded from this freight hike. Therefore, I must congratulate the hon. Minister on that issue.

Despite resource constraint, the hon. Minister has proposed to continue the concession given in the current year.

18.00 hrs.

Also he has proposed some more concessions to be given in the 1989-90 budget to eminent coaches in games and sports, recipients of Gallantry Awards, President and Police Medals, and to their widows. Besides this persons above the age of 65 years are to be given concession of 25 per cent in fare for travelling beyond 500 kilometres. I would request that the hon. Minister may kindly consider reducing the distance to 200 kilometres. Allegation has been made by some hon. Members that this freight increase may lead to price hike, inflation, etc. In this connection, I must say

that even if there is price rise, that will be very nominal and it will not affect the common man. I would request that kerosene oil and diesel oil, which are mainly used by poor people, should be excluded from this freight increase of eleven per cent. We all know that the freight movement and traffic has tremendously increased during the last three- four years, at least after the present Railway Minister has taken charge of the Railway Ministry. I must congratulate the hon. Railway Minister for his magnanimity and also for the record performance that the Railways have achieved.

We the railway users, have always been demanding more facilities, more trains, more railway lines, more comforts for the passengers and other amenities, which is quite natural for a developing country like ours. But when we look at the allocations given to the Railways in the last one decade, though it appears that in absolute figures it has gone up, but in absolute terms it has not been adequate at all. If we go to GNP, then what is the percentage? The percentage is very nominal, very insignificant. The hon. Minister may agree with me that better performance brings larger demands. Because of his good performance, there are more and more demands by all of us, which should not be made. We should not make illegal and unjustified demands. But in a developing country this is a must and we all are demanding more facilities, more trains and other amenities.

was very much shocked to hear when one of my hon. friends was giving ultimatum that he would go and sit on hunger strike before the residence of the hon. Railway Minister. I would request that rather we should ask the Railway Minister to go and sit on hunger strike before the Planning Commission and before the Finance Ministry. I do not know, whether this can solve the problem or not. Going in for hunger strike or strike or agitation will not serve the purpose. I must convey my heartiest thanks that in spite of financial constraints and many odds and shortcomings like accidents, disasters, etc., the surplus achieved is 84.29 crores as, against the Budget Estimate of Rs. 69 crores. Also Rs. 638.86 crores of dividends could be deposited in the General Revenues.

Sir, More railway lines should be constructed and gauge conversion should be made in backward areas according to the recommendation of the Capital Structure Committee. Besides, the backward areas like Orissa, Madhya Pradesh and the North Eastern region which are backward till today should be given priority in respect of construction of new railway lines and also conversion. But some hon. friends are alleging that this is a Madhya Pradesh budget. May I ask whether Madhya Pradesh is not inside our country? Madhya Pradesh is included, Orissa is included and the North Eastern region is also included in the Budget. [Interruptions.]

I would like to say that the Railway Reforms Committee has

[Shri Chintamani Jena]

recommended for more zonal headquarters so as to decentralise the administration. In this connection request that one new zone was proposed by the Orissa Assembly. The Orissa Government also requested the Railway Ministry about this, the Orissa Assembly unanimously passed a Resolution that the zonal Headquarters covering the areas of Madhya Pradesh, Bihar and Orissa should be located either at Bhubneswar or at Sambhalpur.

With these words I wholeheartedly support the Budget.

[Translation]

SHRI NIRMAL KHATTRI (Faizabad): Mr. Deputy Speaker, Sir, through you I welcome the Budget proposals presented by Shri Scindia. I do so because he has not burdened the poor passengers in the Budget. It has been this endeavour to provide a neat and clean administration to the Railways and make Railways the biggest means of transport in the country more efficient. This efficiency was amply demonstrated during the last Kumbh mela. The hon. Minister has announced the introduction of a number of new trains in these Budget proposals. Besides a target has been fixed to make 67 railway stations as the model stations. In spite of the fact that all these projects require additional expenditure, the hon. Minister has tried to present a surplus Budget.

Today a point was raised that the Ministry of Railways is giving a special treatment to Madhya Pradesh. Sir, I hail from Uttar Pradesh and my experience has

been that whenever I raised any problem about my constituency Faizabad in my capacity as an M. P. from Uttar Pradesh or put forward demand for an additional train before the hon. Minister, he has always paid attention to it, keeping in view availability of financial resources and technical aspects notwithstanding. A lot of work has been done in Faizabad by the Railway Department, ever since hon. Shri Scindia took charge 4 years ago. The number of schemes sanctioned, new trains introduced and amenities given to Faizabad during this period far exceeds the railway facilities given in any decade in the post-independent period. Therefore, there is no substance in this allegation. Now I would like to submit my demands and problems before the hon. Minister.

The foremost point is that the demand for constructing a railway bridge on the river Saryu in Ayodhya is longstanding one. This is a very big scheme and hence, requires the approval of the planning Commission. The Ministry of Railways should at least order a survey, and when financial resources are made available, it should be seen as to how it can be executed. I hope that the hon. Minister will accord priority to the construction of railway bridge on the river Saryu. A new train runs between Faizabad and Bombay once a week. That train carries the maximum number of passengers from Faizabad and other eastern districts of Uttar Pradesh to Bombay. If the frequency of train is increased to thrice a week, it can help solving a lot of problems. The name of Ayodhya, which is a famous city, should also be

included in the list of model station. Ayodhyapuri and Janakpuri are our ancient religious and mythological places. The Railways have proposed to introduce a new train for Kahhar, New Delhi and Patna. If that train is run Via Ayodhya, the problem can be solved to a great extent. The Doon Express and Sialdah Express pass through Ayodhya and run via Faizabad and Gaya. If one of these two trains is diverted via Patna, then I feel it can benefit both Ayodhyapuri and Janakpuri without introducing any new train. The hon. Minister has been kind enough to introduce a superfast train between Delhi to Faizabad which reaches Delhi at 12 Noon. Its departure timings from Varanasi should be suitably changed so that it could reach here in the morning. I have been told that due to the platform not being free a train cannot be accommodated there in the morning. When the timings of Vaishali Express has been changed to morning hours, why cannot the timings of this train also be changed? Similarly, arrangement can be made for the arrival of Varanasi Express in the morning. The demand for construction of a railway bridge in Faizabad at the crossing behind the Government college is there for quite some-time.

