

[Shri Balraj Passi]

Therefore, the Government is requested to introduce these passenger trains immediately to provide facilities to this region.

- (v) **Need to provide financial assistance to Madhya Pradesh Government for all-round development of adivasi dominated Khargon district of the State**

SHRI RAMESHWAR PATIDAR (Khargone): Mr. Speaker, Sir, in comparison to other States, Madhya Pradesh is quite a backward State. Among the population of State the No. of Scheduled Tribes is very high. Most of the districts are tribal dominated. Even after independence nothing has been done for the development of these areas. Link roads have not been constructed even to connect the larger villages. Wherever the roads have been constructed for years, the bridges have not been constructed because of that during rainy season the whole area remains cut off from the rest of the main regions. These regions do not have any dispensaries and schools and there is no provision of drinking water, wells or tube wells etc. and those wells or tubewells which have been constructed so far, have dried up. The State Government is unable to launch the above mentioned developmental works due to the financial constraints. The people are living in extreme poverty. Only nominal developmental work has been done in the tribal dominated Blocks of Khargon district in Madhya Pradesh. Hundreds of villages do not have roads, bridges, schools, dispensaries and drinking water facilities even, keeping in view the financial constraints of Madhya Pradesh, it is not possible for the State Government to

launch the developmental projects, therefore the State Government has demanded financial assistance from the Central Government.

Therefore, the Central Government is requested to provide sufficient financial assistance to Madhya Pradesh State Government under Article 275 for the welfare of Scheduled Tribes and to improve their standard of living and also for their all-round development.

12.41 hrs.

RESOLUTION RE: APPROVAL  
OF THE RECOMMENDATIONS  
MADE IN THE FIFTH REPORT  
OF RAILWAY CONVENTION  
COMMITTEE - DEMANDS FOR  
GRANTS (RAILWAYS) 1994-95

AND

DEMANDS FOR EXCESS  
GRANTS (RAILWAYS) 1990-91

[English]

MR. SPEAKER: Now the house will take up Item Nos. 19, 20, and 21 together, namely, Discussion on the Resolution regarding recommendations of the Railway Convention Committee, Demands for Grants (Railways) for 1994-95 and Demands for Excess Grants (Railways) for 1990-91. Mr. Pawan Kumar Bansal was on his legs yesterday; he may continue now.

SHRI PAWAN KUMAR BANSAL (Chandigarh): Sir, I was submitting yesterday that the question of providing a direct rail link between Chandigarh and Ludhiana and Chandigarh and Rajpura

has dragged on for years. In view of the importance of the city of Chandigarh and the need to provide a direct link between the capital city and other parts of the State, it is absolutely essential that these two projects should be taken up immediately and I would urge upon the hon. Minister to assure Punjab that the demands raised persistently over decades would be attended to by him now.

It is again because of the importance of Chandigarh that the volume of traffic between the city and Delhi has increased manifold during the last few years but the existing transport system has just not been able to cope with it. It is in this context that I would like to say and bring to the notice of the hon. Minister about the need to introduce another Shatabdi Express between Delhi and Chandigarh which could leave Delhi in the morning and return from Chandigarh in the evening. I am sure top priority would be accorded to this as for various reasons, air operation to Chandigarh has been curtailed, and.....

12.43 hrs.

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

and the GT Road has virtually become a death trap because of heavy vehicular traffic there.

Sir, given the situation as it is today, I would also like to impress upon the hon. Minister to direct the concerned staff to take steps to reduce the running time of the Shatabdi Express between Delhi and Chandigarh. As we travel almost twice or thrice a week, it is our common experience that the time taken between the two places could be reduced by half an hour. To this, I would also like to add the imperative of electrification of

the track between Ambala and Chandigarh particularly when the Government has undertaken to electrify the track right from Amritsar to Delhi. So, there is no reason why this short section of about 45 KM is not given that treatment.

Till recently, the Kalka-Howrah Mail which is an important train connecting Chandigarh to Howrah, carried a through coach for Bombay. This used to be attached to the Frontier Mail at Delhi. While we were pressing for addition of more coaches of all classes, it came as a great shock to us that even that coach has been withdrawn! And the ostensible reason given is that the Frontier Mail does not start from Delhi and that it starts from Nizamuddin from where it goes to New Delhi. This, with utmost respect I would say, is not a convincing argument. It is rather a specious argument put forth because given the will to continue the facility which was extended many many years back and which had been continuing during the last many years, I suppose the simple way of doing it is to attach the additional bogies from Ambala through which the Frontier Mail passes. I would again urge upon the hon. Minister to look into this urgently because there is no justification whatsoever to deprive us of the facility which had been there for many many years.

Sir, I would wish to say that in order to provide greater access to Himachal Pradesh, a direct train between Bombay and Chandigarh should be introduced because we know that a large number of people from different parts of the country do want to visit Himachal Pradesh but because of the topography of the State and because of the poor resources of the State, the tourist potentiality has not been exploited to the



[Shri Pawan Kumar Bansal]

extent that it could be. That is where I think we would need the Railways to help this part of the country by providing better train services. I understand that the Railways do not favour the system of slip coaches or through coaches and the reason preferred for the purpose is that it involves many difficulties such as shunting enroute which in fact affects the punctuality and safety of the long distance mail or express trains. With utmost respect, I would again say that this argument also does not sound convincing. I can understand the difficulties of the Railways and I will not raise the demand that the Government should undertake measures to connect every important city of the country with every other important city of the country. It is difficult for various reasons including the resource constraint. But given that situation, I suppose the minimum that can be done is that we must pick up some important cities and try to ensure that certain slip coaches are attached to different trains to be detached at important stations or junctions enroute and attached again to other important trains for onward journey to their place of destination.

I think, Sir, if we can ensure that the trains depart from the stations of origin in time, this problem would not crop up and the system of introducing slip coaches can work very well.

Sir, in this connection only I would like to say that since a very large number of people from different places, from different States of the country have chosen Chandigarh as their home because of the potentialities, because of the opportunities which Chandigarh has offered to them, Chandigarh has today become almost a mini India. But those

people settled as they are in Chandigarh, do wish to go to their places and given the number of People settled there, the need is on a daily basis. In this connection I would like to say that slip coaches must be attached from Chandigarh for destinations like Haridwar, Lucknow, Varanasi, and Ranchi. To ameliorate the difficulties I think some slip coaches should be attached with Chandigarh Express also to be detached at Ambala and to be then attached with Punjab Mail for Lucknow and Patna etc.

Similarly, Sir, Navyug Express which today runs from Jammu and goes right up to Madras, Mangalore, Kanayakumari etc., should be bifurcated. One part should run from Chandigarh and the other from Jammu, merge at Ambala and proceed further. This will create greater capacity and I am sure could also generate more revenue for the railways. In the same breath, I would like to say that there is another train Urichaner Express which connects Ambala with Allahabad, Kanpur and Calcutta could very easily be extended up to Chandigarh.

When we write to the hon. Minister— I can understand his difficulty the reason that is always offered to us is that there are operational difficulties and there are constraints of resources. I accept that constraints of resources are there. But, if we were to sit and work out a system whereby the optimum use of this present capacity has to be made, I suppose, such extensions of trains to nearby important places, particularly, like the one of Chandigarh should be done. I am not competing with any other city. I want the pre-eminent position of Ambala to be retained but at the same time given the importance that Chandigarh is acquiring, its needs that I am putting across are quite genuine.

Sir, after the second line that had been set up to Chandigarh, I suppose, it is with one-third of the conventional cost, that a washing line can be provided there. I would urge upon the hon. Minister to do that, because that would then enable us to ask for more trains which are being denied today. What has happened Sir, is that, there were a few sectional coaches between Chandigarh-Delhi-Chandigarh. For the last many years, ever since the inception of the city of Chandigarh, these coaches, which formed part of the Kalka-Howrah Express, were detached at Chandigarh and for the return journey started from Chandigarh which provided a facility to the travelling public of Chandigarh to come early at the railway station, get their tickets and board the trains. Now, for no reason and I am sure they would say that there is no washing line, after many years, this realisation dawns on them and these empty coaches are now being taken to Kalka. They are incurring additional cost. Sir, the cost which would be incurred on setting up of a washing line at Chandigarh, as I said, would be only one-third of the total cost which would be incurred by them otherwise. The hon. Minister, I am sure would take up this.

I would definitely appreciate the various measures taken to improve the facilities at Chandigarh, but there is need to do much more.

Computerization has been brought about, but there is no terminal at the railway station; that has to be provided immediately; and at the same time, facility has to be extended for the return reservation, which is not being done presently. When we are thinking of setting up a model railway station, one place which should come to the hon. Minister's mind immediately is Chandigarh. Certain

things have been done, but I am sure he would take steps to really set up a railway station at Chandigarh which serves as a model railway station providing all the facilities as well as Yatri Niwas for the travelling public.

Sir, I can understand your anxiety about the time. So, I would not like to touch in detail about the various other trains which should be started there. But I do wish to emphasise that after the return of normalcy in Punjab after long agonizing period of terrorism, it is the need of the State now that the trains which had been cancelled earlier should now be restarted. One such train was Kalka-Chandigarh-Amritsar and another was between Kalka and Bhatinda. This should be done immediately and no reason for not doing it would convince the people.

Equally important now is to ensure that Punjab marches proudly on the path of economic progress. It would be important to connect various other cities, various other areas, which have been left out for centuries, which have not seen the face of a railway train so far. Important places in Malwa regions are left out and I think for that purpose it is necessary to start an exercise for providing a railway link from Moga to Mansa covering places like Badni, Rajkot, Dhillwar and Bhikhi, etc.

To conclude I would very briefly like to refer to those people who have contributed their mite to ensure that the railway provides the much needed service to the people of the country; and when I say so, I refer to the vast family of the railway men. While much has to be done for welfare of the railway men, I would, for a moment, confine my submission only to the retired railway personnel and there again primarily to

[Shri Pawan Kumar Bansal]

the people settled in my part of the country. These people, after having dedicated best part of their life to the society only seek timely medical assistance near their places of residence in times of emergency. In the absence of railway hospital at Chandigarh, inservice employees and members of the Railway Recruitment Board at Chandigarh have been extended the medical facilities at PGI, which is one of the best hospitals in the country and also at General Hospital there. The retired employees residing at Chandigarh and nearby towns of Mohali and Panchkula are denied this benefit. For any assistance, they require to travel long distances from their places of residence to Delhi. If a situation arises where immediate medical assistance is required no one will be able to travel to Delhi, I would request the hon. Minister to take up this matter with the authorities there. But I would primarily depend on his decision. I urge him to take immediate steps in this direction to provide this assistance to the retired railway personnel and also look into their various other demands like commutation of pension, family pension and other benefits.

MR. DEPUTY SPEAKER: There are ten hon. Members who want to participate in this debate. Each hon. Minister will take eight to ten minutes. I think we have to forgo our lunch.

THE MINISTER OF RAILWAYS (SHRI C.K. JAFFER SHARIEF): There is already a Bill on insurance introduced in the House. If they want to speak on this Bill, they can do so simultaneously.

MR. DEPUTY SPEAKER: I think the House has agreed to forgo lunch so that we can complete this business.

SEVERAL HON. MEMBERS: Yes, (Interruptions)

MR. DEPUTY SPEAKER: Subsequently, it will be done. Thank you very much for your nice suggestion.

13.00 hrs.

SHRI ASTBUHA PRASAD SHUKLA (Khalilabad): Mr. Deputy Speaker, Sir, with regard to the additional demands for grants made by the hon. Minister, I have to say that if the expenditure of Railways has exceeded the allocation made to the Ministry on their demands, then surely, there is either extravagancy in the Ministry of Railways or the projected expenditure has not been worked out properly. How and when shall we be able to establish a financial discipline if additional demands for grants are conceded to every year in this manner. There does not seem to be a pragmatic approach on how can we make the present schemes useful. Thus, in order to see that additional demands are checked and financial discipline established, I would like to urge the hon. Minister to take effective steps to curb the extravagancy of the Railway Boards on the one hand and on the other taken possession of the unuseful lands around the Railways stations and besides the railway lines lying vacant and under illegal occupation so as to make these profitable and a source of raising funds for Railways.

I fail to understand what objectives you keep in mind while formulating the schemes? There has been a long standing demand for doubling the Gorakhpur-Lucknow railway line and for conversion of Gonda-Gorakhpur railway line. The Hon. Railway Minister informed me through a letter that they would have

granted approval to the conversion of Gonda-Gorakhpur railway line in the first stage but have postponed it for coming years. What does it imply? You will be doing no favour of the people of the area if you say that you would have granted approval of it in the first stage because it is the policy of the Railway Ministry to take up the gauge conversion on priority basis. I would have agreed that you are seriously pondering over it only if you have said that you would complete the work of gauge conversion between Gonda and Gorakhpur by 1994-96 with the gauge conversion of Gonda-Gorakhpur railway line two demands will be met—one the demand for doubling of railway line from Lucknow to Gorakhpur. Thus, the Ministry of Railways has to firmly resolve to accomplish this beneficial scheme.

