

16.01 hrs.

**STATEMENT RE : DEMANDS  
OF JUNIOR DOCTORS' FEDERATION  
OF DELHI.**

[English]

THE MINISTER OF HUMAN RESOURCE DEVELOPMENT AND MINISTER OF HEALTH AND FAMILY WELFARE (SHRI P.V. NARASIMHA RAO) : Hon'ble Members may recollect the Statement I had made on 10th November, 1986, in regard to the Resident Doctors' strike. I had indicated that though the Doctors had threatened to go on strike, the efforts to find an amicable settlement were still being pursued. These efforts have been continuing and the differences in regard to the various demands have narrowed down.

The finance Minister and myself had discussions with the officials to decide on the concessions we can offer. Even as I am speaking to you, the officers and representatives of the Resident Doctors Association are meeting to thrash out a mutually acceptable solution. I hope that by tomorrow the situation would become clear and I will be able to place the relevant developments and facts before the House.

16.03 hrs.

**SUPPLEMENTARY DEMANDS  
FOR GRANTS (RAILWAYS)  
1986-87 CONTD.**

[Translation]

MR. CHAIRMAN : Shri Mahfooz Ali Khan, now you may speak for two minutes. Your time is already over.

SHRI MOHD. MAHFOOZ ALI KHAN : I had written to the Minister about this line. The hon. Minister replied that the people travelled there without ticket. I may tell you that this is a weakness on the part of

the Government. Why do they not check it; why do they let them travel without ticket?

In her story titled "Swadeshi Re", Chughtai has written thus—"The train has stopped. I am told the driver has gone to bring wood. He will bring wood, make coal out of it and then the train will move". This exactly is the condition of the branch line and there is nobody to improve it.

Shri Scindia too might have read the theme of this story. He should also pay attention to the railway line of this area. His mother's paternal home is in this area. Shri Scindia should also speed up the railway line work in this area. There is no doubt that our Minister is very competent. He belongs to a royal family and has a very high status whereas I am an ordinary person but he must visit Etah once, only then he will come to know whether it is possible to come to Delhi from Etah or not. I had given a suggestion for improving the Etah line with a request to extend it upto Farukhabad, a distance of 90 kms. The Minister for Parliamentary Affairs is sitting here and she comes from Kannauj. I would request her also that either she should get this extended or a new train should be started since Kannauj also lies on this line and there is only one train Marudher Express available on this line which does not have A.C. and First Class A.C. coaches, (Interruptions) : This is very essential and if it is not done, it would be really disappointing. Shri Scindia is a young, dynamic and efficient Minister and if we do not approach him whom else should we approach in this regard. If he does not want to take up this matter as we belong to the opposition, it will not be good on his part. He should think in terms of country as a whole. The furniture in the waiting room of Tundla Station dates back to 1957. You should also pay attention to such things.

MR. CHAIRMAN : You please sit down. (Interruptions)

**SHRI MOHD. MAHFOOZ ALI KHAN** : I would like to mention one more point. Lucknow Express and Marudhar Express must stop at Daryaganj Railway station which falls between Farukhabad and Kasganj Divisions of North Eastern Railway. Ballapur, which is a halt station at present, should be made fulfilled station. I hope that you would give consideration to my suggestions.

*(Interruptions)*

**DR. CHANDRA SHEKHAR TRIPATHI (Khalilabad)** : Mr. Chairman, Sir, I rise to support the Demands regarding Railways, presented in this House. The Indian Railways have certainly showed improvement in its functioning. The Railways have established a record by handling one lakh tonnes of freight more than the target. This is a fact which cannot be denied either by the ruling or the opposition Members. It is also true that punctuality in the timings of departure and arrival of the trains have also been maintained.

Mr. Chairman, Sir, when I saw the booklet on the Supplementary Demands for Grants, I found that a sum of Rs. 80,93,33,000 has been earmarked for the repairs and maintenance of the railway lines. Mr. Chairman, Sir, although the N.E.R. covers the largest backward area, yet it has been allocated only a sum of Rs. 4,20,23,000, whereas a sum of Rs. 13,09,57,000 has been allocated to the South Eastern Railway and Rs. 11,32,05,000 to the Western Railway. Sir, this regional imbalance should be removed. Since, removal of regional imbalance and the backwardness is the object of the Central Government, and the allocations from the Supplementary Demands for Grants made to the N.E.R. is very small, I would request that it should be suitably increased.