So far as I know, the State Government have sent the proposal to the Ministry of Railways, and I hope it would be sanctioned. I would like to make yet another point about stoppages of two trains i.e. 83 up and 84 down Ganga-Yamuna Express which should be provided stoppage at Sohawal station and 51 up Sialdah Express should stop at Patranga railway station also.

Thousands of daily passengers travel from Faizabad to Lucknow and back. Sialdah Express leaves Faizabad at 6 in the morning for Lucknow and in the evening it leaves Lucknow at 6 P.M. and reaches Faizabad at 9 P.M. If one or two coaches are attached to it at Faizabad it would provide much relief to the people. The long distance passengers travelling on reserved berths will also not put to any inconvenience which otherwise they are put to due to unauthorised occupation of their berths by the commuters who do so in compulsion. I hope due attention would be paid to the suggestions made by me. With these words I support the Railway Budget and conclude.

SHRI DAL CHANDER JAIN (Damoh):
Mr. Deputy Speaker, Sir, I support the Railway Budget for the year 1989-90 presented by the hon. Minister of Railways. I would also like to congratulate him as the Members of other side also praised this Budget by terming it as an election Budget. There has been commendable performance of Railways for which the hon. Minister and the Railway employees deserve to be congratulated. I would like to make a few points about my constituency. Indore-Howrah Express which links Ujjain with Prayag and Banaras, runs only once a week. In order to get berths in this train, one has to make more than a month advance reservation there. It is, therefore, requested that its frequency may be increased to three days in a week. Another train named Utkal Express which runs from Delhi to Puri, often arrives late at Delhi

[Shri Dal Chander Jain]

from its scheduled time of arrival at 1 P.M. as a result of which Delhi bound passengers have to face a lot of difficulties. It departs from Delhi at 1.00 P.M. Its arrival at Delhi Jn. and departure therefrom both should be 11.00 hours in the morning. Under the present policy for making construction of an over-bridge, the railways bear expenses to the extent which are incurred on making construction up to a particular level of the bridge and the expenditure incurred on remaining portion of the bridge is borne by the concerned State Government. As a result of this bottleneck, many bridges are not completed or idea is left at initial stage. I would like that responsibility of constructing over-bridge should be assigned to the Railway department alone. This dispute between the Centre and States can be compared to the dispute between a mother-in-law and her daughter-in-law and the local people have to bear the brunt of it. When we make a demand of passenger train on Bina Katni line, it is not accepted on the plea that the track has already reached saturation point due to heavy traffic of goods-trains carrying coal on that line. This is correct and I do not deny it. But the passengers have to suffer a lot. As a result, this gives an impression that their representative in the house does not plea this case effectively and that is why this demand is not being accepted. A still far number of goods trains run on many other tracks as compared to this one and still new trains have been introduced on those routes. For what faults of their, these passengers are being

discriminated. The hon. Minister, while extending concessions should be impartial to all the passengers. The hon. Minister has imposed certain restrictions such as one should must travel beyond 500 km. if one is intended to avail of the facility. I think such restrictions should not be there. Free passes were issued to the freedom fighters for one year. These passes are now being renewed on year to year basis. I would suggest that permanent passes be issued to them. I would like to congratulate the hon. Minister of Railways for issuing orders to conduct survey for a new railway line which would pass through Satna to Damoh *via* Panna, Chhatarpur, Mahoba, Hirakud and Lalitpur. A survey has already been conducted of this route but I would not like to be satisfied by announcement of survey only. Rather I would like the Railway to start the construction work of this railway line immediately after the survey is conducted. The hon. Minister is requested to reply this point while replying the discussions held on Railway Budget.

The Bina-Itarsi Passenger train is running to Bhopal *via* Katni three days in a week. I would suggest that it may be extended to Bina and run as a circular train. Trains in our area often run late. By the time Bilaspur express reaches Bina, Delhi and Bombay bound trains which often run in time, already leave the station, as a result of which passengers travelling in former, often miss Delhi and Bombay bound trains in which they have reservation, due to which a lot of inconveniences are caused to them.

Through you, I put forward a suggestion for consideration of the hon. Minister to start a new train ex-Ahmedabad to Banaras via Bhopal, Bina and Katni and immediate measures should be taken to conduct survey for it. The condition of the first class coaches has been deteriorating day by day. Due attention should be paid towards their proper maintenance. Passengers have to face a lot of inconvenience due to lack of proper information about trains at stations in my area. I would like to submit that proper information about trains be provided to passengers at all stations.

Now I would like to draw your attention towards the interruption caused in operation of trains leaving Delhi for Howrah on February 22. The route of these trains was diverted due to the strike by the labourers in Kanpur, and this caused a lot of inconvenience to the passengers. I would like the Railway officials to take measures in order to avert any such untoward incident in future. With these words, I support the Railway Budget.

*SHRI AJIT KUMAR SAHA (Vishnupur): Mr. Deputy Speaker, Sir, in this year's Railway Budget the passenger fares have not been increased, it is true, but the increase in railway freight charges is unprecedented. In no railway budget, earlier, the freight was increased so much. This increase will undoubtedly result in increase in the prices of all commodities. The Hon. Railway Minister has no doubt given certain concessions but before these

concessions reach the common man, the prices of all commodities will go up tremendously. Take for example petroleum products. No concession in freight has been announced for them. In the general budget no fresh taxes have been levied on petroleum products but as result of higher freight charges, the prices of petroleum products will also go up and it will, in turn, have repercussions on the prices of many other commodities. Sir, I will not go into the various provisions of the budget. I will like to speak a few things about my own area which is a backward area. The railway is a public utility service and should not be guided by profit motive. It should try to provide the necessary services for the benefit of the people. Sir, you know that in West Bengal the District of Bankura and Purulia are backward Districts. In the backward areas not only no new railway lines have been provided in 40 years after independence, but the existing railway lines which are there since the British days, are also sought to be closed down. In the corporate plan of the railways it was planned to abolish the Bankura-Damodar-Raina (BDR) Railway. But on account of tremendous opposition from the local people this could not be done. This BDR is a narrow-gauge railway line. Then it was stated that these narrow gauge railway lines should be revived. But the railway Ministry is not taking any steps for their revival. The age-old railway tracks are not being properly maintained or repaired. The old steam engines are in shabby condition. To revive this railway it is necessary to haul the

[Shri Ajit Kumar Saha]

trains with diesel-engines and to properly maintain the railway tracks. This should be urgently done.