Rishikesh, a place near Haridwar is historical and religious place and a famous tourist centre. The local people have been agitating for the last two months in support of railway station there. Their demands are very petty demands. There is an 11 km stretch of railway line from Kansari station to Dehradun. The Ministry of Railways will be benefited much through tourism if 11 km. stretch of this line is laid. Dehradun, Tehri, Pauri, Uttar Kashi, Chamoli, Badrinath, Kedarnath, Gangotri, Jamnotri etc, the places of tourist centre will be connected by train. I think, the Railways can earn maximum profits through passenger fare from this sector alone than any other sector.

Two general bogies alongwith the 2nd class sleeper coaches may be attached to the Doon Express running from Dehradun to Howra via Rishikesh because the people are facing a lot of difficulties there. Delhi-Haridwar ordinary train may be run via Rishikesh. The Ministry of Railways may set-up a tourist

information centre at Rishikesh. Various people raising similar demands for an important places like Rishikesh. Such tourist places should be kept in mind as they would yield you passenger fare. But the hon. Minister is more concerned about the passengers travelling by A.C. Chair car. He enunciated very proudly that he intended to add sleeper class to the Rajdhani Express. During the discussion on Railway budget, I had requested the hon. Minister to see himself the condition of Delhi and Lucknow railway stations and then only he will come to know how people travel in Delhi bound trains from Muzaffarpur, Barauni and Guwahati on train roofs who are dragged down from the train roofs, by police at Lucknow.

13.08 hrs.

[SHRI NITISH KUMAR *in the Chair*]

There has been a long standing demand to provide general bogies train during day time. The expenditure involved in changing A.C. Chair Car into A.C. Sleeper coaches and the benefit accrued therefrom keeping in view the number of passengers travelling thereby, most of whom are pass-holders, needs to be reckoned.

You should cater to the passenger amenities of those poor workers and peasants who leave their homes and hearths in search of jobs to Punjab, Ahmedabad and Hyderabad and are in a position to pay for the fare in full. You will be rendering a true public service if you make available, as soon as possible, a general bogie train from one Railway Head Quarter to another.

Another demand of electrifications of railway line from Muzaffarpur to

[Shri. Astbhuja Prasad Shukla]

Lucknow, Barauni to Lucknow under the North-East Railway is being made for a long time. You are going for the electrification of railway line from Lucknow to Moradabad and have also, probably, decided to electrify the one from Muzaffarpur to Barauni. You are going for electrification on either side but if you do not electrify the middle portion from Muzaffarpur to Lucknow, the superfast and other trains will be stranded in between. When you are going for its electrification, why not make allocations for implementing the scheme of electrification of line between Lucknow and Muzaffarpur and accord approval to it? It is said time and again in reply to your letters that we have only Rs. 200-300 crores. We are not accountable for how many crores of rupees you are getting? We are only concerned with the steps you have taken and projects submitted for the development of North-East Railway. Your letter is with me. With regard to Katra to Ayodhya railway line and bridge, you have stated that investigations are on and survey is being conducted. You have approved the allocation of money for that. You may divert that money for some other North-East Railway Project if that is not to be spent on it as yet.

The job of Railways is not to give benefits to people alone. Its main aim is to provide service and facilities to the citizens. The demand for railway line from Khalilabad to Balrampur and Dehri-Ghat to Sahjanva has been made in every meeting of the Parliamentary Consultative Committee, in every budget speech and in every demand for grants. I agree with your statement in regard to outlay but the returns you reveal are based on the survey of 1977. Crores of rupees were spent on that survey and

two Ministers made efforts for that which means that the line was definitely of great significance. That area has developed industrially and its population has increased during 1977 to 1994. The need for demand of these two railway lines is being felt on the basis.

You read newspapers and know better. You have fulfilled the demands of these people who resorted to sabotage through violent agitation and blew off railway lines. I must say in this House that I am not in favour of that but the people of my area are second to none and may be inspired by that but the Ministry of Railways shall not compel us to resort to such means in order to press our demands. You may conduct another survey afresh if you are not satisfied from the earlier one and then please accord permission for the construction of railway lines between Sahjanva and Dehri-Ghat and Khalilabad and Balrampur without delay. We wish you to lay the foundation stone thereof. This is my request to you.

There is a demand for gauge conversion of Gorakhpur to Nautanva railway line. Nautanva is situated near Nepal border. Indian as well as foreign tourists visiting Nepal that has a religious connection with us, may be beneficial for the Ministry. I wish the Hon. Minister be concerned about the gauge conversion of the railway line.

It is unfortunate that after inviting your attention to this fact, you asked me to talk about it during the presentation of Railway Budget. Guahati Express met with accident twice. You had yourself visited the accident site and declared that the accident was caused due to damaged railway track. I want to know how much money did you allocate and when for repairing railway-track and whether it was repaired? Can you give a guarantee

to the people of the area to the effect that there will be no further accidents on account of damaged tracks?

Khalilabad is an industrial area, a great centre of Handlooms. There is a great rush of people on Monday. The main market is located near the railway station and at the railway crossing there accidents are a common sight. There is a long pending demand of constructing an over bridge there. I make the demands with the hope that you will pay some attention to the North-East Railway neglected in the Railway Budget. A comparative study of the expenditure of all zones will reveal that there was no scheme for the North-Eastern Railway zone. So far as returns are concerned, the North-East Railway is capable of accruing benefits but serious beneficial schemes have not been provided for North-East Railway. Therefore, kindly add our demands in your additional demands for grants. Also, kindly formulate schemes to earn profits from the vacant Railway lands. To establish financial resources, it is imperative for you to make proportionate demands in the budget. Extravagancy in Railway Board and Ministry of Railway, should also be checked.

I would also like to invite your attention to the RPF recruitment in Gorakhpur conducted by two retired people. Allegations of corruption have been openly levelled against them. I want to know the number of people recruited from Gorakhpur, Basti, Azamgarh, Devaria, Gonda, Behraich and other districts.

MR. CHAIRMAN: Three hours time fixed to discuss this item is over. Discussion can be extended by two hours if the House permits.

SOME HON. MEMBERS: The House agrees.

MR. CHAIRMAN: The time is extended for two hours and the hon. Minister also has to reply within this period.

SHRI ASTBHUJA PRASAD SHUKLA: Hon. Minister, Sir, I am putting forth a very important issue before you. Recently recruitment is made in RPF at Gorakhpur. The persons who were appointed as Chairman, were retired officers. I would like to know as to how many persons have been recruited in RPF from Gorakhpur, Azamgarh, Behraich etc. districts. Secondly, what action can be taken for the allegations against them. Thirdly, what were the circumstances under which the retired persons were recruited. Hon. Minister, Sir, I am saying this only because allegations are casting reflexions upon you and I am concerned to that. With these words I conclude.

SHRI BRISHIN PATEL (Siwan): Mr. Chairman, Sir, the Indian Railways is the symbol of power and progress. But I regret to state that in the opinion of the hon. Minister this source of power and progress is confined to certain States only. Whenever the hon. Minister presented the Budget in this august House the hon. Members of all the backward States including those from Bihar, had strongly requested the hon. Minister to pay his attention towards Bihar also, but their request fell into deaf ears.

The people of Bihar are demanding since long for the construction of missing link line of 21 kilometres from Rajgir to Gaya so that the Buddhist circuit may be completed. As you know a large number of foreign tourists visit the Buddhist sites and due to this missing link they have

[Shri Brishin Patel]

to face a lot of difficulties. It is a long-standing demand of Bihar. I hope that the Ministry of Railways would fulfil this demand. Our second long-standing demand is for the construction of railway bridge over the river Ganga. We all know that the geographical situation of Bihar. The river the Ganges divides Bihar into two parts i.e. North Bihar and South Bihar. The people of both the parts of Bihar have to travel a long distance to reach their destination in Bihar itself. The people of North Bihar have to travel via Muzaffarpur, Samastipur, and Barauni to reach Patna. If a railway bridge is constructed over the river Ganga. I pledge that the people of Bihar will ever remember you and it will promote the progress of Bihar to a great extent... *(Interruptions)*...

Yesterday my friend, an hon. Member from C.P.I. Shri Madhukar was demanding to lay a new railway line from Hajipur to Raxaul. He stated that the rural area on the bank of the Ganga would also be covered by it and it would be very convenient for the of people that area. But Shri Madhukarji forgot to mention the most important thing that this rail line would have strategic importance also. This rail line connects Bihar with the border of Nepal also. If this new rail line is laid the journey would be reduced by 80 kilometres to reach the border of Nepal and the time would also be reduced. At present in order to reach Raxaul from Patna one has travel via Muzaffarpur, Motihari and Sugauli. But if a new railway line from Hazipur via Vaishali, Rewaghat is laid.... *(Interruptions)*... Since it is important from strategic point of view also, I therefore, request to lay this new railway track. One more railway track is important from strategic point of view and that is

Darbhanga to Jainagar. At present it is a narrow gauge line and I request to convert it into the broad gauge.

Mr. Chairman, Sir, I would like to draw your kind attention to one more issue. One has to travel 100 kilometres more to reach Barauni from Hazipur, Muzaffarpur and Samastipur. If the narrow gauge line from Hazipur to Barauni is converted into broad gauge, the distance can be reduced by 100 kms. I, therefore, request you to take up this job early the passengers may get the facility.

Mr. Chairman, Sir, a train runs between Chhapra Bombay VT. It takes 11 hours to reach Patna from Chhapra. Whereas by road this distance can be covered in one and a half hour. I, therefore, request the hon. Minister to introduce a new train from Sonapur to Bombay V.T. via Chhapra Siwan, Varanasi so that the people of North Bihar may get some facilities.

Mr. Chairman, Sir, it has been a long-standing demand for the electrification of Moghalsarai-Patna railway line. Just now Shri Shuklaji was talking about the electrification of Gorakhpur-Lucknow route. I would like to request you that the electrification should be done not only from Gorakhpur to Lucknow but also from Gorakhpur to Muzaffarpur at the earliest and Moghalsarai to Patna also so that the problems of the local people may be reduced.

Mr. Chairman, Sir, all the Super Fast trains pass through Gaya and since the Patna-Gaya line is single line the passengers have to face a lot of problems. I, therefore, request the hon. Minister that the work of doubling Patna-Gaya line should be started at the earliest.



Mr. Chairman, Sir, the hon. Minister visited the Maivwa when a train accident occurred there and at that time the local people had only one demand that an overbridge should be built there so that the accidents may be checked, but their demand is yet to be fulfilled. I demand that the construction work of an overbridge should be started there so that the problems of the local people may be solved.

Everybody knows that my constituency Siwan is the birth place of our First President Dr. Rajendra Prasad. A Super Fast train named 'Deshratna' should be introduced there so that the people of that area may remember him for ever.

Mr. Chairman, Sir, the 'Vaishali' is the best Super Fast train plying there. But the number of berths to be reserved for 'Vaishali' is only two. I request the hon. Minister to raise this quota for the convenience of the people of Patna and Hajipur and justify the title of the train Vaishali. The people of Patna have great difficulty to catch the train. Two more berths should be included in the quota for Patana. Earlier the Government had announced the insurance scheme for train passengers and it was given wide publicity that the Railway passenger insurance scheme would be implemented. Our endeavour was to draw the attention of the Government to it but we could not do so. The names of the passengers in the reserved coaches are mentioned in the reservation list and they can be insured. But how the live of the passengers travelling in unreserved coaches will be insured in case of any eventuality? I had asked this question that day and the House was likely to be adjourned shortly and it was replied that the such passengers must possess their tickets with them. Though I have never seen it,

but I know that not a piece of cloth can be found on the body of the victims, then how can a ticket be found there. The Government may help such passengers by asking the ticket booking staff to ask the passenger to give bearing his name, address and his destination and keep it in a file and destroy it after the journey is over. Thus in case of any eventuality the passengers travelling in such unreserved coaches will be benefited. You are competent enough, but I request to say that you demand additional funds to purchase an aircraft so that you may reach at the spot of accident at your earliest. From this it looks that number of accidents is going to increase in near future. People are worried over it. I request you to pay attention towards it. I thank you for allowing me to speak.