Mr. Chairman, Sir, whatever work you take up, whether it is construction of railway station or waiting rooms or whether it is gauge conversion, it should be completed once it is started. In

Northern Eastern Railway, the work of gauge conversion from Gorakhpur to Lucknow was completed in eight months time but I am very sorry to say that the gauge conversion work from Banaras to Bhatni and Bhatni to Gorakhpur has not been completed so far although it was taken up 3-4 years back. Whenever a question is asked in this regard in the House, a stereotyped reply is given that there is paucity of funds. You have to complete this work. It is a different matter whether you complete it in 20 years or in 50 years but the fact remains that the work which can be completed at present at a cost of Rs. 2 crores would require Rs. 72 crores later on. Therefore, I request you that whatever be the work, once it is taken up, you should ensure that it is completed. When you take up dozens of work at a time and abandon them midway, this neither achieves the object of railways now of the Government. It only causes inconvenience to the public and results in large scale misappropriation of Government funds. I would like to submit to the hon. Minister that now it is time to change the line of thinking. A change in the modes of working will have to be effected and the Government will have to think how can they provide the maximum facilities to the public with minimum funds. I am very sorry to say that even today Eastern Uttar Pradesh is backward because all important towns are not connected with the railway lines. Forty years have passed since we achieved Independence. We have been demanding right from the time when Shri Jagjivan Ram was the Railway Minister that Gonda should be linked with Shahjanva via Gahdaval Bakhra, Bansi, Dumriaganj and Uttraula. Lakhs of weavers live in these areas. The cloth woven by them is marketed to as far places as Assam Meghalaya, and Nagaland. Their livelihood depends on its transportation. In the absence of railway facilities, they find it difficult to get the raw-material and as a result thereof their produce becomes costlier in the competitive market. Consequently, their children are being driven to starvation. There is a place called Bakhra where bronze and copper wares are produced and are also repaired. Because there is no railway line there this craft cannot be developed and as a

result of which lakhs of people are likely to be rendered jobless. There is only one shed at platform no. 1 at Khalilabad station whereas platform no. 2 and 3 are without sheds. You can well imagine the plight of the passengers during summer and rainy season. There is a quota of 30 second class sleeper berths at Basti for those going to Bombay V.T. from Gorakhpur. The waiting room does not have a facility even to accommodate 10 persons, whereas 30 persons arrive and another 30 leave the station, which means sixty passengers. There is no waiting facility for A.C. and First class passengers. Therefore, I request you to provide two separate rooms, one for the A.C. and first class passengers and the other for the passengers of second class with an increased sitting capacity.

Now I would also like to draw your attention to the medical facilities. Train accidents occur quite oftenly railways do not have any arrangement for the diagnosis of the persons who suffer brain injuries. A Cat Scan machine should also be made available so that the persons suffering from brain injuries could be treated. I also want to tell that the persons who travel from Bombay are looted between Bhusawal and Jhansi. Daily, there is a complaint that passengers are looted by the police. The gap of Rs. 95 crores, which has been left even after raising the freight charges should be abridged by checking these thefts instead of levying further taxes. I have seen that the railways spend lakhs of rupees on litigation and even after that the payment has to be made. This should also be looked into so that crores of rupees could be saved. I would conclude with a couplet.

*Unka jo Farj hai, Usko Jaane Wohi,  
Mera jo Farj tha, Maine Pura Kiya,  
Mujhko Tauhin-E-Saki Gawara Na thi  
Jaam Khali tha, Phir Bhi Ushana Para.*

[English]

DR. KRUPASINDHU BHOI (Sambalpur): I rise to support the Supplementary

Demands for Grants of the Railways in a mood of tension. First, I congratulate the young and dynamic Railway Minister who has brought the railways to the right track as at the time of emergency. It is considered as cerebro vascular system in the country and it is a life line of our economy. In this context, many of my opposition friends have criticised the hike in railway traffic and parcels and they have given the version of Railway Traffic Enquiry Committee. By this they have taken into consideration only one part of the Committee's Report regarding increase in the freight, but they have not taken into account what the same Committee had recommended in 1977-78 price line—Rs. 36,000 crores in two decades the railway will require to make a successful attempt to cater to the needs of the whole country. Now the rate will be more than Rs. 70,000 crores. I will urge upon the hon. opposition members to realise that there is no alternative with the Minister but to increase the traffic rate.

Indian Railway is the second largest railway under single management throughout the world and it is having more than 61,000 route kms, 10 lakh locomotives and at the same time the same number of trains, the passenger traffic travelling daily is more than one lakh; the traffic handled by the railway is 7.5 to 8 lakhs daily. So, it is a gigantic task which the railway is carrying; and to maintain the economy—as all my friends have expressed their views that the Planning Commission should not criticise the functioning of the railways—the Planning Commission must allow more money so that the whole economy of our country will be in a better shape.