You know Sir, that an unanimous resolution was passed in the West Bengal assembly demanding a railway line for carrying coal to the Mejhia Thermal Plant in Bankura from Raniganj, Assansol and other coal fields of the ECL. A new railway line is essential for this purpose. The thermal plant is proposed to construct a part of this line. The Railways also carried out a survey for this line and reported that the Bankura-Raniganj-Mejhia railway line is very necessary. This line is necessary not only for the Mejhia thermal plant, but it will also facilitate the carrying of coal from Raniganj etc. to the South to places like Tuticorin, Madras etc. At present coal is carried to those places through a round about route *via* Andul near Howrah. So, this new railway line will expedite the carrying of coal to Mejhia thermal plant and to South India. But I regret to say that in spite of this survey and a favourable survey report, no steps have yet been taken for the construction of this railway line. Moreover, you know Sir, that in a backward area no industries can come up unless there is adequate infrastructure and the Railways have a very important role to play in this respect also. Here I regret to say that many trains like Asansol-Puri passenger, Howrah-Gomoh passenger, Hatia-Howrah passenger etc. Which were earlier running upto Howrah or Puri through Bankura and

Purulia have been cut at present. The Howrah-Gomoh passenger has been diverted to Kharagpur and the Hatia-Howrah passenger has also been diverted to Kharagpur. Previously they used to go upto Howrah and the large number of people of this area used to benefit from these services. The large number of betel-leaf and vegetable growers of my area used to send their produce to Bihar and other places through these railway trains. Now their business has come to a standstill. I, therefore, request the Hon. Minister to see that these trains go upto Howrah again. Sir, we have been given an Express train after a prolonged struggle. This is called 'Purulia Express'. Now, I do not know what is meant by an 'Express train'. The maximum speed of this train is 40 Km per hour! By naming it an express train, only the public is made to pay more for their journey. This train never arrives on time. Secondly, Sir, we got the 'Puri-New Delhi express train', after a long struggle, running between Puri and New Delhi through Bankura and Purulia. But I am sorry to say that for the Chief Minister of Orissa, the timings of that train has been changed. We, the Members of Parliament of West Bengal, Orissa and other States protested against this change in timings in this House through a Calling Attention Motion. But the earlier timings have not yet been restored. I will request the Hon. Minister to restore the earlier timings of this train, immediately for the convenience of the people. With that Sir, I conclude.

SHRI RAM NAGINA MISHRA (Salempur): Mr. Deputy Speaker, Sir, I am really grateful that I have been

provided opportunity to say a few words, though I had doubt whether any opportunity would be provided to me at all.

I would not like to observe any formalities, rather I would come to my point straight. Many issues have already been discussed and it would be futile to waste time in rituals.

Whenever the Railway Budget is presented in the House, I invariably make demand of constructing a railway line from Banaras to Bhattni. Rs. 71 crores were allocated for the year out of which Rs. 22 crores and 25 lakhs were spent. It was said that Rs. 40 crores more would be required. The outlay in this Budget is Rs. 70 crores and 75 lakhs. Rs. 29 crores and 62 lakhs have been spent so far. Rs. 23 crores is being allocated to us. Fortunately, our hon. Minister is present here. This matter is directly concerned with him. I think that when the hon. Minister visits his constituency, the people will question him about the fate of the Varanasi-Bhattni railway line. You are the sufferers and so you will be well conversant with the situation. I want to know from the hon. Minister the time by which this work will be completed. Most of it has been completed. The bridge has been constructed and tracks have been laid. How can Rs. 23 crores suffice for the completion of this work? Rs. 18 crores which have been kept reserve should be included to make it Rs. 40 crores. It is only then that a railway line could be laid there. We see that your expenditure is increasing everyday. People are facing acute hardships and it has become very difficult to reach that place. You should exert pressure

and get the Varanasi-Bhattni railway line constructed within this session.

The late Prime Minister, Hon. Shrimati Indira Gandhi laid the foundation of Chittauni-Bagaha railway bridge about 10 years ago. As such we hail her and glorify her and insist the people to follow her ideals and principles but we do not complete the work which has been left incomplete by her. When the Railway Budget was being presented, I thought that a provision for this would surely be there but I was very disappointed. You have only provided a token amount. The situation there is very serious today. A certain group of tribals in that areas kidnap people and extract lakhs of rupees as ransom. This problem can be solved with the construction of that bridge. I have also written to the hon. Railway Minister in this connection. He has stated in his reply that the Chief Ministers of Bihar and Uttar Pradesh are not willing to contribute their share and that is why the work is not being undertaken. I talked to these two Chief Ministers and found that they were both prepared to do so. I know that it is an onerous task. I regret to say that railway facilities have been provided in every part of the country except in my area. There are accolades from every quarter but somehow Devaria has been neglected. I have made two demands and urge upon the hon. Minister of fulfill them.

I would like to reiterate that the Varanasi-Bhattni broad gauge line should be completed by 1990. I want that the hon. Minister should make an announcement to this effect in his reply. Alongwith it, he should state

[Shri Ram Nagina Mishra]

whether Chittauri-Bagaha railway bridge will be constructed or not.

With these words, I thank you. The hon. Minister will not be able to express it, so I do it on his behalf.