MR. CHAIRMAN: There are 8 to 10 Members, who want to speak and the hon. Minister will give his reply at 2.15 p.m. It will be better if each of you finishes within two minutes.

SHRI UMRAO SINGH: Two and half hour's period has been allotted to the congress party and I am the third member speaking.

MR. CHAIRMAN: Time is limited and the hon. Minister has yet to speak.

SHRI UMRAO SINGH (Jalandhar): Mr. Chairman, Sir, some days ago, on 13th April, on the Baisakhi day several leaders, including Cabinet Ministers, Chief Ministers of different states visited Amritsar. They paid their tributes to those martyrs, who were shot dead by General Dyre on 13th April, 1919. This day has a great significance in the history of independence. This time, Diamond Jubilee of this incident was celebrated. On

[Shri Umrao Singh]

this day hundreds of people had fallen victims to the bullets of General Dye. This incident gave impetus to our freedom struggle. The Department of Posts issued a commemorative stamp on Jalianwala Bagh on that day. I would like to request the Minister that he should also start a train in memory of those martyrs, who sacrificed their lives to make our nation independent.

There are number of trains from Delhi to Amritsar; which do not bear any name. One train starts from Amritsar to Delhi and from Delhi again goes back at 2.30 p.m. I demand that it should be named after Jalianwala Bagh, so that we can highlight the sacrifices made by our forefathers.

My friend Shri Bansal has already spoken for Chandigarh. I also want to say something on this. For the last 10-12 years, Punjab has been experiencing a nightmare. During this period, leave aside the construction of new Railway lines or starting a new train, the Minister of railways and officers have not even paid a visit to Punjab, due to which no development has taken place. Now, the situation is normal there. The Government and many industrialists lent a helping hand in making the situation normal in Punjab. I request hon. Minister of Railways to make his contributions also in this regard. The capital of Punjab, Chandigarh, still does not have any rail-link. The people there have to travel to other places by buses only. It causes a great difficulty to the people. Therefore, Chandigarh should be linked with Ludhiana or Rajpura by a railway line, which will link Chandigarh with other regions of Punjab. In this way, people of Punjab will be able to visit Chandigarh in the morning and return to their respective places by

the evening. A thermal plant project has been sanctioned for Govindwal, a historical place. The work in this respect, should be started immediately.

All M.Ps. from Punjab had written a letter to the Minister of Railways that there was no Shatabdi Train from Punjab to Delhi. The State Chief Minister had also written in this regard. Therefore, a superfast train should be started from Amritsar which should reach Delhi by 10 A.M. and should leave for Amritsar in the evening. It is very essential as there is no air-service available for Amritsar, Ludhiana and Jalandhar and all of them are industrial cities. Goods worth crores of rupees are exported from here. Therefore, business community as well as other people have been demanding a superfast train. And this demand should be fulfilled. It will enable the people to visit Delhi and return to Amritsar the same day. Not only the locals but also the N.R.Is from Jalandhar face difficulties at airports on account of non-availability of Railway-reservation facility. They cannot find a seat in the train on the same day. Therefore, they have to hire a taxi and spend thousands of rupees to go to their destinations. If you start a train it will facilitate them. I want to submit that a booking office should be opened at the airport itself so that the NRIs may get their tickets reserved from there only. On one hand, it will earn us the foreign exchange and on the other, the people coming from other countries will get the Railway facility.

Mr. Chairman, Sir the persons coming from other countries come here to visit Gurudwara of Amritsar and Radhaswami temple of Beas. I hope that by giving weightage to this demand, you will start a Shatabdi Express in the near future. This will be a gift to the peace loving people of Punjab. The people also

like to visit Nanded Sahib, Hazoor Sahib. They face a lot of difficulties as there is no direct train service available from Amritsar. There is only a 35 km. long metre gauge line. If the line from Parwanoo to Nanded Sahib is converted into broad gauge, then thousands of people will be able to visit Takht Hazoor Sahib and they will feel very happy. I hope that Guruji will also bless our hon. Minister.

Mr. Chairman, Sir, the Rail coach factory, for which the initiative was taken by late Shri Rajiv Gandhi, lies in my constituency. It has started functioning on a large scale and the 2 tier AC coaches and 3-tier A.C. coaches built by it are being highly appreciated. I have a grievance that production in this factory is not increasing. There are many SSI units there, whose capacity can be utilised to the maximum which can prove beneficial to the Railways. The factory still depends on other States for certain jobs. I want that such jobs should be entrusted to the local small scale units. This is a very large concern of Railways as the labourers as well as employees come from the different parts of India and it is the symbol of the unity in diversity. At the time of acquiring the land for this factory, it was promised that one member from each affected family would be provided with employment but it did not materialise at all. Now the peace has been resorted to Punjab once again. Therefore, some trains of branch line which were discontinued, should again be started. The labourers, who work in the industries at Jalandhar and Ludhiana come from nearby villages. The cancellation of these trains in causing a lot of difficulties to them. Therefore, in order to facilitate them the trains from Ludhiana to Nakodar and from Jalandhar to Nakodar should be started.

The issue of electrification has also been raised. I am thankful to the Minister for starting the electrification work upto Ludhiana. Punjab is such a state which does not have coal and oil resources of its own. Punjab depends on other states for these items? Its electrification work should have been done much earlier. Now, I request you that electrification of the tracks should be done upto Amritsar and Jammu so that the wastage of time on account of changing of engines at Ludhiana is saved. Computerised Railway reservation facility is not available at Jalandhar. If this facility is provided here, then the people living abroad may be able to get their tickets reserved from there itself. This will be beneficial to all of them. Likewise, a demand for two rail over bridges in Jalandhar has long pending. There is a lot of traffic congestion there. One overbridge is to be constructed in the constituency of the Chief Minister and the other on G.T.Road.

Mr. Chairman, Sir, though the train between Amritsar and Delhi has been put in the category of superfast trains yet it takes 9 to 10 hours to cover this distance and runs at a speed of 40-50 kms per hour. Passengers pay superfast charges. Therefore, if these are superfast trains, then their speed should be more. All trains are flagged off one after another from Jalandhar and after that for 5 to 6 hours there is no train. Trains should be rescheduled in such a manner that passengers would get trains at suitable intervals. I demand attachment of a special coach from my old constituency of Nakodar city. Many NRIs live there and the city is famous for carpets also. Many big traders also live there. A special coach from there for Delhi should be attached with any train. This is a long standing demand.

[Shri Umrao Singh]

I would like to make a submission regarding sports persons of Railways too. Many star sportsmen/women of India have got employment with Railways, which is giving all sports facilities to them. Railway sportsmen/women have won many medals too and their teams are also quite good. I urge that the Department of Sports in the Railways should be strengthened. I also demand that more facilities to Railways sportsmen/women should be given and naming of coaches should be done after the names of sportsmen/women who have won medals in olympics and Asian games or some other programmes should be started for encouraging sportsmen/women.

Lastly, I would like to submit that if for some reason a member of a family has to cancel the journey and some other member is to go instead, then ticket has got to be revalidated. In such cases facility of travel to some other member should be allowed on compassionate grounds so that cancellation charges could be saved.

I would like to submit to the hon. Minister of Railways that Punjab has seen turbulent times during the last 8 to 10 years. However, now the situation is returning to normal and development is taking place. Therefore, the Railways should also contribute towards the development of Punjab. I would like to assure the hon. Minister that all the new trains started from Punjab will be packed to the capacity even if Superfast of A.C. trains are introduced in Punjab. A little while ago an hon. Member made a submission regarding seasonal inflow of a large number of labourers from Bihar and Uttar Pradesh to Punjab. However, due to shortage of trains people have to travel

on the roof tops and face great difficulty. Even during the time of fairs people have to travel on roof tops. I demand running of special trains during fair times. The hon. Minister very well knows about the number of persons coming to Anandpur Sahib fair. I urge that his Department should make proper travel arrangements during fair times. With these words I take leave of you.

[English]

SHRI NIRMAL KANTI CHATTERJEE (Dumdum): Mr. Chairman Sir, I rise to speak on this for several reasons.

MR. CHAIRMAN: Nirmalda, You have sent in writing that you would speak only for two minutes.

SHRI NIRMAL KANTI CHATTERJEE: I will speak for two minutes on the Excess Grants and three minutes on the Demands.

Firstly, I want to pay homage to the Railways. I frankly believe and I think the House shares it that this is one area about which India needs to be proud — our achievements in the Railway sector. I mention this because I remember that while this century is sometimes considered to be the American Century and it is related to the explosion in the motor car industry in terms of which America is now receding and the Japanese are now gaining, the 19th century was known to be a British century in terms of the railway revolution. I know in my younger days when we were entering Marxism, we had a debate, we were giving our blood in a life and death struggle, we were still noticing that by introducing railways in India, the Britishers in a certain sense revolutionized Indian production structure. I am referring to this

and I am paying homage to all including the Railway bureaucracy, those who rise from the ranks and become Chairman and Members of the Board. In order to underline this fact that India still is in the transition from the 19th to the 20th century in terms of the economic structure, the Railways therefore has a stupendous role to play.

I mention this precisely to point out how much more could have been done by the Railways with their capabilities, with their gifts. After all we have introduced a three-tier AC coach. Nobody else had done this. We have so many things about which we can be proud. We have a bureaucracy which is unique in our country. We have a railway bureaucracy which is only railway bureaucracy, they know the ins and outs of Railways. They can make or mar the Railways. They know much more than you and I do. They begin from there and then go at the top. A correct wavelength has to be established with them. Sometimes modifications have to be introduced there also. There the gift of the Minister is absolutely important. I wish him to be imbued with these kinds of gifts. All this I say in order to proud a little more, in order to utilise the full potential that all these situations permit us to do.

Let us start with the Demands for Excess Grants. Nobody mentions this here. Every year it is done. It is Demands for Excess Grants for 1990-91. But, I have figures for 1991-92 also. What is important is despite the Supplementary Demands for Grants, you spend more than what has been budgeted for, which is bad enough. What is more important is this that simultaneously you have a tremendous amount of savings. For 1991, how much was your saving? It is Rs. 169 crores. You have saved Rs. 169 crores out of your Budget. Had you given it to

West Bengal or as they were claiming, to Bihar, so many projects could have been taken up. Otherwise, this is just impossible. You so budget it, that you have excess saving to the tune of Rs. 169 crores; and yet the projects are there which have been initiated and not subsequently funded. You are refusing to fund. There are so many instances in West Bengal as well as in Bihar. In Bengal, we all know about it.

I am not talking of the Railway Ministry only because there is profligacy in terms of budgeting. Rs. 40,000 crores are saved in the total Budget. Railways has a minuscule amount. This is irresponsibility, despite my homage that I have paid to you and to the Railway Bureaucracy. If you plan better, you can do more for the country and for the country's economy.

The other point that I want to mention is this. I will not speak many things either about Bengal or about Bihar or about Assam or about the North-East. I want to mention several important things which will be about saving and economising. First point is very crucial. To my mind, unfortunately, even my colleagues have not started emphasising this part. One of the most crucial things—if you want to save the City of Calcutta in the course of the century — is to immediately plan for and start implementing the alternative lines of Metro. Three lines were projected. One of them is being implemented and you expect it to be completed, say, by the end of 1995. Expertise is there which is number one and number two is the road space available to the City. That City has only six percent space, compared to 16 percent of Bombay and 24 percent of Delhi. It will lead to a situation that by the turn of the century, Calcutta roads would be completely choked. That is why, Dr.

[Shri Nirmal Kanti Chatterjee]

B.C.Roy had planned for underground — you have also got the idea of mono-railway above the ground — which was ultimately not done. So, immediately, with the expertise already generated, if you do not start the work for a parallel line from Dashkineswar to Gariaghat and beyond in the North-South Corridor and the East-West corridor linking Salt Lake City to Ramrajatala. You will be doing tremendous damage to west Bengal and to the City of Calcutta. Nothing will move at the turn of the century, unless these are provided. As we know, it has a long gestation period. So, the initial work of taking the land, serving the notice, etc. must be done immediately. I pray to you that this is the only route to save Calcutta and the Metro. That is one thing. The second thing to which I would like to draw your attention to is this. Even in terms of Metro Railways, when it is fully operational — the present stage is it is not fully operational — there has been total mis-planning at the Dumdum Railway Junction.

If it becomes functional, the number of passengers that will be offloaded and taken in the Metro coaches, cannot be accommodated at the Dumdum Junction.

14.00 hrs.

[SHRI TARA SINGH *in the Chair*]

It is impossible. We have drawn your attention. Let me tell you that you cannot expand the Dumdum Junction. So, what does it mean? Your capacities will not be utilised. There will be stam-pede and there will be accidents. The only way is to expand that section of Metro either to Belghoria and/or to

Baranagore. And extending it to Baranagore has an advantage. That can be a link to the other line which I am suggesting, which is from Daskhineswar via BT Road to Gorla Ghat. I request you to consider these things.