The only Indian Railway is serving for social obligations and no other country is dealing with social obligations like movement of military Personnel; they are taking them under subsidised rates; consumer goods, etc. But, at the same time; I request the government and the Prime Minister through the House to see that the economy which we are losing by way of social obligations should be compensated

[Dr. Krupasindhu Bhoi]

by the budget. Since there is a lull in the House, I want to chant a sloka in the House for the knowledge and information of the House.

*Pushpeshu malli, Nagreshu Dilli,  
Naari Surambha, Purusheshu  
Madhavrao, Nripvareshu Rama,  
Kavyeshu Mahakavi Kalidasa.*

My hon. friends, Shri K. P. Singh Deo and Mr. Patnaik have urged the same thing. Unless I repeat that I will be failing in my duty. It is in my constituency. On 14th September, 1984, the Prime Minister, who was then the General Secretary and now Prime Minister, had laid the foundation stone for a Sambalpur railway line and a Sambalpur Division. Last year, Shri Madhavrao Scindia gave Rs. 7 crores and this year he has given only Rs. 2 crores. Instead of riding the ladder, we are coming down. It should be increased. This year, he must give Rs. 15 crores for rail line and 5 crores for the Sambalpur Railway Division. There is a suspicion in my constituency that it is going to be a very small one, but at that time when the foundation stone was laid, the hon. Minister of Railway, Shri Ghani Khan Choudhary had given an impression that a minimum of 18,000 people would be employed. So, it should not be a small one. At the same time, I request the hon. Minister to give a minimum of Rs. 5 crores for the Attapali site which has been decided. At the same time, he should introduce Kalinga Express which has stopped. The condition of the Jakpura Banspani Railway line needs immediate attention and the Hundai Corporation has written to the Commerce Ministry. The Railway Ministry should pursue them the suggestions given by them will fetch Rs. 170 crores to the Railways.

I will congratulate the Railway Minister once again and I will ask the Opposition people not to always behave like the Opposition, they must behave, as responsible people and they must know that the figures, data and statistics show that the present performance of the Railways, for

the last two years especially is comparable to that during the time of the Emergency.

SHRI SOMNATH RATH (Aska): I rise to support the Supplementary Budget. There is a lot of difference between the Budget and the Supplementary Budget. A surplus budget has been converted into a deficit budget for no fault of the Railway department, the policy of the Railway department being to eradicate regional imbalances and to develop areas mostly inhabited by Adivasis, Harijans and poor people I request the Railways Minister to consider the following, —I am not going to repeat what the other Members have said about railways in Orissa. The railway communication in Orissa being the least, the following may be considered.

A techno-economic survey has been conducted for a railway line from Khurda to Bolangir in Orissa. At the beginning it was intended that it will start from Chatrapur in Ganjam district up to Bolangir But it was taken away from Chatrapur to Khurda.

A Port at Gopalpur-on-sea is going to be completed. The Policy or principle of the Government being, development of ports, communication of this undeveloped area is essential. I request the hon. Minister to see that a survey of the railway line from Berhampur to Barpala to be taken up simultaneously to connect the railway line from Khurda to Bolangir. I have written a letter to the hon. Minister and he has replied to say that due to financial constraint it is not possible. It costs only Rs. 25 lakhs and the Orissa Government has come forward to bear it. The Chief Minister has written to the Railway Ministry that the Orissa Government is prepared to pay this amount of Rs. 25 lakhs. So, as there is no constraint of funds, I would request the hon. Minister to see that RITES, which is now conducting an economic survey from Khurda to Bolangir may be entrusted with the survey from Berhampur to Daasapalla connect the above railway line. Because there is no paucity of funds, there is no

restraint on funds, the Orissa Government having come forward to bear the cost, it can be taken up. Also, since the Planning Board of Ganjam district has emphatically demanded the survey to be conducted, I request the hon. Minister to direct RITES to conduct the survey.

**SHRI K. MOHANDAS (Mukundapuram):** I rise to speak on the Supplementary Demands for the Railways. Recently the Railways have increased the freight rate by 15 per cent and the additional revenue to be collected for the remaining part of the year is Rs. 313 crores. In a full year it may be anything around Rs. 1000 crores. By any account it is a very steep increase. This is certainly going to push up prices of practically everything which is transported by the railways. Already the prices of essential commodities are rising. The fresh freight increase will add further to the general price rise.

It has become a regular practice to present huge Supplementary Budget. This practice is meant for dispersing the budgetary imposts over different periods. For example, if all the increases are to be effected in the general Railway Budget, the impact would be very great. So the Government wants to disperse it. This, in fact, introduces uncertainty with regard to the freight planning. One cannot make any advance calculation with at least one year's perspective in regard to the freight rate. This will ultimately affect the freight traffic.