SHRI GIRDHARILAL VYAS (Bhilwara): Mr. Deputy Speaker, Sir, you have made me wait for four days for my turn and I thank you for giving me an opportunity to speak now. I want to submit through you to the hon. Deputy Minister that a decision to establish a metre gauge zone in Rajasthan was taken by the Railway Department but injustice has always been done to Rajasthan. Earlier, the rulers of the princely States used to do injustice and now it is the Railway Department which is doing injustice to us. In spite of the fact that the decision to establish a metre gauge railway zone in Rajasthan was taken, the Railway authorities did not make any efforts to implement it last year on the plea that the Railways had suffered losses. But this year there have been profits worth Rs. 140 crores which will be spent in providing amenities. We do not want them. We have enough of them. Trains with old, worn-out and rickety coaches are running in our area and it is dangerous travelling in such trains. Sometimes they catch fire or overturn and are prone to accidents in which several people die. How many accidents have occurred during your turn Late Shri Lal Bahadur Shastri, resigned when there was an accident but you seem to be least bothered. Such a huge sum is being spent for maintaining the Railway Board but its Members do not bother

about the number of accidents which occur. They should all resign. I do not want you to resign. You may resign or not but the top officials should resign and own the responsibility of these massive accidents. I want to submit that the decision to establish a metre gauge zone in Rajasthan has been taken and you should get it implemented through the Railway Committee. You are reluctant to provide railway lines in my State. There has been a long standing demand for a railway line connecting Toda Rai Singh with Nathdwara. This was made about 10 years ago when hon. Shri Kamalapati Tripathi was the Railway Minister. Jaipur is connected with Toda Rai Singh and Udaipur is linked with Nathdwara. There is only a distance of 60 to 70 kms which needs to be connected. If it is constructed it will link Jaipur with Ahmedabad. The Railway Board thinks this proposal of such a small segment of line to be non-viable. What will be the losses here? I fail to understand how the metre gauge line between Jaipur and Toda Rai Singh would be non-viable when this link would provide the passengers to avail of direct train facilities between Jaipur and Ahmedabad. Therefore, I want to request you to connect Toda Rai Singh with Nathdwara. When the Hon. Prime Minister toured the State recently, we requested him also and he declared publicly that he will look into it and make efforts to ensure that this facility is provided at the earliest. When the Hon. Prime Minister has given an assurance in this regard the Hon. Railway Minister should make arrangements for its early implementation so that the people of this area get justice and development could be accelerated.

Survey for the Kota-Devagarh broad gauge railway line was conducted a number of times but it has not been implemented so far. This would link Jaipur, Udaipur and Ahmedabad.

Similarly, the Ladnu-Pinjore section was also surveyed. 10 years have passed and my second term too would be soon over. I am not certain whether I will get the ticket for contesting elections in future or we will return to power but it is a fact that you have not provided a single line or a station in these 10 years. Gulabpura is a big railway station and it should be converted into a full fledged station. A class IV employee has been engaged for selling tickets on this station. It is a big station and a large number of passengers travel from here but you have not converted it to a full fledged station. It should be converted into a full fledged station.

We have requested you to raise the reservation quota in Chetak Express, Meenakshi Express, 71 Up, 72 Down etc. for Bhilwara. You have not taken any action in this regard. We have to request you a number of times for minor matters, yet no action is taken. This is the way this Department functions. A lot of people praise you but I will not do so because the Railway Department has not provided any facilities in my area and Rajasthan is the most backward State in the matter of development of railways. The decision to establish a metre gauge zone in Rajasthan has not been implemented and consequently development work has received a setback. Therefore, you should make necessary arrangements in this regard and take steps to ensure that

71 Up and 72 Down stop also at Raila Road and Gulabpura.

Mention has been made in the Railway Budget for setting up model stations. Bhilwara is a very big station. From Ajmer to Ratlam you take up any station and compare the revenue collected. You would yourself see that Bhilwara contributes maximum income. Why are you leaving out such an important station? Therefore, you should look into it and make arrangements as early as possible. Again, several hon. Members have appreciated the fact that there has been no increase in passenger fares although the freight rates have gone up. The 11 per cent increase in freight rate will adversely affect the common people because all the food items including foodgrains are transported through the railways. Therefore, I will request you to reduce the freight-rates on items of daily necessity. It is good that salt has been exempted. You have said that the prices will not increase but my request is to reduce freight-rates on all essential commodities. You have given concessions for travel beyond 500 kms to persons of the age of 65 but I want that they should be allowed free travel so that they also feel that the Railway Department has done something for their welfare.

With these words, I thank you for giving me time to speak.

[English]

SHRI CHIRANJI LAL SHARMA (Karnal): Mr. Deputy Speaker, Sir, it is just my coincidence that usually you are in the Chair and I am asked to speak.

MR DEPUTY SPEAKER: Then you also stick to your time

SHRI CHIRANJI LAL SHARMA: And when time bell is there and if we show disrespect, Sir, it does not look nice

I support the budget and must say something about problems of my constituency. There is no doubt that there has been no increase in the railway fares and some relief in freight too has been given for certain commodities.

One thing I must say is that the hon. Minister for Railways is very prompt in acknowledging receipt of letters. Although when we receive replies after action taken, nothing concrete comes out of it because usually the official machinery prepares the reply and Minister signs it.

There is a world of difference between the approach of a politician, a public representative who represents lakhs of people, who has a finger on the pulse of the people, who knows the difficulties of the people and that of an officer, who is sitting in the chair. When we ventilate the grievances of the people, there is nothing, I mean, no personal axe to grind. We are here to look into their grievances and to have them redressed. But when ours becomes a cry in wilderness, we have to cut a sorry figure and then we cannot face the public.

Northern Railway, which connects Delhi to North, connects five States: Punjab, Himachal Pradesh, Jammu and Kashmir and the Union Territory of Chandigarh. You can very well appreciate the importance of this train which is connecting the capital of the country with five States. And,

Sir, water and water every where, but not a drop to drink. The trains pass through Haryana. 'Shan-e-Punjab', after leaving Delhi, stops at Ambala. The distance between Delhi and Ambala is 200 kilometres. But between Ambala and Amritsar, the distance is 248 kilometres. It has provided three stoppages – one at Ludhiana, Jalandhar and Amritsar. And now Phagwara has been added. Phagwara is just a tehsil headquarters. May I have the immunity in all humility to ask the hon. Minister a plain question: Why not stop it at any of the stations in Haryana? Why not at Panipat station. Panipat is a city with a population of 2 lakhs and is a big industrial town. We are often crying hoarse but all this has been an exercise in futility. It has been a cry in wilderness.