I want to draw your attention to another thing. I do not know whether our colleague, Mr. Basudeb Acharia, has referred to that. As I was coming this time from Calcutta, I saw an INTUC leader waiting at the airport. Why? He wanted to talk to Mr. Pranab Mukherjee. He belongs to my constituency. In fact, he contested but unfortunately lost. Why did he want to talk to Mr. Pranab Mukherjee? He said there was only one problem. He is an INTUC leader of Jessops. He has only one point to request that there are no wagon orders for that company. You keep the employees idle because you are not able to retrench them. For some period, it eats into the efficiency of the whole organisation. Entire Bengal was proud of this public sector company Jessops. You are not giving them orders for wagons so that that organisation can function well.

I will mention two other things. I do not want to take much time of the House. I am strongly opposed to one of the approaches. I do not object to your broad-gauging. That broad-gauge is also a unique feature of our country. You convert. That is useful I have no doubt about that. But remember that when India took the first step of industrialisation, it was on the basis of new line construction. In the course of the last 40 or 50 years of independence, we have added very little to what the Britishers had given us. You require areas where new lines have to be constructed. If the Planning Commission is not agreeable and if you want us to join you in the fight against

the Planning Commission, we would be with you.

The other thing I want to mention is that your approach is dangerous for the economy also.

MR. CHAIRMAN: Your time is over. You asked for five minutes only.

SHRI NIRMAL KANTI CHATTERJEE: Five minutes? Have you seen my note? I have asked for two minutes, please.

The only point I am making is about the attitude. That short-distance travel should be handed over to road transport is injurious to the economy. You have to understand that. You are forcing our country to be import-dependent because the diesel intensity of the railways is much less than the diesel intensity of the roadways. The policy adopted that short distance should be left to the roadways is very dangerous at least for the present stage of our economy. You should reverse that policy. Even for short distance, you should try to have more of your rail transportation. For that, we are with you. You lead a demonstration to the Planning Commission. We will see to it together.

SHRI C.K. JAFFER SHARIEF: Do not raise freight and fare. But, at the same time, do everything that you want!

SHRI NIRMAL KANTI CHATTERJEE: No, no. It is not a question of increasing the fare. I began by saying that you have savings of Rs. 169 crore.

So, please don't tell me that ! If you want more for your Budget, you want the sanction from the Planning Commission. For that, you lead a demonstration

and we will be joining you and we will sit down in front of the Planning Commission and the Finance Ministry in a *dharna*.

Lastly, I would like to mention just one point with regard to sleeper coaches. Please do not attempt to do things which you just cannot implement. You have stated with some hope perhaps that you would introduce sleeper coaches in the second class so that the intruders would not go there. It is rather wishful thinking on your part ! You have also sought to increase the fare by 25 percent for those coaches. But as you know, nothing has changed excepting the name and the fare. These sleeper coaches whether they be for Bihar or Uttar Pradesh or the South, are not allowed to be enjoyed by the genuine passengers. As usual, this too could not be implemented by you like many other measures introduced by you before. So, please do not introduce what you cannot implement. This is the last suggestion that I want to make. I wish you well.

[Translation]

SHRI HARIN PATHAK (Ahmedabad): Mr. Chairman, Sir, I rise to speak on the Demands for Grants for 1994-95. For the last few years I am watching that the pulse rate of common man of the country increases during the month of February and the poor gets panicked. Their apprehensions come out to be true because they fear that in the Rail Budget fares are going to be revised upwards. After a week of the Rail Budget, the General Budget is presented. People get an inkling before hand that common man is going to be burdened. Prices of essential commodities will be increased and both Government and non-Government employees will be bur-



[Shri Harin Pathak]

dened further. Small and tiny industries will vanish. Peoples apprehensions for the last 15 years are coming out to be true. For the last 2-4 years the Government has evolved a new system of raising the prices in the month of January itself without waiting for February, the month in which the Budget is presented...  
(Interruptions)

SHRI C.K. JAFFER SHARIEF: Rail fares are never revised that way.

SHRI HARIN PATHAK: Within 2-3 years this practice will reach your Department too. In January prices of essential commodities are raised. By increasing prices of sugar, wheat, diesel, petrol and LPG in January the Government has put additional burden of Rs.5,000 crore. My good friend Shri Sharief while presenting the Rail Budget announced that an additional amount of Rs. 996 crore i.e. Rs. 1,000 crore, will be mobilised from the public. I know his capability. The manner in which freight rates have been revised this time is astonishing. I got confused during his Budget speech because it was not clear as to which item he was referring to as he quickly switched on from B to D category and from A to C category. The whole House could not make out as to which item he was referring to. I also got confused in the classification of A, B and C categories of commodities. Quite cleverly freight of essential commodities was increased. I am sorry to say that in each Budget, it is the common man who suffers. This time the hon. Minister has tried to mobilise Rs. 800 crore out of Rs. 996 crore through revision of freight. Rs. 196 crore will be mobilised through revision in passenger fares. Rs. 35 crore will be mobilised from Second Class passengers. Rs. 17 crore will be mobilised from

middle class passengers, Government employees, poor and season ticket holders. Rs. 34 crore will be mobilised from First Class passengers. Therefore, Rs. 52 crore will be mobilised from poor and middle class. From rich only Rs. 34 crore are going to be mobilised whereas from the poor and middle class Rs. 52 crore are going to be mobilised.

As I stated earlier prices of essential commodities have already been raised and revision of rail fares will further put the common man in dire straits. Though fare revisions has become an ongoing phenomenon yet there is no improvement in facilities. You will be surprised to know that last time theft took place in Rajdhani Express and now it has become a regular feature. People are under the impression that Rajdhani Express is the safest train because no one without reservation can board the train. In Rajdhani Express belongings of affluent passengers were stolen. However, I would like to draw the attention towards safety and security of local trains, passenger trains, and fast passenger trains. Though additional burden is being put yet there is no improvement in facilities.

There is total chaos. Many times I travel by Rajdhani Express, Ashram and Deluxe to Gujarat, but there is neither any facility in trains nor any security. Last time a bomb exploded in Rajdhani. A few MPs were also travelling in that train and some of them even suffered injuries. I urge all the hon. Members to pressurise the hon. Minister of Railways to find proper solution to the issues relating to passenger facilities and their safety and security.

I do not have enough time and within this time I have to put forth my views. I would like to submit a few main points regarding Gujarat. Great injustice

has been done to Gujarat. We know that Gujarat is industrially advanced. Therefore, no new schemes of the Government are formulated for the State. For the last 30 to 35 years no new big projects have come to Gujarat and small industries are dying. Ahmedabad, from which I hail, was once known as Manchester and now it is known as Karnavali.

There were 80-90 mills, but all are closed even small factories have been closed down. The economic condition of Gujarat is worsening. In such a situation it is sheer injustice with Gujarat. Our demand are never acceded to. You will be surprised to know that 99 percent lines of Western Railway pass through Gujarat but the headquarter of Western Railway is not situated at Karnavati or Ahmedabad, but at Bombay in Maharashtra. I vividly remember that in this very House, although I was not present here but I had read, Mr. Gani Khan Chaudhary had promised to set up a Division at Ahmedabad.

[English]

It was principally accepted but it was not done.

[Translation]

Today it is the capital of Gujarat and has a population of 30 lakh. My city is divided into three divisions. I fail to understand that how the administration is run there. There are three divisions in Ahmedabad—one is Bhavnagar division, there is Gandhi Gram Station in the middle of the city, which falls in Bhavnagar Division and Ahmedabad Railway Station is situated at a distance of 5-7 kilometres from the Centre of the city which lies in Baroda division and some of its parts lie in Rajkot division. Some of its parts come

under Azamgarh division. I would like to know from the hon. Minister what sort of arrangement is this?

[English]

We the people of Gujarat are very much concerned about two major demands. The first demand is the creation of headquarters at Ahmedabad and the second demand is the division of Ahmedabad nagar.

[Translation]

The local people raise their demands in this regard and vernacular press also covers these demands. I do not know why the M.Ps. from Gujarat do not raise this issue in the House. I have met the Minister of Railway in this regard. This is our long pending demand and peoples' feelings are attached with it. I would like to request you to set up headquarters at Ahmedabad.

With this, I want to make a demand for a direct train from Ahmedabad to Delhi. Earlier there were two-three trains, like 'Sarvodaya', which started from Ahmedabad at 12 P.M. and reached Delhi in the morning but now it has become irregular. Sometimes, it starts from Rajkot at 2 O'Clock and at time from Gandhidham or Ahmedabad. 'Sarvodaya' reaches at 4 O'clock in the morning and it reaches Mathura at 2 O'Clock. The people of Gujarat are religious by nature. They visit Mathura in large number. In winter, it is somewhat difficult for them to manage as the train reaches Mathura at 2'O Clock and Delhi at 4 O'Clock. There is one Ashram Express which runs on metre gauge from Ahmedabad. No train has been running on schedule during the last ten years period. They have a ready excuse of

[Shri Harin Pathak]

conversion of lines in this regard. But Ashram Express never runs on time. I urge upon you to ply a direct train from Ahmedabad to Delhi. Ahmedabad and Bombay are the cities which are linked with one another socially as well as economically. The more number of trains you will ply between Ahmedabad and Bombay, the more your profit will be. A direct non-stop train from Bombay to Ahmedabad and from Ahmedabad to Bombay should be plied. This train is going to earn profit for you.

SHRI C.K. JAFFER SHARIEF: It will start running from 1st.

SHRI HARIN PATHAK: This is our long standing demand which you have acceded to. It is not a direct train, it has halts and stoppages. I am asking for a non-stop train.

Besides this, I would like to make a mention about Ahmedabad city and Maninagar. There is a distance of 3-5 kilometres between these two cities. I would like to request that all the trains coming from Bombay and other parts of the country should be stationed at Maninagar. It will reduce the load on the main station. The population living around Maninagar is nearabout 6-7 lakhs. They have to go to the main station which is in Ahmedabad. Neither rickshaw nor bus or taxis are available there. Most of the people get down there by pulling the Chain. I was given an assurance in the Committee on Railways that all trains would be stationed at Maninagar. Even otherwise Ahmedabad is the last station. I would therefore, request the hon. Minister that the trains which pass through

Maninagar Station should be stationed there only.

People also go to Hardwar from Ahmedabad but no direct train is available there. I also make a demand in this respect. Ahmedabad is an industrial city and a number of persons come from Rajkot, Mehsana and other places to Ahmedabad to earn their livelihood. You have named this train after Karnavati which is a matter of pride for the locals. I wish to thank you for this good gesture of yours. Karnavati and Ahmedabad being in the centre. A large number of daily passengers board train for Baroda, Mehsana, and Rajkot from here. Therefore, trains for these three places should run upto Ahmedabad.

Sir, Tapti-Ganga Express which starts from Surat, runs twice a week. As per a promise made by you in this regard it should be run four times a week. Your Ministry had laid down the foundation stone of the Kaparvanj Modasa Railway Project but it is still lying incomplete. The metre gauge line from Sebakantha to Ahmedabad should be converted into broad gauge and the educated unemployed youth, travelling by trains in search of employment should be provided with free Rail passes. My another demand is about providing a separate coach for aged persons in the train. Thank you for providing an opportunity to express my views.

\*SHRIMATI KESHARBAI SONAJI KSHIRSAGAR (Beed): Mr. Chairman, Sir, I am thankful to you for giving me an opportunity to speak. I have already spoken on Railway Budget in detail. But today, I have got an opportunity to speak. Indian Railways occupy an impor-

---

\* Translation of the speech originally delivered in Marathi.

tant place among the Railway Systems in the world. The reason of this achievement is that railway network has spread in every nook and corner of the country. People from any part of the country can go to any part of the country. Not only this, but the travel by train is also not very costly. That is why I would like to thank the Hon. Railway Minister on this count.

Just now an Hon. Member said in his speech that there is steep hike in fares and freight charges. That is why there is resentment among the people. Sir, as long as Railways do not get revenue, you cannot expect development in the Railways. Railways can get revenue only by enhancing fares and freight charges. People have demanded that railway service should be available in all districts and gauge conversion should be taken up by Railways immediately. People had apprehension that there would be steep increase in fares and freight imposing additional burden on passengers. But after the Budget was presented by Hon. Minister all these apprehensions have been removed. This has given relief to the people.