Now, coming to the railway development, my State of Kerala has received scant attention from the Railway Board. The railway investment in Kerala is below the national average. When there are 10 kms of railway lines for a lakh of population at the national level, it is only 4 kms in Kerala. During 40 years of independence, Kerala has not got any worthwhile railway project. The Ernakulam Alleppy coastal line is under construction. This has been going on for quite some time. The original cost of this project has gone up very much. But even now, it is nowhere near completion. In every Budget the

Government makes a very meagre allocation and thus the project has got delayed. I would take this opportunity to request the hon. Minister to make adequate allocation of funds for this line so that it could be completed in 1986-87.

Another important railway line, which has been in demand since long, is the Kuttipuram Guruvayur railway line. A former Railway Minister had even ordered the survey of this line. But afterwards nothing has happened. I need not tell the hon. Minister about the importance of Guruvayur. He must have visited the Sri Krishna Temple at Guruvayur at least once. Lakhs of pilgrims visit this temple. At present, one has to depend entirely.

16.27 hrs.

[SHRI SOMNATH RATH *in the chair*]

on road transport for reaching this place. If this railway line is constructed from Kuttipuram to Guruvayur, this will be a great help to the pilgrims. Moreover, it will be a very profitable line. I would, therefore, request the hon. Minister to make some provision in the next year's Budget for this line and thus get the blessings of Guruvayurappan.

There has been persistent demands for some railway undertakings in the State. When the neighbouring States like Tamil Nadu, Karnataka and Andhra Pradesh have more than one railway undertakings each, Kerala has none. Last year there was a proposal to set up a railway coach factory in Kerala, but due to unknown reasons it was not set up there. This is an example of neglect of Kerala by the Railways. This must stop. Kerala must get its legitimate due. I would, therefore, request the Government to set up at least a railway coach factory in Kerala during the Seventh Five Year Plan.

[*Translation*]

**SHRI RAM SINGH YADAV (Alwar):** Mr. Chairman, Sir. I support the Supplementary Demands for grants, presented in

[Shri Ram Singh Yadav]

the House by the hon. Minister. The hon. Minister has opened new avenues for the expansion and further development of the Railways by setting up a Railway Finance Corporation. Besides, a Communication Centre has been set up at a cost of Rs. 800 crores, which is very important in itself and would be helpful in increasing efficiency and punctuality in the Railways. I hope that this equipment will not only benefit the Railways but will also be helpful to other departments connected with communications.

I want to congratulate the hon. Minister for paying full dividend this time. Besides, the Railways have reserved considerable amount of funds for wear and tear and have earned a profit of Rs. 120 crores. The hon. Minister, the officers and employees of his Ministry deserve congratulations for that. During the last six months, the Railways have earned Rs. 106 crores more than the target fixed for this period, on account of freight and have, thus, increased their income. It gives us a hope that the Railways will further increase their income. The hon. Minister had submitted a long perspective plan for 15 years a few days back. According to that plan, you will need about Rs. 45,000 crores for the next 15 years. You have formulated the long perspective plan for the period 1986 to 2000 A.D. with an outlay of Rs. 45,500 crores. As such, you will need Rs. 45,000 crores out of which you hope to get Rs. 20,000 crores from your own income and another Rs. 25,000 crores from the wear and tear fund. I hope that the measures adopted by you in this Department will provide a new direction to the Indian Railways and, they will be helpful in evolving new programmes for expansion.

I thank the Railway Minister for giving consideration to a new railway line project for Delhi which will be 36 kms. long and will facilitate smooth flow of traffic in the city.

The Railway Minister deserves thanks also for paying attention to observing punctuality in running of trains and now the trains adhere to the time schedule.

Coming to my own constituency, I would like to tell that during the Monsoon Session, I had stated through a question that the Railway Ministry had agreed in principle to construct a railway over-bridge in Alwar. You too had agreed in the House that you were ready to construct the over-bridge. I had raised this question on 24.7.86 in reply to which your reply was :

[*English*]

"The Western Railway and the State Governments are jointly examining the proposal for construction of a road bridge in replacement of existing level crossing near Alwar station... After finalisation of the proposal the work will be considered for inclusion in the works programme subject to priority accorded by the State Government and availability of funds."

[*Translation*]

I would like to submit that all formalities in this connection had been completed. The local Urban Improvement Trust had told you that they were ready to release matching grant. The Survey work had also been completed. In reply to a supplementary, you had told that it would be constructed in the near future. I want to remind you that it has not been included in the current Supplementary Demands presented by you. I hope that you will include it in the next Budget or in the Supplementary Demands for Grants that would follow.