They are again starting a new train between Delhi and Jammu – probably it will start from the 1st of May. I will request the hon. Minister to make a provision for stoppages at Panipat and at Kurukshetra. Kurukshetra is a place of historic importance. Lakhs and lakhs of people visit Kurukshetra on the occasion of solar eclipse. Hence, I am asking for a stoppage at Kurukshetra. Sir, Panipat is in between Delhi and Ambala. I would again request the hon. Minister to please take note of it. In the recent past, senior officers / officials of the Northern Railway including the General Manager, Chief Engineer, etc. visited Panipat to hear the grievances of the people. I was also informed of their visit. I joined them at Panipat. There was a proposal to cancel the Janata passenger train

which goes from Delhi at about six and stops at each and every station. Hundreds of passengers expressed resentment before them at Panipat and requested them not to cancel that train. They did not agree. It was cancelled. But the daily passengers did not allow the smooth running of the Himalayan Queen and Bombay Express by pulling chains at various stations. The result was that the train was restored the very next day. Shall we ask the people to behave in such a manner? We can very well ask our people to board a train from Delhi and if you don't make a provision for its stoppage at Panipat and Karnal, we can ask them to pull the chain. But it does not behove us. Here we are the custodians of law and not the breakers of law. But the sentiments of the people, particularly when they are facing difficulties must be appreciated. Jammu might bring not less than 20 lakhs of people, Vaishno Devi every year. If you start a train from Delhi to Jammu, thousands of persons may go to Jammu every year. Should they come first to Delhi and then go to Jammu? If you provide a stoppage at Panipat, people from Rohtak, Sonapat, and other neighbouring districts can just board the train at Panipat.

178 Down Jhelum Express must have a permanent stoppage at Samalkha district, Karnal. 1 UP Calcutta Howrah Mail and 2 Down Calcutta Howrah Mail should have a permanent stoppage at Samalkha. Samalkha is the first station in my constituency when we go from Delhi to the North and is the last from my constituency on this railway line when we come from Amritsar side.

There are 60 foundries with a big *mandi* and with many institutions at Samalkha. There are hundreds of daily passengers and commuters from Samalkha to Delhi and back and there is no stoppage at Samalkha. It should have a stoppage. I made a reference to the Railway Minister. He was pleased to tell me in his letter No. 87/Chg 1/13/N/63 dated the 20th February 1989 that the stoppage of 2 Pu (Shuttle Train) at Bheni-Khurd had to be withdrawn from 1st October 1984 due to very meagre traffic offering, that is, only two passengers a day at the station. But how far the establishment of about 80 staff members is justified at the station where only two tickets are sold and why at all a station is provided? This is too much.

One Shalimar Express which used to run between Delhi and Amritsar was diverted via Meerut and Saharnpur. I had requested the hon. Minister that a stoppage may be provided and he replied to my letter in writing that stoppage will be provided at Panipat or Karnal when some new train is started. I would like to draw his kind attention to this aspect also.

Then comes over-bridges. Panipat and Sonipat are big cities. Sonipat is a District Headquarter. Panipat is a big industrial city. The railway line divides between the two cities and for want of over-bridges in these two cities, people are facing great hardship. There are proposals and decisions have been taken but those decisions have not been implemented. I would request the hon. Minister kindly to see that road over-bridges are provided.

[Shri Chiranji Lal Sharma]

Fourthly, Jhajhar is the most important place in Haryana which makes the maximum contribution to our Army. They send their soldiers. They are guarding our borders and Jhajhar is not connected with rail. This area can make tremendous progress if railway facilities are provided. I wrote to the hon. Minister. He was pleased to inform me that survey is being conducted and I am told that survey must have been completed and the railway line from Farrukhabad can be extended to Jhajhar. That is not a big problem.

[Translation]

SHRI MANPHOOL SINGH CHAUDHARY (Bikaner): Mr. Deputy-Speaker, Sir, I rise to support the Budget presented by the hon. Minister of State of the Ministry of Railways. It is a good Budget and has been appreciated by all.

In this Budget, Industry, Farmers, Defence personnel, Sportsmen and the old people have been benefited. The most important thing is that economic growth has been maintained. Similarly, passenger fares have not been enhanced. This has been appreciated very much.

Last year, there was acute drought in the country. But despite that there has been no reduction in freight carriage. Profits worth Rs.719 crores have been earned after making full payment. I think that this Budget is very good. The number of passenger trains have been increased and there has also been substantial enhancement in freight carriage.

The Railway Department has acquired two machines for reprofiling. It is a very big achievement. It will reduce railway accidents. It will enable us to know it advance as to which track is not in good condition or which train has developed defect. Presently, two machines have been acquired. More and more of such machines will be acquired and distributed all over the country. It will help considerably in the process of modernisation.

Modernisation of signals has taken place in two big railway stations. It will help in controlling accidents which occur on account of defective signals. Steam engines are being replaced by diesel engines everywhere. It will boost the efficiency and save time as well.

All these provisions make this a very good Budget. More quarters will be available for railway employees. This is bound to improve the efficiency of the railway employees which in turn will benefit the railways as a whole.

The allegation that this Budget is meant for Madhya Pradesh only is baseless. Actually this budget has been framed with the entire country in mind. Hon. Shri Madhavrao Scindia is a dynamic Minister and I praise his efforts in taking the Indian Railways forward. The late Shri Lal Bahadur Shastri resigned from office when a rail accident occurred during his tenure. A number of rail accidents occurred in the later years but none of the succeeding Railway Ministers resigned. When hon. Shri Scindia tendered his resignation after the occurrence of a major rail accident, the hon. Prime Minister refused to accept it as the hon. Railway

Minister had otherwise proved to be very capable.

I want to raise a few points regarding my constituency. I thank hon. Shri Scindia for 170 kilometres of gauge conversion from Suratgarh to Lalgah and 65 kilometres from Suratgarh to Anoopgarh. A new link train has been introduced between Bikaner and Delhi and A.C.-2 tier accommodation has been provided on the Bikaner Mail. Raising the level of a number of level crossings has been approved subsequent to the conversion of some railway lines to broad gauge. Still there are some more level crossings, level of which remains to be raised. Similarly at least 10 stations have been built on broad gauge lines and they have been built by the public; so much so, that they are being operated by the public

The Ganganagar Express which runs from Ganganagar to Jaipur and covers a distance 400 kilometre in 15 hours, should be hauldd by a diesel engine to save time.