Railways have lions share in the progress and development of the country. Railways are contributing major revenue to the Government. Railways have contributed a great deal in achieving social and economic objectives before the country. The network of railways has been spread in all parts of the country. The railways have taken a bold decision to take up gauge conversion on a massive scale. It will enable us to have a route which will connect all the States. This will require very substantial investment by the Railways. Even then, Hon. Minister and the Officers have taken this decision. I thank them and congratulate them for this decision.

During his tenure as Railway Minister, Hon. Minister has taken a firm decision for taking up gauge conversion. The Parliament has fully supported the resolve of Hon. Minister. I am of the opinion that as you have gone in for gauge conversion in Marathwada, Aurangabad, Beed, Parali Mannad, Panbhani have appeared on the main line linking northern and southern areas which has benefited thousands of passengers.

Kurduwadi is an important junction in Maharashtra. If long distance trains are provided a stop there, it will greatly benefit passengers coming from northern and southern areas.

Reservation of atleast 4 berths should be provided at Ahmednagar station in K.K. Express, Nizamuddin Express and Jhelum Express. As reservation facility is not there, it is causing inconvenience to people's representatives and other passengers.

Ghatnandur is an important station which is catering to the needs of 50 or 60 villages nearby. I request the Hon. Minister to provide stop of Rajdhani Express at this station. This step will help large number of passengers coming from nearby area.

Latur-Bayasi-Pandharpur is a narrow gauge line which is proposed to be converted into broad gauge. I request the Hon. Minister to allocate atleast 10 crores of rupees for this gauge conversion so that the work can progress well.

Now I would like to speak a word about Beed which is my district. Beed is the most backward district of Maharashtra. The population of this district is 24 lakhs. As there is no railway in this district,

[Shrimati Kesharbai Sonaji Kshirsagar]

there are no industries. As there are no industries, there is no development of this area. As there is no development, there is growing unemployment in this district. 5 lakh workers from this district go to other districts in search of jobs. As they have to go elsewhere, every year, education of their children is hampered. Their poverty is increasing year after year. In fact, a survey has been conducted in this regard.

It is seen that a person who shouts or guards get whatever he wants. A person who is hungry just wants a bread.

The hungry person should be provided with bread and if you feed a person whose stomach is already full, he will suffer from stomach disorder and require medical attention. I therefore, request the hon. Minister that a provision of Rs. 10 crore should be made for Ahmednagar-Beed-Parli Rail line. The 24 lakh people of these areas will bless you for this good gesture of yours. I have been getting elected from there for the last 14 years and the people there tell me that I have not even been able to get this single problem regarding Railways, solved. I myself have been raising this issue in the House for the last 14 years but till date needful has not been done. I therefore, request the hon. Minister to kindly provide Rs. 10 crores for Ahmednagar-Beed-Parli Rail line in this budget. I as well as the hon Minister comes from Karnataka. I often raised this issue but nothing happened. I will continue to persuade the Minister until he accedes to my demand. I therefore request that you give a permission to construct a line from Ahmednagar to Virpalli.

SHRI PRABHUDAYAL KATHERIA  
(Firozabad): Mr. Chairman, Sir, Firozabad

has a distinct place in India for its glass works. Since 1991, I sent at least 12-14 letters to the hon. Minister to provide a stop of Gomati Express there as businessmen all over the India come to Firozabad for their business but even after giving assurance in this regard the hon. Minister has not given consideration to it.

On 12th December, 1993, while I was travelling by Awadh Express from Agra to Lucknow. My briefcase was stolen before the train reached Lucknow. I got a F.I.R. registered at Charbagh Lucknow and contacted D.G. of G.R.P. Police and Ministry of Railway. There, I came to know that the conductor and Attendant had a sinister alliance in the theft of my briefcase. I told the hon. Minister verbally and also in written but till date I have not got any reply and no action has been taken in this regard. It is also an irony of fate the Minister has just left the House.

SHRI MANJAY LAL (Samastipur):  
Mr. Chairman Sir, I would not like to make any new demand. There is great resentment in Bihar on the railway budget. The people have been making a longstanding demand for setting up of HQS of 9 Railway Zones in Bihar. The Railways are divided into nine zones out of which areas of operation of four zones fall in Bihar. According to survey conducted in 1986-87, Bihar has 5362 kilometres long railway line. It constitutes 8.7 percent of country's total railway lines. In term of population also, Bihar is the second largest State which contributes 17 percent of railway income by way of transportation of coal from the State. Out of the total minerals transported all over the country, 25 percent minerals are transported from Bihar. Last year, the Chief Minister of Bihar had given an assurance to the hon. Minister

of Railways that he was ready to provide land and building for the Zonal Headquarters. Mere paper transaction is required to set up, Zonal Railway Headquarters in Bihar.

Mr. Chairman Sir, I come from Samastipur. It occupies a special place in the history of Railways. A railway workshop had been set up there in 1881 and a loco-shed was also constructed in 1886. But there has been a great deterioration since the seventies. The Sonpur Division was set up under political pressure. Instead of putting Chhapra and Siwan under its jurisdiction, the broad gauge line under Smastipur division was brought under its control. Thus the Samastipur Division was wound up. The work of laying broad gauge line was transferred to Sonpur. I demand that the work of gauge conversion should be given to Samstipur by creating a zone there. The construction work of proposed diesel shed in Samastipur had been started and funds were allocated during 1990-91 and 1991-92. Land was also made available for the purpose. But the work was withheld. I urge the Government to re-start it without any delay. In this workshop, orders were placed to manufacture broad gauge rails and coaches for broad gauge line. But even the work relating to P.O.H. repair and R.O.H. has not yet started. I demand that it should be started immediately and old machines of old factory worth crores of rupees which are lying unutilised should be utilised. A factory to manufacture broad gauge rails was also set up there, but it was closed down. It should be restarted.

The work relating to proposed gauge conversion from Samastipur to Dharbhanga is being delayed. It should be resumed at the earliest. The laying of Hasanpur-Siwan-Samari line should be

started in the interest of densely populated North Bihar, revenue earning by Railways. As per the rules of Railway Board, the area of 45 kilometres of broad gauge line should be transferred from Sonpur Division to this Division and from administrative point of view, Siwan and Chhapra should be detached from Varanasi Division and transferred to Sonpur Division.

Samastipur is the main centre of North Bihar. Therefore, broad gauge lines for distant station from the Divisional headquarters should be laid keeping in view the convenience of passengers of the area. The condition of Railway Hospital should be improved. Its condition is very deplorable. There is shortage of doctors, particularly Surgeons. The Hospital should be run smoothly after meeting the shortages. The branch of the Mechanical Primay Cooperative Bank at Samastipur should be made functional.

The Government should revive the Muzaffarpur Railway Service Commission and streamline its functioning. Besides, there is a longstanding demand to construct a bridge over the Ganga near Patna. An agitation had been launched there. Therefore, a bridge should be constructed there. I would like to request that a longstanding proposal of laying broadgauge line from Hazipur to Vaishali should be cleared as Vaishali is a historical place. The measurement of rail line from Hazipur to Sitamarhi via Katra has been done. Work should be started at the earliest.

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

SHRI BHOGENDRA JHA  
(Madhubani): Mr. Chairman, Sir, first of all I express my happiness on the decision of extending rail route upto

[Shri Bhogendra Jha]

Srinagar. It should be completed as soon as possible in the larger interest of the country. Besides, the Rajdhani Express proposed to be run from Guwahati to Tirunantapuram once a week should be introduced. It will play an important role for national integration.

Mr. Chairman, Sir, I would like to draw the attention of the hon. Minister of Railways and the Railway Board towards their only concern as to how to increase the income of Railways. In my view, it would be better if we review the freight charges and streamline them. Suggestions were made first now to avoid damages to coaches and check cases of pilferage. As far as incidents of pilferage are concerned, cases of theft of fans are common in Mokama-Samastipur section and one can see all such fans in all the houses in Katihar. It is very serious matter. Definitely, railway employees have a hand in it. One can see how people are travelling without tickets in Belgania-Samastipur, Narfiyanganj-Nirmali, Jainagar-Samastipur section in collusion with railway employees. Though they pay fare, they are not issued tickets. The employees themselves advise people not to purchase tickets. It has been reported that the Railways are running in losses. As a result of this, 8 pairs of trains were cancelled from Samastipur Division. In Jainagar-Darbhanga line, no train is available for a duration of 14 hours. On the one hand, we create obstacles in railway earnings and on the other, a number of trains are being cancelled. Some trains are running over-crowded. I would like to say that it is not proper to remain silent over such matters. The Government should collect its dues strictly. The people are apprehensive that 8 pairs of trains between Samastipur and Patna

were cancelled because the railway officials are hand in glove with the bus operators. Under such circumstances, the Government should pay attention to it. The railway authorities should consider over it.

Mr. Chairman, Sir, there is no need to say that the number of passengers in the country has increased but there has been no increase in the number of passengers travelling from Betia-Sitamarhi-Madhubani-Darbhanga upto Patna for the last 15-16 years because no broadgauge line exists there. Earlier, we used to travel upto Mathura from Jainagar and Madhubani on metre-gauge line. But now-a-days we are not able to do so. I am making a mention of this point because the people of Central Bihar do not know about it. This problem was caused for not laying broadgauge lines there. People travel from Nirmali to Thatbhitia-Supaul. We have to take a detour of 325 kilometres for reaching there via Darbhanga, Samastipur, Khrgharia, Mansa and Saharsa. A railway bridge has not been constructed there because earlier the Kosi river had damaged the railway line. This rail line had been very much there since my childhood. Now, that facility is not available. It is the only area where rail facility was available. But now it is not there. About one crore people have forgotten to travel to Patna by trains. The Government should take up a bridge construction which would link Nirmali-Tharpita. We have to overcome this problem. Otherwise, that portion will also remain cut off. There is a rail route from Bhimnagar to Chatra which is under Government of Bihar. The people are not aware that it had been laid for the Bhimnagar and Kosi barrage. It will be useful after the area expands. It is in Nepal. But it belongs to Government of Bihar. The Government of Bihar does not require it. After



dismantling it, we will sell it out. The land belongs to Nepal. It is a high land. Lakhs of people can be settled there. If a multi-purpose dam is constructed, it will no longer remain under railway control. I request that the Railways should take it over. It can be commissioned even now. Though the land is in Nepal, the rail route is ours. The construction work has been stopped. That is why it is not being utilised. The Government should not make any delay in the matter. It will cause loss to the entire country. It will be difficult to run it even after suffering loss.

As regards employees, I would like to request that sincere, hard working and honest employees should be given rewards and incentives and we should penalise those who cause problems. The employees who run trains in profit should be given good bonus so that they could feel that they would be given incentives for their better performances.

Mr. Chairman, Sir, I would like to draw your attention towards an area of Bihar, where facilities are diminishing. A bridge has been under construction between Chitauni-Bagaha for the last several years. I would like to ask the hon. Minister as to the time by which the construction work would be completed and trains start running on it. The Muzaffarpur-Raxol rail line is under construction. We are being told that this route would be commissioned before the beginning of 1995. I wish that it should be completed. I am reluctant to say something about Samastipur and Darbhanga, though funds have been earmarked in the Budget on several occasions since 1973.

Last year Rs. one crore was spent on the work and this year Rs. ten crore have been allocated therefor. Assurance

has been given umpteen times that the train will be introduced by the month of May or June, 1995. But I am afraid that as against the amount of Rs. 10 crores allocated this year you may have to raise the amount to Rs. 17 crore next year. I doubt this also whether the work will be completed by May or June 1995. For this, it is essential that the Government should complete the construction of bridges this year quite promptly. The progress being tardy, I have my doubts whether the assurance will be fulfilled to the satisfaction of the people. If that happens, this year will in no way be different from the last year.

Mr. Chairman, Sir, today Shri Karpoori Thakur is no more, yet we have named a railway station 'Karpoori Gram' after him. I hope that the work proposed for doubling the line from that place to Sheohar will be completed by the end of this year. The amount provided in the Budget should be released. The two commissioners having their headquarters to Dunka and Hazaribagh have not been linked by rail line. The proposal for laying rail line from Dunka to Mandra Pahadi is under consideration of the Planning Commission. I hope that the Government fulfills this assurance.

There is a proposal to link the places of national and cultural importance — Gaya and Rajgir — by rail line. It has an international and cultural importance. This missing link is causing huge loss. If this link is established, it will earn huge amount of revenue.

So far as the railway line in Nepal is concerned, the Government of Bihar have stated that it would auction the rail line. On my request, it wrote to the Government of India to hand over the railway line to the Indian Railways. But the Central Government have not replied

[Shri Bhogendra Jha]

as yet. I want that the hon. Minister should reply to it and take over that railway line. The Government of Nepal does not need it at present, it may be required after the construction of the dam, but by then the railway line may not be there. The track is located on a high altitude and the people will settle there. Therefore, the Government should take it over immediately. There is no expenditure involved in it. It requires only management.