I would also submit that the Alwar-Mathura line project was initially estimated to cost about Rs. 34.74 crores. This project was commenced in 1983-84 and now its cost has escalated to Rs. 44.56 crores. During this period the pace of work was very slow the funds released were too meagre. The cost has escalated by Rs. 10 crores within four years and if the present trend continues, the project initially estimated to cost Rs. 34 crores will cost Rs. 20 to 30 crores more in the coming two

to four years and, thus, the cost will exactly be doubled. In the last Monsoon Session, I had pointed out that farmers had not been given compensation for their lands which have been acquired for the project. Land for railway track has been acquired but no compensation is being paid to the people. In reply to my question on 31 7 86, it was stated that :

[English]

"Advance compensation could not be paid to Land Acquisition Officer, Alwar in 1985-86 due to constraint of resources. Action is being taken to deposit the compensation amount now demanded with Land Acquisition Officer, Alwar."

[Translation]

You know how precious farmers' land is? They could not grow anything on it during the last three years. Therefore, you must take immediate action in pursuance of your assurance given in the House.

The Chetak Express starts from Delhi. Now the departure time has been changed to 12.15 from 12.35. There is a Railway Station named Baswa near my constituency. A two minutes halt at that station has been given to it whereas I have been trying for the last six years to get a two minutes stoppage to this train at Harsauli railway station. It connects two tehsil headquarters and one sub-division headquarter. There is no other mode of transport available for the passengers there. Therefore the Chetak Express should halt for two minutes at Harsauli railway station. There is no road connection between Alwar and Rewari and, as such, travelling between these two places can be possible only through this train. I fully hope that you will give necessary orders for giving a two minute stoppage to Chetak Express at Harsauli station. I hope that you will consider it sympathetically and will order an immediate action.

[English]

SHRI C.P. THAKUR (Patna) : I congratulate the young dynamic Minister for increasing efficiency in the Railways. He assures that further revenue will be earned by increasing efficiency.

Regarding utilisation of other sources for earning revenues, Railways in the past started carrying accompanying luggage of the travellers of the Indian Airlines. But it was discontinued because of theft. This should also be utilised for earning more revenue.

Regarding curbing claim and corruption, if it is minimised, this will further increase revenue of the Railways. But the Report is completely silent on this point.

Coming to some of the local problems—creation of Zonal Headquarters for Bihar was almost finalised when Shri Kedar Pandey was the Railway Minister but, unfortunately he died and it did not mature.

There should be rail bridge over Ganga at Patna. When Shri I.N. Mishra was the Railway Minister, this had almost been finalised. Unfortunately, he died and this scheme has been pending since then.

Bihar is not connected with South with any good train. Bombay is the economic capital of India. It is not connected by any good train with Bihar. This may please be looked into.

I requested for extension of Mahanagri and Ganga Cavery to Patna. I am not interested in this train only. You can provide for any extra fast train connecting Patna with Bombay and Madras—i.e. Patna with South and Bombay.

Our Governor of Bihar wrote about connecting Patna with South.

The area between Patna and Gaya is over-crowded. There should be double line between Patna and Gaya.

[Shri C.P. Thakur]

There was private rail service between Fatwa and Islampur. This has been discontinued and it has been taken over by the Railways. You may please start rail service in that area.

There are certain facilities which the passengers of Bihar want i.e. Pantry and dining car between Patna and Ranchi Section. Ranchi is the second capital of Bihar. There is a High Court there. Provision of A.C. Chair car between Ranchi and Patna should be there.

Today there was debate in this House that there is lot of unrest in the tribal area of Chota Nagpur. There was assurance that the socio-economic problem in that area will be solved. Many headquarters are not connected with train service. I request that there should be conversion of meter gauge between Ranchi and Lohardaga. There is a small area between Ranchi and Tori. Ranchi and Tori may be connected with train service. It will provide facilities to the people of that area.

Hazaribagh, another district headquarters, is not connected with the train service. Then Dumka should be connected by rail. Sitamarhi, another district headquarters, is not connected with train service. There should be train services for all these district headquarters. So many district headquarters in Bihar are not connected with railway service.

Sir, there are smaller problems like construction of overbridge near Banka Ghat and Ranipur Khirki near Patna. I think that this small problem can be solved by the Railway Minister.

There is one small station Dubaha in the North-east Railway. A lot of people come to that station. So, there should be some extension of facilities such as waiting rooms and stoppage of more trains there. The waiting rooms in the Railways are mostly occupied by the RPF people. So, I request the Minister to look into this. I

hope the demand of Bihar will be taken note of. Generally in the first letter the Minister writes that the matter is 'being looked into' and in the second letter he writes that 'it cannot be done'. That should not be the case. So, I request the Minister to consider the various demands of a backward State like Bihar.