The public will benefit if A.C.-2 Tier compartment is also provided on this train. A diesel engine can reduce the running time by 6 hours. The Indira Gandhi Canal passes through best forest and fertile area in my constituency. Rail facilities should be provided there as there is no railway line. Hon. Shri Vyas complained that Bhilwara has not been made a model station but I would like to say that Lalgah in Bikaner has been made a model station and I feel it is number one model station in the whole of North India. Work has

started on making Suratgarh a model station. I thank the Rail Department for providing Rs.3 crores to construct an overbridge connecting the two parts of Bikaner. I thank the hon. Minister for always giving me a sympathetic hearing and making adequate allocations for my constituency of Bikaner.

[English]

MR. DEPUTY SPEAKER: It is now 7 o' clock. I have a list of six members who are waiting to speak. Shall we extend the time by another half an hour?

SEVERAL HON. MEMBERS: Yes please.

MR DEPUTY SPEAKER: I request the members to be very brief and not to take more than five minutes each. The time is extended upto 19.30 hours.

[Translation]

SHRI TAPESHWAR SINGH (Bikramganj): Mr. Deputy-Speaker Sir, I rise to support the Rail Budget for 1989-90. this budget has been welcomed by everyone. Hon. Shri Scindia is a dynamic and dedicated Ministerd and knows how to do his job efficiently. He has been assisted by hon. Shri Mahabir Prasad, a capable Minister himself land the staff of Indian Railways. Without taking much time I shall speak on the problems affecting my constituency. I was first elected to this august House in 1980. Since then I have tried to place the problems faced by the people of my constituency before this house. Shri Kamlapati Tripathi got a survey done. In 1910 the British Government had introduced a train between Arrah and Sasaram which has a total distance of 62 miles.

[Shri Tapeswar Singh]

Everyday 15 trains used to arrive and depart from there. This service was withdrawn during the rule of the Janta Party in 1979. This service was used by five generations over a period of 70 years. After the survey was conducted there is a new awakening among people. An area of about 100 kilometres has been surveyed. Measurement of agricultural land which is very fertile was taken. Our area is known as the granary of Bihar. Late Shri Kedar Pandey and Shri Kamlapati Tripathi assured us that a railway line would be laid but nothing has been done till date. We have requested the hon. Rail Minister a number of times. Railway lines are being provided in areas where people have never seen a railway but rail services have been withdrawn from places where people were using them and were dependent on them. Such services should be restored. Be it the rotten Janta Government or any other Government, all Governments are basically meant for masses. What that problem has not been solved so far. I once again request hon. Shri Mahabir Prasad to attend to this problem. This is my fifth year in Parliament and I do not know whether I shall be here in the next Budget Session or not. On behalf of the people of this area I demand the restoration of the railway line even if it takes one year or five years. In the opinion of technical department it is not viable. But the fact remains that our area supplies lakhs of tonnes of foodgrain to Calcutta, Dhanbad and Jamshedpur when it was viable during the time of the British, why should it become non-viable now? We have also asked for a railway

level crossing in our area but we have been directed to contact the State Government. There should be a change in the policy and this level crossing should be constructed by the railways and not be left to the State Government.

SHRI NIHAL SINGH JAIN (Agra):
Hon. Mr. Deputy Speaker Sir, I thank you for giving me an opportunity to express my views on the Railway Budget. The Rail Budget for 1989-90 presented by the hon. Rail Minister can be called a budget for the masses without any hesitation. As passenger fares have not been increased, doubts in the public mind have been set at rest. Congratulating the hon. Railway Minister I express my support for the Budget. As time is short I shall briefly touch upon the problems of my constituency. It is true that the originating station and the terminating station are important for a train but the a number of intermediate stations are important too. Agra is such a station. A number of trains pass through Agra. To provide all facilities at the originating and terminating stations only is certainly not proper. Agra is a very important place on the international tourist map. Lakhs of tourists visit Agra every year and it is earning valuable foreign exchange for the country. But Agra has always been neglected in terms of rail services. Agra has virtually no facilities for tourists who want to proceed to Howrah. Toofan Express is the sole train from Agra to Howrah but tourists do not want to waste their time by travelling on this very slow-moving train. I had drawn the attention of the Ministry towards this point but they replied that passengers could board trains from Tundla station near Agra. If this be

the argument of the Rail Ministry there does not appear to be any need for train services anywhere in India. At one place or the other links can be established with some train. We have no objection to provision of facilities at Tundla but one cannot travel in Superfast trains without any reservation. If a traveller boards one of these trains he is forced to disembark at the next stop. I request the hon. Minister to allocate separate quota from Agra on all superfast/mail trains passing through Tundla. This will solve the problem to some extent.

As time is short, I shall restrict myself to 2-3 points. There is no direct train from Agra or its vicinity to go to the High Court in Allahabad. Previously two bogies were attached to the Bareilly Passenger which after covering some distance used to be attached to the Upper India Express. With the withdrawal of the Upper India Express this facility is no longer available. I request the hon. Minister to let two bogies be attached to the Bareilly Express as before and these could be attached to the Sangam Express at Tundla. This will help the residents of Agra and its vicinity for going to the High Court.

Avadh Express runs between Ratlam and Gorakhpur. I have requested time and again for an additional Second Class Sleeper coach and an A.C. Sleeper coach on this train. This will help people travelling from our area to the State capital.

I want to draw the hon. Minister's attention to the lack of reservation facility at Agra station on the Karnataka Express which has a one-minute halt over there. As a result thereof no passenger from Agra can travel by that train. I request the hon.

Minister to provide reservation facilities for Karnataka Express at Agra station.

Railways have constructed Holiday homes at several tourist spots in the country. Despite Agra being famous from the point of view of tourism, no holiday home has been set up there. I request the railways to set up a Holiday Home over there as soon as possible.