The Samastipur-Patna train should be introduced immediately. The proposed broad gauge rail line upto Raxaul should be extended to Samastipur so that the people who used to travel to Brindavan-Mathura on narrow gauge my travel direct on broad gauge.

The bridge which collapsed between Nirmal and Tharvita should be repaired early so that the people could get a direct rail link for Guwahati. The Railways should be run on uniform pattern. The Employees' Union should be entrusted with greater responsibilities. They also should feel that they have a say in the management. They should be given a due share in the profits earned and at the same time accountability should be ensured in the event of loss.

With these words I conclude.

KUMARI MAMATA BANERJEE (*Calcutta South*): Mr. Chairman, Sir, I am grateful to you for giving me an opportunity to speak. Shri Arunachalam is representing Shri Jaffer Sharief here. Shri Arunachalam is a nice man but if the hon. Minister is not here, who will listen to our grievances?

MR. CHAIRMAN: The hon. Minister is noting down your suggestions.

KUMARI MAMATA BANERJEE: Of course, he is noting it down but he will not reply to my queries.

I would like to congratulate the entire staff of the Indian Railways because it is the largest department in the country. Several industries and jobs are associated with it and it is a powerful means of communication also. Therefore, the role of Indian Railways is very important. I appreciate the role of Indian Railways, and I support it. I would also like to submit a few points. Attention is not paid to the regional balance every year. Allocation of funds to the States in the Budget is not uniform. For instance both Bengal and Bihar have been badly deprived of funds in this Railway Budget. We have a wagon factory in West Bengal. Earlier, orders from the Ministry of Railways used to be given to it. But now, it is not getting orders. A large number of persons from Public Sector and Private Sector are involved in it.

In his reply to a question asked by an hon. Member on March 2, 1994, the hon. Minister had stated —

[*English*]

"that wagon requirement has come down due to fall in freight movement, on the other hand, there are reports of importing 500 used wagons from Spain"

[*Translation*]

Now, if the Central Government does not help the Railways Wagon

Factory, all the Private and Public Sector units who are dependent on it will face closure.

[English]

Public Sector — Burn Standard, Howrah and Bumpur, Bharat Wagon and Engineering Company, Braithwaite, Jessops; private sector — Texmaco, CIMMCO, Hindustan Development Corporation, Modern Industry.

[Translation]

The four wheeler unit had orders in 1989-90. In 1990-91, the orders were to the tune of 23,500. Similarly, the number was 25,700 in 1991-92, 25,300 in 1992-93 but these orders were reduced to 18500 in 1993-94 whereas the same were further reduced to 15,250 in December last year. The result is that the industries associated with it are in great trouble. It is increasing unemployment also.

The Ministry of Railways had launched 'own your wagon' scheme. The big industrial Houses bought its shares but the small and medium scale industries could not purchase its shares.

Today industries do not get orders and materials in time. The Government should look into it. Resourceful industries manage to purchase the shares very easily but the poor ones having no infrastructure should be provided assistance. Today, the rich industries are spinning money and the law also protects them. But the hapless labourers are cursing their fate. During the discussion on the Railways Budget, I had stated that our State had been deprived of funds. There was a project, namely Eklaki-Balurghat project in North Bengal.

I had gone to the office of the hon. Minister in connection with this project. During my tour of the West Bengal, I found that the citizens of the newly created district Dinajpur had a long standing demand to complete that pending project. The Government has allocated Rs. one thousand for this project. This meagre amount is inadequate. I condemn such an attitude. What is all this 'Tamasha'? 70 percent people of that area belong to Scheduled Castes, Scheduled Tribes and Minority communities who do not have any other source of communication.

15.00 hrs. Earlier Vaydoot service was available. That too has been withdrawn. If pregnant lady has to go to a hospital, she has to hire a car to reach there, and it takes three hours to reach the hospital. Moreover, a person having no money cannot afford it. The poor people depend solely on railway facility but I do not know whether in the Eklaki — Balurghat project such a facility has been included in this year's programme or not. If this project is to be taken up, then a survey should be conducted properly and the Government should allocate Rs. 10 crore instead of Rs. 1000. I demand that the Government should provide at least Rs. 10 crore yearly for this project. What is the rationale behind allocating a sum of Rs. 1000? I had gone to the hon. Minister to present him a cheque of Rs. 1000 so that the Railways would not have to take the trouble of paying even Rs. 1000. Before the final report of the Standing Committee was submitted, the hon. Minister had assured in his reply that he would give a final reply on the Budget proposals.

I am lucky that the Hon'ble Minister has ultimately come here and he will listen to my speech. Although I have already apprised the Hon'ble Minister

[Kumari Mamata Banerjee]

and he too is aware of it, yet I again urge that an allocation of Rs. 10 crore may be made for Eklakhi-Belurghat project because the work of this project must be completed immediately.

This area is the most backward area of West Bengal. There are no communication facilities. This project is lying pending for the last ten years. Further, the work on Digha-Tamluk-Hawrah-Amta broad gauge line, which has been pending for a long time, may be completed by chalking out a time-bound programme. Despite sanctioning Rupees one or two crore each year, the work on this project does not progress on a satisfactory pace. If this project is completed early by fixing a time limit, there will be no grievance from any quarter. But what happens if every year Rupees one or two crore is sanctioned only to complete the formality and it does not help much. It is true that every Member approaches the Hon'ble Minister with a demand that there should be railway lines in his or her constituency or State. If I demand that there should be more development in my area, the other Members would also like to have more and more facilities in their areas. However, I am not against it but today, I would like to request the Hon'ble Minister to pay a special attention to Digha-Tamluk-Hawrah-Amta broad gauge line.

Ministry of Railways have given their clearance for construction of fly-over there. They have further said that they are prepared to build these fly-overs but in the absence of any initiative from State Government, they are unable to undertake this work. I would like to bring it in the notice of the Minister of Railways that in my constituency, a fly-over was

to be constructed in Lake Gardens but it is still awaiting clearance since 1986. From 1986 to 1994, a number of fatal accidents have taken place there taking a toll of several human lives. I myself have even resorted to agitation on several occasions on this issue but all the times they said that they would hold a discussion on it but it never took place. I would request the Hon'ble Minister that the work of Lake Gardens and Bondalgate fly-overs may be completed at the earliest so that he could earn the privilege to inaugurate both these fly-overs.

I don't represent such a constituency, the problems of which are required to be raised in this House. As I represent an Urban Constituency, these fly-overs are very important there for the last three years.

I would also like to focus the attention of the Hon'ble Minister on the problems of casual employees in the Railways. I would request the hon. Minister that he should think about those people who become physically disabled in the rail accidents and accommodate them under three percent quota fixed for physically handicapped in the Department of Railways. The Hon'ble Minister should also think about giving employment to a member of those families whose member or members die in those accidents. There are many such young persons who have lost their both the legs and they are in search of job. I further request the Hon'ble Railway Minister that their cases may also be looked into on humanitarian grounds.

15.04 hrs.

[SHRI P.C.CHAKO *in the Chair*]

It is correct that you have deployed Railway Protection Force there. Yet, I

request you that adequate security to women employees should be provided and it should be made more effective. Similarly, I again request that the work on 6 kilometres Metro Railway, for which a survey was conducted by IRCON, is yet to start. Therefore, something must be done in this regard.

[English]

At least the Minister should not deprive us. He should give some money for Eklakhi-Blurghat line.

[Translation]

With these words, I conclude.

SHRI ANNA JOSHI (Pune): Mr. Chairman, Sir, I rise to present my views regarding the Demands of Railways. In my view, there are two important points which needed to be considered by the Railway on humanitarian point of-view. You should look into these two accidents which took place in Pune and Bombay. Although, they cannot be termed as railway accidents, yet they occurred on railway lines. Our colleague, Shri Ram Naik had raised the issue of giving compensation to the victims. On 13 October, 1993 a tragic accident took place in Bombay in which 25 women commuters died on the spot as they had jumped out of the train when it halted in a dark area for one reason or the other. Shri Ram Naik, Member of Parliament had also spoken to the Prime Minister in this regard. This issue was discussed even in the meeting of Railway Consultative Committee. The Hon'ble Prime Minister has also given an assurance in this regard. Sir, through you, I would like to request the Hon'ble Minister that due compensation may be given to the kith and kins of the victims. Similarly,

another accident took place in Pune on 15 November, 1993. This accident occurred in such a place where it was not possible to see the approaching train from a far-off distance. The train was coming at a speed of 90 km per hour and bus carrying school children, was passing through the crossing. We will see it later on as to who was at fault.

SHRI C.K. JAFFER SHARIEF: In such cases, let me make it clear that it was the mistake of the bus driver. Today, those drivers of trucks and buses will learn a lesson from it. It is alright, if you have to speak on Railways. The driver should not have tried to cross when he had seen the train approaching towards the crossing.

SHRI ANNA JOSHI: Hon'ble Minister, please don't get displeased. The driver will be taught a lesson. Whatever punishment is there, he will not be spared. However, Ministry of Railways has some responsibility too. It is the wish of the people and the representatives of the people of that area that you should do something in this regard. When the people and the State Government have come forward to do their best then why do you hesitate? Without displeasing you, I request you to please look into both the cases with cool mind.

Secondly, if you provide some facilities or introduce a train or invest in any project in Bombay, it does not mean that you have covered the whole Maharashtra. You allocate funds for the development of Bombay but simultaneously, other parts of Maharashtra should also be taken care of while allocating funds. Lot of people go to Rajasthan or Gujarat from west Maharashtra. Their contention is that new train-Ahinsa Express which has been

[Shri Anna Joshi]

introduced between Pune and Ahmedabad and which runs once in a week, is proving rather inconvenient. The people of that area are demanding to increase its frequency. In this connection, we have written several times to the Hon'ble Minister and every time he says that they neither have spare trains nor spare space. I would like to tell him that they have introduced 50 trains in that area. If they do not have spare space or if they cannot run additional trains on existing rail tracks, how do these trains run?

Sir, I request you that as per the demands of the people, frequency of Ahinsa Express may be increased as it connects 2-3 States.

Sir, as regard Daun, the Hon'ble Minister has given an assurance and I would not like to speak much on this. However, I thank him for this favour.

Sir, Pune is the headquarter of Southern Command of the Army. Whenever, there is an emergency, supply of ammunitions and machinery becomes necessary. Hence, an independent division of Railways is a must there. Today, on account of its being included in Bombay Division, no attention is paid towards the development of Pune Station. There is need to augment facilities and construct platforms. However, despite vast scope for it, no work is being undertaken there. Due to functioning of the offices of the Central Railway and South Central Railway from the same place, everything goes helter skelter. In this connection, the hon. Minister had given an assurance that whenever a decision would be taken to carve out a new division, this suggestion would definitely be taken into account. Therefore,

I request the hon. Minister that a decision regarding creation of Pune division may please be taken at the earliest.

Mr. Chairman, Sir, Pune city is going to become a metropolis and a development plan envisaging its development in the next 50 years is ready. In this plan, there is also a provision for ring rail road. When we made a reference in this regard, we were told that it does not come under Railways but Urban Development Department. All this is beyond our comprehension. I would, therefore, request the hon. Minister to allocate funds for the construction of ring road and a serious consideration may be given to it.

I would once again submit that there is a rail line from Aurangabad to Manmad, which further extends into Daun. Rotegaon is situated between Manmad and Aurangabad line, while Dotegaon is situated on Manmad and Daun line. If Rotegaon and Doegaon are linked by rail line, it can reduce the distance by 95 kilometres. It will not only help in reducing the distance but would also save the time and power and the people also will have to pay less fare. Further, the construction of sidetrack will help in reducing the crowd at Manmad Station which becomes unmanageable due to large number of trains halting there. Shirdi will become more nearer to the people of South India. The Members representing Aurangabad and Marathwada have also been making a demand for this. Therefore, a decision must be taken at the earliest.

Besides, we have also been writing to you time and again about other problems. In this connection, I suggest that while discussing these problems, we should also be involved and our sugges-

tions be taken into consideration. This would lessen the correspondence and help in finding a quick solution.

I would like to conclude by saying that though money is charged from the railway commuters, yet there is no proper arrangement for bed-rolls, catering, snacks, etc. On account of this, there is generally a lot of resentment. There was a proposal to privatise this service. I request that proper arrangements should be made in this regard, and while considering the problems, we should be involved in the process of finding a solution to it so that the passengers could get better amenities.