DR. DATTA SAMANT (Bombay South Central): Sir, a provision of Rs. 519 crores was made in the Railway Budget for implementing the Fourth Pay Commission's Report. It is quite unfortunate that in this House the Report of the Pay Commission concerning 52 lakhs of the Central Government servants has not been discussed. In fact it should have been discussed, but this Government has no guts or they are afraid of discussing it because of the labour problem. So, that should be discussed and implemented immediately.

Sir, the workers of the Railways are only about 15 lakhs and the annual burden on the Government will not be more than Rs. 250 crores or Rs. 303 crores. But in these four months—I am talking of only wage rise—you are going to collect about Rs. 330 crores because of the increase in the freight rates and parcel rates. In 1987-88, by this increase in the freight rates, the hon. Minister is going to collect about Rs. 1000 crores per year. At the time of Budget in March you said that there is not going to be any rise in the passenger fares and freights, but next year you are going to have about Rs. 1000 crores because of the rise in the freights. So, this is the way the Government is working—by backdoor entries. For publicity's sake, they talk about workers. I am asking a categorical question—you are giving bonus every year. It is a burden of about Rs. 250 crores or so. Why has not the hon. Minister made this provision at the time of the budget this year? At that time you did not increase any rates for the sake of publicity. Such type of things should not have been there. Because of the classification of various categories of cargo this freight rise will not be 15 per cent, but it is going to be more. *(Interruptions).*

Some provision was made in the budget for the arbitration and court settlement.\*\* He should clarify it. This is regarding the Shivpuri Court in Madhya Pradesh. On 22nd August 1985 a settlement was made out of court between Gwalior Forest Product Ltd. and \*\*, a clerk in the office of the Divisional Manager of Railways, Jhansi. A few acres of land including the railway station building was given to the Trust by the Railways and for that only Rs. 6252 were given by the Trust to the Railways. This is a big land on the Bombay-Agra road. Its value is a few lakhs of rupees. \*\* who is the owner of Gwalior Forest Product Ltd., is a Managing Trustee of Scindia Trust and therefore, the hon. Minister must explain this dispute because the case is pending in the Shivpuri Court for 8 years. It is a very serious matter.\*\* So, let us be very clear about this. In fact, the hon. Railway Minister should make a statement when such a type of allegations are made and when inquiry is called for.

AN HON. MEMBER : It is a wild allegation.

DR. DATTA SAMANT : It is not a wild allegation. The land belongs to the Railways.\*\* Managing Trustee of the Scindia Trust got the case settled out of court. (*Interruptions*) Only for Rs. 6000/- it was settled.\*\* is a trustee in the Scindia Trust. (*Interruptions*.) The hon. Minister can explain it.

KUMARI MAMATA BANERJEE : This is irrelevant.

MR. DEPUTY-SPEAKER : Don't involve the person. I will not allow that. You do not bring the person's name. I cannot allow it to go on record.

(*Interruptions*)

The name would not go on record.

SHRI BANWARI LAL PUROHIT : Sir, you should expunge it.

DR. DATTA SAMANT : It was pending in the court for 8 years. The whole land is given for Rs. 6,000. (*Interruptions*)

MR. DEPUTY-SPEAKER : I would not allow this.

DR. DATTA SAMANT : For 8 years, it was going on. These are the things which are to be cleared. Let the Minister explain. Why was it not settled for 8 years? The land belongs to the Scindia Trust. 8 years, it was in the court. It was settled by the trustee of the Scindia Trust.

SHRI AJAY MUSHRAN ; Sir, on a point of order.

MR. DEPUTY-SPEAKER : What is your point of order. I have already told that it will not go on record.

SHRI AJAY MUSHRAN : Sir, my point of order is that the hon. Member is planting doubts about the working between the Railways and some Trust. But he has no right to bring the Minister into it individually and those remarks must be expunged. This is my point of order. You must expunge those remarks.

MR. DEPUTY-SPEAKER : I have already said that it will not go on record. I have already told that. Why are you bothering about that?

DR. DATTA SAMANT : Everything will come on record.

MR. DEPUTY-SPEAKER : If there is any allegation involved, I will not allow it to go on record.

DR. DATTA SAMANT : \*\* is the trustee of the Scindia Trust. It should be on the record. (*Interruptions*.)

THE MINISTER OF STATE OF THE MINISTRY OF RAILWAYS (SHRI MADHAVRAO SCINDIA) : Sir, it is an important discussion on Railways. We have already listened to him. The reply is also to come today.