Sports contests are organised in Agra from time to time. Although there is play ground in Agra, but some facilities are still lacking. I request you to build a small stadium in Agra to make it convenient for local sportsmen to participate in sports and games. I am grateful to you for giving me an opportunity to speak. With these words I support the Railway Budget.

SHRI NARENDRA BUDANIA (Churu):
Mr. Deputy Speaker, Sir, I am grateful to you and express my thanks for providing me time to speak. Shri Scindia presented a very nice Budget before the people of the country for which I would like to congratulate him on behalf of the people of the country. He has paid special attention to the farmers, brave persons, freedom fighters, sportsmen, children and industry of the country and provided various facilities to them and has given some concessions to people. I would like to express my thanks to him for this.

You have given me very short time and the hon. Minister wants me to speak about my constituency. I come from Churu district which is a desert and backward area of Rajasthan. I have been in contact with the department of Railways continuously for last three years and have been

[Shri Narendra Budania]

taking the issue of increasing the railway facilities in this district. Of course, a lot of facilities have been provided to this district, for which I express my thanks to the hon. Minister. But at the same time I would also like to submit that this district is so backward that a large number of people have not so far seen a train. I had made a request in the last Budget and in the Budget earlier to last one.

Through you, I would like to tell the Railway Minister that Tara Nagar Tehsil in Churu district having a population of 2 lakh remains deprived of railway facilities. When I visited this tehsil inhabitants of area complained that they had not so far seen a train. Our country has been marching ahead speedily during the Congress regime under the leadership of Shri Rajiv Gandhi. I, therefore, request you to connect Taranagar tehsil by rail so that people of the area could avail the railway facilities there

I would also like to state that Sardar Sahar is a large tehsil in my district and there is also a big market place in that tehsil. I as well as the people of the area made requests time and again to connect Sardarsahar with the Hanumangarh by rail. This will provide a lot of benefits to the people of the area.

At the same time I had requested to extend the routes of certain trains. Through you, I would like to make a submission to the hon. Minister that a passenger train from Jaipur to Churu may please be extended upto Sardulpur. It will not only benefit the people of Sardulpur tehsil, but also help the people of Hanumangarh

establish direct links with Ganganagar and avail of the railway facilities, because Sardulpur is linked with Hanumangarh.

I have been making repeated requests to extend the route of 2 R. M. Merata-Ratangarh train by 45 kms i.e., upto district headquarters. But I am really sad to say that this train reaches Ratangarh at 9 A.M. and halts there upto 5 P.M. If this route is extended by 45 kilometres, it will connect 4 tehsils with district headquarters and lakhs of people will avail of the railway facilities and revenue of the railways will also increase. All facilities are available at Churu. There is space to halt the trains and clean them. There is no problem at all. I, would, therefore, like to submit that the route of this train may please be extended upto Churu.

The hon. Minister of Railways has provided a lot of railway facilities in the country. We learn about it, but do not see. People living in Churu and its surrounding areas want that a fast train may be introduced for Churu. I would like to request that a super fast train may please be introduced from Delhi to Jodhpur via Churu, Sujangarh, Ladlu, Digwalal so that the people of these area may have the benefit of railway facilities.

Mr. Deputy-Speaker, Sir, I come of a desert area. Please give me some more time.

There are certain places in my constituency where trains do not stop. This causes a lot of difficulties to the people. Earlier the Delhi bound Jodhpur Mail used to stop at Chhapra and Badiyala, but during the Janata rule this facility was withdrawn. This has caused much resentment among people of the

area. I request that a three tier coach may be attached to Jaipur Mail from Sujangarh and Ladlu and an A.C. two tier coach may be attached to the express train running from Bikaner to Delhi. Finally, I express my thanks to you for providing me time to speak.

CH. SUNDER SINGH (Phillaur): Mr. Deputy Speaker, Sir, I express my hearty thanks both to Shri Madhavrao Scindia and Shri Mahabir Prasad. They did good work in all the constituencies. Of course mistakes have also been committed at times. It is apparent that everybody will try for his own welfare. I do not want to say more, but I request you to note down a few points on which I want an action to be taken at the earliest.

Shah Sikander is a place which falls on the way to my village. It is situated at a distance of 11 miles from Gurdaspur. Some Choukidar should be deployed there at the railway crossing so that it may facilitate traffic movement. At the same time a railway bridge should be constructed at Pathankot. This place remains more crowded.

All the trains should pass through Raun Town, situated near Nantu Shahar. It falls in my constituency. ~~Surat-Bhusawal~~ train remains overcrowded. No T.T.E. is posted in that train. A. T.T.E. should be deployed in that train so that the people might feel it convenient to travel. When the train arrives at the stations, a lot of jostling takes place. Even people suffer injuries while boarding the train. I would like to request you to note my demands.

The toilets provided in the train are always dirty. The toilets stink. I,

therefore, urge you to make cleanliness arrangement as it is done in other countries. It should be the duty of everybody to keep these places clean.

I shall be very happy if you kindly accept my two, three proposals. With these words I express my thanks to you.

SHRI MANIKRAO HODLYA GAVIT (Nandurbar): Sir, I am grateful to you for providing me time to speak. I rise to support the Railway Budget. The programmes given by our young Prime Minister, Shri Rajiv Gandhi for the welfare of backward areas are worth welcome. I find this trend in the Railway Budget also I am grateful to Shri Scindia and Shri Mahabir Prasad for this. The Planning Commission has also been making proper allocations to the Railways for the last 4 to 5 years. I would like to express my thanks to the Planning Commission also for this. I would like to express my thanks to the hon. Minister for his decision to introduce 15 new trains and to increase the frequency and speed of 5 trains. Apart from this, it has been decided to run additional electricity trains in Bombay region. I must say that it is also a welcome step.

Sir, Nandurbar is my Parliamentary constituency, Surat-Bhusawal line falls in my constituency. Superfast trains run on this line. I come to know that some train running on this line are being withdrawn. I would, therefore, like to make a request that you kindly accord your permission to restore these trains on their old routes.