[English]

MR. CHAIRMAN: There are 15 more hon. Members who want to speak. The hon. Minister was supposed to reply at 2.15 and we have taken more than double the time allotted for this discussion, I think we will wind up now.

SHRI SRIBALLAV PANIGRAHI (Deogarh): Sir, Railways is a very popular subject. You may please extend the time.

SHRI BASUDEB ACHARIA (Bankura): Yes, Sir. Please extend the time.

MR. CHAIRMAN : All right. I take it as the sense of the House that we may extend the discussion for some more time. But please try to understand and cooperate. Even now, hon. Members are submitting their names for inclusion in the debate. That is not right. Also, all sorts of subjects are brought into the discussion. Please be brief and to the point.

SHRIMATI SUSEELA GOPALAN (Chirayinkil): Mr. Chairman Sir, as the time is short, I confine myself only to the problems of Kerala. Sir, when the Budget was presented, the Minister had created an impression that something would be done for Kerala. But what has actually been done? For the development of Kerala, the most important thing is the doubling of the line from Mangalore to Trivandrum. But what is actually done in this regard? Instead of taking the whole of Shornaur-Mangalore line, the Minister has stated that only Kuttipuram-Calicut stretch would be taken up. That too, out of Rs. 62 crore, only Rs. two crore is set apart ! How many years will it take for the completion of this part of line?

Likewise, last time, when the Supplementary Demands for Grants were discussed, the Minister promised to us that the doubling of Kayamkulam Quilon would be completed by March 1994. This was stated by him categorically in the House. But in the next Session, when I asked a question, the reply was that it would be only upto Karnagapalli and all the others will take much more time and it will be completed only by March 1995. We think that whatever is stated in parliament should be believed. But now we realise even this has no value.

Even now, the full amount required for the completion of doubling the line from Kayamkulam to Quilon is not provided. Another Rs. 1.7 crore more is needed. From Quilon to Trivandrum what is the amount provided? As against the required amount of Rs. 77 crore as per last year's calculations, only Rs. five crore have been set apart. So, how many more years will be required to complete this line? How can we reap the benefit out of the Konkan Railway? I must say that this is nothing but discrimination towards Kerala. I am forced to say this.



[Shrimati Suseela Gopalan]

You created an impression that there would be a survey on Kottayam-Sabarimalai line and then there would be doubling, and so on. The only thing I can say is that we have a really shrewd Minister amongst us. He has created an impression that much would be done for Kerala. But our experience is very bad. Even now, before taking up any other line, I appeal to the Minister to speed up the doubling work on Mangalore-Trivandrum line which would be completed within two or three years.

At this rate it will not be done. It will take another ten to fifteen years. So, this is our experience.

I would like to mention something regarding the industries which are connected with the railways. We were promised some years ago that we will be provided with a coach factory but even now, it has not yet been provided. If it is provided, lakhs of unemployed youths who are there can be provided with employment. There are so many such things.

Now, I will come to the construction of new railway line from Ernakulam to Kayamkulam. We have only one or two trains in that route and the timing is so inconvenient that it is very difficult to travel by those trains. I belong to that area. For going to Trivandrum I have to catch that train at 4. a.m. You know how difficult it is to catch that train. After that train, we have no other train for going to Trivandrum. The commuters are facing a lot of difficulty because of this. The daily commuters are demanding that there should be a train up to Kayamkulam. As far as the other areas are concerned, it can be said that due to non-doubling of railway lines, it is very difficult for the

railways to introduce new trains. But what is the difficulty in introducing a train from Ernakulam to Kayamkulam or even from Mangalore to Kayamkulam up to Trivandrum? There should also be a train from Alleppey. You see the condition of the Alleppey railway station. In order to go to the next platform you have to cross the railwayline. Now, You see that will be the condition of other people? One day when I was crossing the railwayline, the railway officers were kind enough to stop a train and allowed me to cross over. It is a pity that there is no overbridge.

Most of our railway stations are badly maintained. Passengers amenities are very poor. What happened to the promise that was given about introduction of Rajdhani Express? It still remains a promise. What about the increase in the frequency of Cochin-Bilaspur train? That has not yet been done. In this season, people want more and more trains. If you increase the frequency, it will be very helpful. There are many Keralites who are staying far away from their State. They want more and more trains with less stoppages.

Now, I will come to electrification. What has happened to electrification? In how many years' time, it will reach Ernakulam from Erode? It requires Rs. 133 crore but in this year's Budget, you have allotted only Rs. 13 crore. When will it reach Palghat? It appears that it will take another ten years to reach Ernakulam. So everything is being delayed. Is it not a discrimination? We are happy that our neighbouring States are given sufficient amount. But Kerala is neglected. You have given sufficient amount to Tamil Nadu and Karnataka. For Tamil Nadu, you have given Rs. 70 crore. You must at least provide us with that amount. I am afraid that there are some moves even to scuttle the impor-

tance of the Railway Divisions of Palghat and Trivandrum. I had also heard that it may be merged with other Railway Divisions. This is very bad. So, please do not force us to go for a struggle. I appeal to the Minister to take immediate steps. Otherwise, Kerala State is having so many complaints about their trains. All the bogies are old and sometimes there are no bogies at all. Then they have to detach bogies from some other train and attach them to the train which is not having bogies. When you go to Trivandrum, quite often, bogies are not there. Like that, all things are there. Most of our trains are like that. Sufficient number of bogies are not there. I will not go into the question of building more bogies now. But, according to the need of the hour, building of more bogies has not been taken up by the railway.

Upto now, only 34 per cent of the money has been spent on passenger amenities. Even drinking water is not available at the station. There are so many complaints about it. That has to be rectified. Most of the trains do not have the facility for catering. From Bangalore to Trivandrum, there is one train, but the passengers do not get even tea. I travelled in that train twice or thrice in the two-tier compartment. All the passengers were complaining that they did not get even tea. There is another train from Bangalore to Ernakulam. In the train also, the same complaint was there. But that has not been heeded to. Actually, when you heard about it from Bangalore, I thought you would remove it; but that has not been done so far. The vendors are there and they are not getting their licences. The passengers do not get tea or coffee in the trains and the vendors are not getting their licences. What a pity is it. Since you come from that area, you should discriminate.

SHRI C.K. JAFFER SHARIEF:  
There is nothing even in Bangalore. So, the minister is not partial.

SHRIMATI SUSEELA GOPALAN:  
At least, I cannot. Since it is coming to Kerala, you have stopped it; otherwise, you have started it. Anyhow, I appeal to the hon. Minister to look into all these things.

The most important thing is doubling the line from Mangalore to Trivandrum. It should be speeded up and enough money should be provided for its doubling.

SHRI YAIMA SINGH YUMNAM (Inner Manipur): I rise to demand a railway line to connect Imphal, the Capital of Manipur. While taking advantage of participating in the discussion of the Railway Budget, I would like to appeal to the hon. Railway Minister to take it very seriously because Manipur is also part of the country.

I understand that it is the national policy of the country to connect all the Capitals of the country by railway lines. And I appreciated when the hon. Railway Minister announced in this House while presenting the Railway Budget that Srinagar will be connected by railway line. Like that, I hope and also appeal to the hon. Railway Minister to connect Imphal, the Capital of Manipur by railway line.

As the Hon. Minister knows as well as the hon. Members know, the hilly area of Manipur is just like the hilly area of Kashmir. If a railway line can reach Srinagar, it will be easy to reach Imphal also. The people of Manipur have been

[Shri Yaima Singh Yumnam]

suffering greatly because there is no railway line. Please imagine, please calculate how much we have suffered, the plight of the people there without a railway line.

If the people of Manipur want to go out of Manipur, they have to go by bus for 24 hours to reach Guwahati.

They have to go to other parts of the country and it takes about 12 hours to reach Dimapur, the nearest railways station for reaching other parts of the country.

During the rainy season roadways are blocked for more than two-three weeks and at that time they have to go by air to reach Guwahati or Calcutta. How costly it is please imagine that? It is not the only reason. Please consider it from the security angle also.

Manipur is a border State having borders with Myanmar, China and Bangladesh. From the security point of view of the country also a railway line should reach the border area of More crossing the capital of Manipur, i.e. Imphal.

I am not asking for immediate construction, I am only asking for the intention of the Government and the Ministry of Railways to extend the railway line to reach imphal and More, the border areas of the country and the State also as well. If the hon. Minister at least announces his intention as they have done in the case of Srinagar, the people of Manipur would be happy. We are not demanding to construct it over night we are asking for providing some token

provision and start with the survey work. Let it take its own time but the people would be very grateful and happy if the intention of the Railway Minister is known to them. So, Sir, I once again appeal to the hon. Minister to take it very seriously.

Another point is that when the Hon. Minister has announced connecting Srinagar with a railway line and if it is refused in the case of Imphal and More then in the present law and order situation the underground youth and other organisations will feel neglected. They always say that the Centre and the Government of India is neglecting that part of the country. So to cope up with this situation, I would also like to appeal to the hon. Railway Minister to look from that angle also and please arrange to take up this matter of connecting Imphal and extending a railway line towards this border area of Manipur. It will be in the interest and for the security of the country. That is what I want to demand.

Sir, I would like to request the hon. Minister for increasing the quota of reservation of the railway users of the State of Manipur who would like to reserve their seats for travelling from Guwahati. The present number of quota is very low, So the people cannot avail of the facility of getting the reservation from Imphal where out agency is there. It is very difficult and inconvenient to get reservation after reaching Guwahati. So I would request the hon. Minister to increase the quota for the State of Manipur.

Moreover, I would like to mention that computerised reservation must be made available to Out Agency so that may know whether the reservation has been made or not.

Finally my last point would be, for making the Giribam railway head which

connects the Silchar line to be made serviceable. At the moment, it is not looked after well. As a result of that, it is not so much purposeful to have a railway head at Giribam. So, I request the Railway Minister once again, to take steps for improving the Girbagh line and also the railwayhead therefor providing more facilities.

[Translation]

PROF. PREM DHUMAL: Mr. Chairman, Sir, I am on a point of order. At what time the hon. Minister would reply and what item would be taken up thereafter?

SHRI C.K. JAFFER SHARIEF: It is mentioned in the agenda.

PROF. PREM DHUMAL: The hon. Minister is saying that it is mentioned in the agenda. Whatever is mentioned in the agenda will that be taken up?

[English]

MR. CHAIRMAN: It is on the agenda. Please resume your seat. I will explain it. The hon. Minister wanted to reply at 2.15 p.m. But as the general sense of the House was to postpone it to facilitate some more hon. Members, we had postponed it. The hon. Minister is ready to give his reply any time. Those hon. Members who want to speak may please finish in two or three minutes time. After that we will take up the next item. Let us finish this first. It is already there on the agenda.

PROF. PREM DHUMAL: But unfortunately the Government are circulating something else, they are not informing the Chair.

MR. CHAIRMAN: There is no problem. When we finish this the Minister will reply. Please do not worry about it. Let us finish this business first.

15.41 hrs.

SHRI PRITHVIRAJ D. CHAVAN (Karad): I thank you for giving me a few minutes to put before the Railway Minister some very urgent demands of my areas. I rise to support the Railway Budget 1994-95 and I take this opportunity to highlight certain long-standing demands of the people of Western Maharashtra.

The Railway Minister was kind enough to spend two hours with the Chief Minister of Maharashtra and Members of Parliament and MLAs from Maharashtra to discuss in detail the various problems faced by the people who use the railways in Maharashtra.

The Railways are presently not able to handle even a fraction of the passenger traffic emanating from Western Maharashtra and there is a long standing demand to start a new train specially for South Western Maharashtra, comprising the districts of Kolhapur, Sangli, Satara, Pune, Sindhudurg, and Ratnagiri; and also the district of North Karnataka. The Mahalaxmi Express, which presently runs between Kolhapur and Dadar, is linked to north-bound trains carrying Karnataka Passengers. There is hardly any reserved quota for people from Maharashtra and the train is often delayed if the north bound trains do not come on time.

Every day nearly hundred luxury buses ply to Bombay from industrial and business centres such as Kolhapur, Ichalkarnji, Sangli, Miraj, Karad, Vita,

[Shri Prithviraj D. Chavan]

Khanapur, Islampur, Satara, Ratnagiri, Rajapur and Dhebewadi. Lakhs of manual labourers and industrial workers in Bombay — the *mathadi kamgars* hail from this area. These people are forced to use roadways as they cannot get reservations in trains. As the hon. Minister is aware, the Kolhapur-Miraj-Poona section of the South-Central Railway, earns a huge revenue for the Railways due to the movement of sugar, but the services provided by the Railways to passengers in this area are highly adequate. During the monsoon, travelling to Bombay by road becomes very dangerous and obviously people are agitated.