MR. DEPUTY-SPEAKER : Any allegation involved will not go on record.

DR. DATTA SAMANT : Sir, he is the managing trustee of the Scindia Trust. It was settled out of court.

SHRI V. KRISHNA RAO (Chikballapur) : That is not the way of bringing in allegation.

MR. DEPUTY-SPEAKER: Please wind up. You are unnecessarily wasting time.

DR. DATTA SAMANT : My time was taken by arguments. Now, I come to Bombay. Sir, Mankur-Belapur line is pending for a number of years. Everybody including the Ministers and the House are taking stepmotherly attitude regarding Bombay, as if Bombay is good only at night. Regarding this railway line, the State Government is prepared to spend 70% amount and the Central Government is to spend only a small amount. It will also be recovered in 5 years. Further, it can be used everywhere. It is an income. It is not merely an investment by the Government. Similarly, Mumbra-Bhasin railway line was completed 6 years back. But at present, only goods traffic is there. Passenger trains should also be introduced so that it would connect Central Railway and Western Railway. Island platform at Badar is to be taken up. It is pending with you for a number of years. It involved only an expenditure of Rs. 7 crores. It can give relief to about 4 lakh passengers.

Regarding double unloading system at V.T., some stables and lands at Carnak Bunder should be taken possession of so that work may be started.

MR. DEPUTY-SPEAKER : You give in writing. Please sit down.

DR. DATTA SAMANT : In Bombay, there are stations between 2 kms. and even for travelling 2 kms. or one km. a

passenger has to pay one rupee as ticket. Therefore, this should be considered and the amount may be reduced.

SHRI I. RAMA RAI (Kasargod) : Mr. Deputy-Speaker, Sir, I am supporting the Demands for Grants relating to Railways. I am grateful to you for giving this opportunity and I should thank the Minister for having given some attention for the Kerala line, especially from Shoranur to Mangalore. This line passes through a very thickly populated area and people on both sides of the railway line are anxious to see the development of railways. At the same time, their existing rights of crossing the railway line for transport should not be disturbed. Most of the unmanned level crossings are being closed.

I have one suggestion regarding the over-bridges. Most of the over-bridges are yet to be completed in that lines. Usually, the railways ask the State Government to give money for the construction of the over-bridges. We know the plight of the Kerala Government where there exists scarcity of funds. Usually, the ideas of constructing those bridges are dropped though these bridges are vital for the day to day transport of the people of that locality. I suggest that the funds either from the Central Road Fund or some other Fund may be diverted to railways and railway ministry straightway utilises the funds for the construction of the over-bridges instead of going through the paraphernalia of State Government procedures.

One more idea is the mobilisation of fund. On this Mangalore-Shoranur line, there are lot of valuable lands possessed by railways. I suggest that some remunerative scheme in those areas such as shopping centres and get enough recurring income for the railways.

SHRI MOOL CHAND DAGA : The hon. Minister should be asked to give his reply tomorrow.

SHRI I. RAMA RAI : The long-distance trains are made to wait unnecessarily.

**MR. DEPUTY SPEAKER :** Mr. Daga, please take your seat.

**MR: I. RAMA RAI :** Railway officials can pay attention to see that long-distance trains can be given some stoppings in some of the important stations on the Mangalore-Shornur line since for crossing of trains, these trains are made to wait unnecessarily. Most of the basic amenities put forward by our friends have to be provided in my line also.

The hon. Minister air dashed to our area last time when a train accident took place there. I request him to travel by train to such far off places once in a way, especially in the Mangalore-Shornur line, to see for himself the basic amenities in that line.

There is a proposal for the survey of Mangalore-Udupi line. The survey work, I hope, must have completed by this time but before our term in this Parliament expires, we hope to have that line completed.

I once again ask for the speedy implementation of the on-going works at present, especially my Station Kasargod Station which is reaching completion. They have to get some more amount from the Railway Ministry for the completion of the reconstruction and remodelling of the railway station. I hope the hon. Railway Minister will pay attention especially to the undeveloped far off places of our country with regard to railways.

[*Translation*]

\***SHRI V. KRISHNA RAO** (Chik-kabal'apura): Mr. Deputy Speaker, Sir, I whole heartedly welcome the Supplementary Demands for Grants in respect of Railways for the year 1986-87.

Our young and dynamic Minister Shri Madhava Rao Scindia is doing very well

\*The speech was originally delivered in Kannada.

to improve the performance of railways. The trains are maintaining punctuality. There is considerable improvement in the quality of catering services. The cases of thefts and robbery have come down to a great extent. These are some of the examples of the improvement in the railways. Therefore, I congratulate the hon. Minister Shri Scindia for his efficient functioning and put forth a few suggestions for his kind consideration.