I would also like to express my thanks to the Ministry of Railways for

[Shri Manikrao Hoolya Gavit]

providing some facilities to old persons and freedom fighters. There is a railway platform on Surat-Bhusawal railway line. I request you to pay more attention to the cleanliness of this platform. Attention should be paid to provide facilities at the railway station as well as towards administration. I would suggest that officers and employees both should talk to the passengers politely. Now there is need to convert the Surat-Bhusawal line into double one. This is essential and it is also very important for the administration. It is a very necessary to electrify the Surat-Bhusawal line. Concrete sleepers should be constructed on Surat-Bhusawal line. It is essential to construct another platform and a shed at Nawapur station. It is essential to construct platform and shed at Dadaeacha station. Diesel engine should be provided for trains running on Surat-Bhusawal line because trains are delayed by 2-3 hours because of coal and consequently passengers are unable to get connecting trains. Bombay is the capital of Maharashtra and mine is a tribal constituency. It is very difficult to go to Bombay in the absence of rail services. 20 years ago, survey work had been completed for laying Malegaon-Dhule-Nadhana-Indore railway line. A fresh survey of that railway line should be undertaken.

I am grateful to you for giving me time to express my views.

SHRI SATYANARAYAN PANWAR (Ujjain): Hon. Deputy-Speaker, Sir, I am very grateful to you that you

have provided me an opportunity to take part in this discussion.

I support the Railway Budget of 1989-90 and Hon. Railway Minister has given great relief to the common people by not increasing the passenger fare. I thank the Railway Minister and Deputy Minister of Railways for giving concession to valiant soldiers and veteran citizens in order to give due respect to these people.

Keeping in view all round development there is a proposal to run trains at 15 new places. It is proposed to increase frequency of 5 trains at five places which will definitely benefit the common man.

Besides, I want to thank the Railway Minister specially because he has made provision in the Budget for starting train twice a week from religious place like Ujjain to Haridwar. There are certain difficulties in this respect and I want to draw the hon. Minister's attention towards them. At present the train running from Indore to Cochin is once a week due to which common people face great difficulties, therefore, this train should operate daily. Similarly, train from Indore to Howrah runs once a week, it should also be made a daily train. There is a distance of 80 km from Indore to Ujjain and many workers travel daily from Ujjain to Indore but train services are not adequate to meet the requirement. A shuttle runs from Indore to Dewas, this should be extended upto Ujjain. This will benefit the people and revenue of Railways will also go up. Nagada is an industrial city and some people travel from Ujjain to Nagada daily, Ratlam is quite near from there but there is

no train from Ujjain to Ratlam from morning till noon. You need not provide any additional train for it, if Ujjain-Nagada train is extended upto Ratlam, it will definitely benefit the people. In addition to this, there is no proposal in the Budget to stop an express train between Indore and Bombay. There is a tehsil called Khachrol near Ujjain and this train should have a stop there also. There are some smaller stations at Ujjain-Senagade-Mohitpur line but no facilities for passengers are available there. All fast trains run on that line. Due to this, small farmers cannot derive any benefit from the rail services. I may submit that a new train should be started for the people there. I may also inform you that Sinhast festival is likely to be held at Ujjain after two years and Kumbh fair will also take place there. Keeping in view the sinhast festival, platform on the Ujjain city side should be expanded and a new platform should also be constructed so that facilities could be provided to the passengers visiting that place.

With these words, I conclude.

SHRI K.D. SULTANPURI (Simla): Mr. Deputy Speaker, I rise to support the Railway Budget which has been presented by hon. Scindiaji and hon. Prasadji in this august House. I congratulate him that the Railway department has been working efficiently and it is serving the nation. They are taking steps for expansion of railway lines and improvement thereof.

I want to submit to the hon. Minister about my own constituency. At present practically there are no railway services in Himachal Pradesh and no action has been taken on both the proposals submitted by the

State Government till now. When Pt. Kamalapati Tripathi was the Railway Minister, it was stated in this House that there used to be a railway line in Nalagarh which falls under Solan area, Britishers discontinued that line. A track is still there. It is a very important place of Himachal Pradesh, many big industries are being set up there. Therefore, it is very essential to connect it by railway line. It will involve some expenditure of the Railway department. If railway line is laid from Ropar to Nalagarh, the people of that area can be benefited. Besides, I think you for a decision taken by you to construct Simla Railway Station de-novo and I have received a letter too in this regard. In addition, I may refer to the railway line from Kalka to Simla where there are no plantation in between. If there is any plantation, it is all pine trees. The trees which have been cut marked and are withering away. This is causing land erosion and the erosion is dangerous for the railway line. I, therefore, demand that arrangements should be made for plantation on that line so that greenery may be visible. It is tourist headquarter of the entire nation.

I may also mention here that backlog of scheduled castes and scheduled tribes quota in railway department has not been filled. I want to submit to the hon. Minister that backlog vacancies should be filled in Railway department by chalking out a time bound programme so that these people who are unable to get jobs, may get them. Besides, I want to say that Kalka-Amritsar train had been discontinued but it should be

[Shri K.D. Sultanpuri]

restored. All the prisoners of Jodhpur have been released, the people of Himachal Pradesh face difficulties if they want to go to Amritsar or any other place. Therefore, Kalka-Amritsar train should be restored. I request that our request should be acceded to so that people of Himachal Pradesh may be benefited. A provision for Jagadari-Rajban railway line had been made when Pt. Kamalapati Tripathi was the Railway Minister. He had made his speech as Railway Minister but no action has been taken in this regard till now, it should be extended to Jagadhari and Pentasaheb. Pentasaheb is adjacent to Simor and Dehradun but no work has been done. Therefore, I want to request that attention should be paid to what I have said. I congratulate both the Ministers, Shri Scindiaji and Shri Mahavir Prasadji and also want

to congratulate the railway employees for their good work but I want to say that they must pay attention towards our area also and at least minimum facilities should be provided to Himachal Pradesh also so that our State may also make some progress in terms of rail services.

With these words, I thank you for giving me time to express my views.

[English]

MR DEPUTY-SPEAKER: The House stands adjourned to re-assemble tomorrow at 11.00 a.m.

19.35 hrs.

The Lok Sabha then adjourned till Eleven of the Clock on Friday, March 10, 1989 / Phalguna 19, 1910 (Saka)