There are thousands of gangmen in the railways who are working as daily wage employees for the last eight to ten years. I urge upon the Minister to kindly regularise their jobs.

A vast area of the railway land has been taken over by the farmer and they are enjoying the benefits of this land for the last several years. If the railways are able to get back this land it can generate revenue worth several crores for the railways.

The conversion of Bangalore-Mysore metre gauge line into broad gauge is a very long pending demand of the people of Karnataka. Many thousands of passengers are travelling daily on this route. This demand persists since the time of Shri H.C. Dasappa the then Railway Minister. As promised by Shri Bansi Lal a daily train between Delhi and Bangalore must be introduced at the earliest.

Bangalore-Miraj line is also a very important line which connects north India with South India. It will also be boon to the people who would be travelling towards Bombay. This high density route must be converted into a broad gauge line immediately.

There is a narrow gauge line between Yelahansa and Bangarpet. A train with a few passenger coaches runs on this line. There is move to stop this service. Instead of stopping this service I demand that this route should be converted into broad gauge line as it is serving a very useful service to the people of this area.

[Shri V. Krishna Rao]

A survey has been conducted to link Bangalore and Tirupati via Madanapalli. I request the hon. Minister to take up this work very soon as it enables thousands of pilgrims of Karnataka to reach Tirupati with ease.

From Bangalore city there is only one train which goes to Guntakal at 6 P.M. There are no trains thereafter throughout the night. There are several important places like Raichur, Mantralaya, etc. on this route. Hence it is very essential to introduce a train between 8 and 10 P.M. on this line.

There is not a single train which runs directly between Bangalore and Varanasi. Ganga Kaveri train runs between Varanasi and Madras. At least 4 bogies should be attached to this train from Bangalore so that pilgrims and many other passengers of Karnataka can travel to Varanasi directly.

Kittur Express runs via Balgaum. This is a very important train in that area and there is a long pending demand of the people to change the name of the train. Like Jhansi Rani Laxmi Bai Kittur Rani Chennamma was a great freedom fighter. I plead with the hon. Minister rename Kittur Express as "Kittur Rani Chennamma Express". This would certainly inspire the people of that area, and finally I would end with a request. Chikkaballapura is noted for potato cultivation and potato grown here are sent all over the country especially towards north India where there is a great demand for this variety. With growing cultivation of potato and traffic on this line it has become absolutely necessary that more seats should be earmarked for the trains passing through this place. In particular I would suggest that at least 6 seats should be reserved and booking facilities made available to Chikkaballapur in Karnataka Express and Nizamuddin Express. With these the difficulties will be solved to some extent. I hope and trust that the hon. Minister would kindly concede to this very modest request of this area. Once again supporting the demands I conclude my speech.

17.00 hrs.

STATEMENT RE : STATUTORY  
MINIMUM PRICE OF SUGAR  
CANE FOR 1987-88

[English]

THE MINISTER OF PARLIAMEN-  
TARY AFFAIRS AND MINISTER OF  
FOOD AND CIVIL SUPPLIES (SHRI  
H.K.L. BHAGAT) : The Central Govern-  
ment fixes the statutory minimum price of  
sugarcane payable by the sugar factories  
for each season, under the Sugarcane  
(Control) Order 1966. Upto the season  
1985-86, the cane price was being fixed at  
the commencement of the crushing season.  
However, while fixing the prices for  
1985-86 in November, 1985, the Govern-  
ment had also announced that the statutory  
minimum price of sugarcane payable  
during the season 1986-87 (1st October  
1986 to 30th September, 1987) would be  
Rs. 17.00 per quintal linked to 8.5%  
recovery with proportionate premium for  
higher recoveries. This practice of announc-  
ing the cane price a year in advance is  
intended to enable the cane growers to  
know the minimum price that they would  
be getting for their produce.

Continuing this practice, which was start-  
ed last year, the Government have decided  
that, for the next season 1987-88 (beginn-  
ing from 1st October 1987), the statutory  
minimum price for sugarcane would be  
fixed at the basic level of Rs. 18.00 per  
quintal linked to a recovery of 8.5% with  
proportionate premium for higher recoveries.  
This marks an increase of Re. 1/- per  
quintal over the price fixed for 1986-87.

SUPPLEMENTARY DEMANDS  
FOR GRANTS (RAILWAYS),  
1986-87—Contd.

[Translation]

\*SHRI A.C. SHANMUGAM (Vellore) :  
Mr. Deputy-Speaker, Sir, on behalf of

\*The speech was originally delivered  
in Tamil.