I therefore, again request the hon. Minister to start a new train between Kolhapur and Bombay V.T and not Dadar.

Sir, this train should reach Bombay before 7 a.m. in the morning so that the people from Western Maharashtra, MLAs, MPs and people who have been working be able to reach Bombay before 7 a.m., finish their work on the same day and return back to their respective homes on the same night. It is essential that this train goes to Bombay V.T.

Sir, South Central Railway is apparently ready to run this train. But the Central Railway authorities have some objections about the train carrying capacity at Bombay V.T. I request the Railway Minister to re-arrange the schedule in such a way that this railway train is specifically for Western Maharashtra and is started as soon as possible. The hon. Minister has promised to look into it. I am sure that, looking into the aspirations of the people of this area, the Minister will start this train at the earliest.

Sir, the section between Poona and Miraj is actually attached to South

Central Railway having its headquarters at Secunderabad. There is a request to shift the section to Central Railway with headquarters at Poona because for every small work, people have to go to Secunderabad. And this area in Western Maharashtra suffers from lack of passenger amenities. I request the Minister to specifically depute some senior officers to look at the passenger amenities in this area so that the stations are brought up to date.

I have one other request. The Miraj-Poona broad gauge is a single line at the moment. There is a request to make it into a double line because many times due to crossings, the trains get delayed. I know that it is very expensive proposition. Could the Minister make certain stretches into a double line track so that crossing delay could be avoided?

One last request is also for connecting Lonand in Satara District with Pandharpur in Solapur District. Pandharpur is a holy place of Hindus. Vithoba temple by the people from four or five States of the South West India, Maharashtra, Gujarat, Andhra Pradesh and Karnataka. Sir, if this railway line is sanctioned, then there will be no difficulty about getting the land and it will cater to millions of pilgrims to visit this area.

Sir, I generally congratulate the Minister for undertaking the unigauge programme and I request that this programme may be carried out as soon as possible so that we can have the benefits of uniform gauge.

I once again request the Minister to kindly grant the requests that we have made.

MR. CHAIRMAN: Before I call upon Shri Laxminarayan Tripathi, may I remind

the hon. Members that there are 13 more Members who want to participate in this debate.

*(Interruptions)*

SHRI SYED MASUDAL HOSSAIN (Murshidabad): I fail to understand the system that you are following. I have given my name at 1 p.m. and still I am waiting to speak.

MR. CHAIRMAN: The hon. Members may understand that the Whips of the various Parties are sending the names. And if individually Members send their names to the Chair, it will cause problems to the Chair. So, you might have sent your name to the Chair. But we have to exhaust the list given by the Party Whips. Please understand that.

*(Interruptions)*

THE MINISTER OF STATE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (DEPARTMENT OF YOUTH AFFAIRS AND SPORTS) AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (SHRI MUKUL WASNIK): I would like to just make a submission that after we conclude this debate on the Railway Budget, instead of taking up the discussion on the Demands for Grants for External Affairs Ministry, we may take up the discussion on the Demands for Grants for Water Resources Ministry. *(Interruptions)*

SHRI SYED MASUDAL HOSSAIN: Sir, at 1 p.m. you have announced that there are only ten names. And after that, at least 20 Members have spoken. Now you are saying that there are 13 more Members who want to participate. *(Interruptions)*

MR. CHAIRMAN: Even after my explaining, if you are talking like that, that is unfortunate. The time allotted to all the political parties has already been exhausted. In addition to that, whatever time is being given from the Chair is according to the consensus of the House. You please understand that even now there are some names pending from the list. So, I am trying to call them first. The Parliamentary Affairs Minister has just now informed that the External Affairs Minister is slightly indisposed. So, after finishing this item we shall take up the Demands for Grants of the Ministry of Water Resources. Shri Dharmal also suggested the same thing.

SHRI DEVENDRA PRASAD YADAV (Jhangharpur): I am on a point of order, Sir.

MR. CHAIRMAN: Yes, what is your point of order?

*[Translation]*

SHRI DEVENDRA PRASAD YADAV: I am on a point of order, Sir. The Hon. Minister of State for Parliamentary Affairs has just said that now no such convention exist in this House. As regard the conventions of the House, we got an agenda on 25th April, which was published in Bulletin Pt II. It is clear from this Bulletin that the time for this item has been allotted by the Parliamentary Affairs Minister, Shri Vidyacharan Shukla Ji. As per serial No. for the agenda, External Affairs Ministry comes at number one and Water Resources Ministry comes at number two. You can change the order only after obtaining the consent of the House or it could have been decided in the Business Advisory Committee. If it had not been decided in the Committee, the hon. Minister has no right

[Shri Devendra Prasad Yadav]

to change the order without obtaining the prior consent of the House. How can he give directives without taking our consent? Will it not set a precedent?

[English]

MR. CHAIRMAN: All right, you have made your point. Now you please sit down. This issue was raised by Prof. Dharmal. I have just informed the House what the Chair is being informed from the Government side. If necessary, I shall take the opinion of the House. We shall come to that only after this item is over. Let us not discuss we are on a different item now. Whatever procedure is to be followed, it will be strictly followed.

Shri Prithviraj Chavan has finished his speech within two minutes and I want all the Members to follow that. As far as possible, all the Members will be accommodated but this kind of blames cannot be accepted please.

Now, Shri Lakshmi Narayan Tripathi will make his speech.

[Translation]

SHRI LAKSHMI NARAYAN MANI TRIPATHI (Kaisarganj): Mr. Chairman, Sir, I come from a rural area situated at the Indo-Nepal border known as a Tharu belt. I would like the hon. Railway Minister to listen to my suggestions.

Railways is a commercial organisation. The onus of contributing its mite to the development of the country in a democratic system also rests on it. While formulating the budget, proper consideration should be given to its commercial aspect and the feasibility of

the schemes showed be contemplated in the draft for ensuring overall development of the country. The rate of development in India, zonewise, identification of the most backward zones, and the formulation of a scheme to bring backward zones at par with the forward or moderate zones from the point of view of development are the points to be kept in mind.

Our border district of Uttar Pradesh that extends from Gorakhpur to Bihar border on the one hand and upto Bareilly on the other has been ignored continuously in the previous two consecutive budgets because the people there are very innocent and they put forward their demands plainly without any aggressiveness. This is why no attention was paid to them and they were ignored.

Let me tell you that the present border districts infested with terrorism have been so, mainly because these areas were not developed as a result of which unemployment was rampant and the unemployed youth had no option but to take refuge in terrorism. Therefore, there has been an increase in terrorist activities. You have increased the freight charges without taking into consideration its repercussions and without reckoning the difference in the freight charges of coal being transported by trucks and trains for example if the increased freights are taken into consideration for transporting coal from Dhanbad to Delhi, then the freight charges of Railways would be more than those of trucks. You should also keep that aspect in mind. The goods brought by train will be unloaded at the station and then loaded in a truck to reach to the consignee, whereas the coal brought by trucks will reach directly its destination without loading and unloading problems enroute. The expenditure involved in both cases has to be taken into



consideration. Moreover, if a trader chooses to bring his consignments by train, he has also to suffer losses on account of pilferages, etc. damage of goods during loading and unloading etc. That is why he chooses to depend more on trucks for transportation of goods. As a result of this, you have not been able to achieve the targets set in the 1992-93 budget and I caution you that you will not be able to achieve them this time too. Kindly think seriously over it.

I would also like to invite your attention to the data given in Railway review booklet with regard to the data given in Railway review booklet with regard to the compensation paid to the traders. During 1988 to 1992 you have received 13, 22,655 claims for compensation, of which 5,82,706 claims have been settled and 7,45,949 claims remain unsettled till date. You had made an increase of 5 to 10 per cent in the freight charges in your previous budget. In your budget speech, you supported this move with the clarification that as people do not go for clearance of their consignments and do not pay freight charges immediately which results in loss of interest to Railways, 10 per cent increase has been made for collecting freight charges within the stipulated time. I would like to ask whether you would pay interest to the traders whose compensation claims worth hundreds of crores of rupees have been pending with your department since 1988 and which are settled in not less than 2-3 years, from whom you charge freight and also retain their goods? Is there any provision of paying interest to them? Would you give any relief to those traders?

There has been the provision of owner's risk since Railways came into being but earlier the goods were cheaper and freight was less. The freight charged

@ Rs. 13 per tonne at that time have today escalated to new heights of Rs. 600 per tonne. Booking of goods @ Rs. 40,000 per rack earlier now costs Rs. 22 to 24 lakh. Will the Railways withdraw the provision of owner's risk on such goods and take the responsibility of full risk on its shoulders and deliver goods to the traders at their destinations? Traders should be given such facilities.

16.00 hrs.

A slow-moving train runs through Behraich even today. One unfortunate night we boarded this train from Behraich at 9 p.m. for Gonda and the train made a stopover in the way. On enquiring the reason for stoppage, someone told us that a person from the engine cabin was looking for something in the dead of night. When asked what he was looking for, he replied that he was looking for cow-dung. We took out a torch to help him collect cow-dung. After that, cakes from that cow-dung were prepared. Only then the train moved further. After covering a little distance, the train stopped again for the same purpose and the process was repeated throughout the night till the train reached Gonda at 8 a.m. Such a crawling train runs through our area. How will the area be benefited? This is poor, backward border district. Please give them their rights or they too might have to take recourse to terrorism like the people of Jharkhand Party are doing. Will you give them their rights only after that?... *(Interruptions)*...

I urge upon you to kindly allocate funds for the development of North-Eastern Railway as well in this Budget for ensuring development of every region and for this purpose, kindly convert the Gonda-Bareilly railway line into broad-gauge line as has been done in case of Gorakhpur to Gonda. We have already

[Shri Lakshmi Narain Mani Tripathi]

got broad-gauge. Therefore, if this job is also done, upto Lucknow, the industrialists will be attracted to set-up their industries in the Behraich and other border districts which will help in providing employment to the unemployed youth there and our district will also move ahead towards development. My humble submission to you is to grant a broadgauge line for Behraich district without delay and replace the steam engine of that slow-moving train with a diesel engine at least, add some more coaches to the train and run an express train on this line from Gorakhpur to Melani and Bareilly.

16.03 Hrs.

[SHRI PETER G. MARBANIANG *in the Chair*]

Sir, I had asked a question which was replied by you. My question was whether you pay compensation to the victims of accidents who die while travelling on the roof-tops of trains running from Barauni to Lucknow and your reply was that travel by train roof-tops is illegal and therefore, the victims of such accidents are not entitled for compensation. Sir, You have not provided any train to the labourers of Bihar and eastern districts who go to Kanpur and other western areas in search of jobs. They buy tickets and when there is no room in the bogie, they climb over the roof and travel. My question is this that why does the district administration allow the train to move with passengers sitting on its roof tops? That train should not be allowed to move unless the roof-top travellers are brought down. You have raised railway fare and freight. You should, at least, provide a Janata train with all second class bogies and without any

sleepers in order to provide room within the bogies to the poor people of the area so that they are not forced to travel on roof-tops. I also request you to do justice with that backward area so that the people do not take recourse to illegal means in order to secure their rights. With this, I conclude.

SHRI DEVENDRA PRASAD YADAV: Mr. Chairman, Sir, with regard to the Demand for Grants of the Ministry of Railways, I would like to say that although the Government is seeking additional funds after the presentation of the budget, yet no attention is being paid to North India in general and Northern Bihar in particular. This region has always been a victim of regional imbalance in every respect, be it industries, transport, education or any other field. This imbalance can give rise to many other problems. Therefore, keeping in view the national interest, I would like to urge the hon. Minister to check the imbalance prevailing in that session with regard to Railways and pay some attention to Northern Bihar also... (*Interruptions*)....

North India, and Northern Bihar in particular, is a very backward area in so far as Railways are concerned. I would like to draw the hon. Minister's attention to the problem of area located on Indo-Nepal border. A metre gauge line runs from Darbhanga to Jai Nagar there. Then, there is another station, Janakpur, the erstwhile capital of Mithilanchal. An assurance of considering its gauge conversion in 1994-95 budget was also given in reply to a letter. This is a historical place. Many tourists visit this place. The Railways can add to its revenues if the present line is converted into a broad-gauge one, that will boost tourism also. There are many talks of Indo-Nepal freindship and many schemes have been formulated to this effect. The Hon. Min-

ister should contribute his mite in this direction.

[English]

I would also like to draw the attention of the hon. Minister towards another important issue. Though Jai Nagar is a border area, yet no trains run there from 6 p.m. to 8 a.m. i.e. for 14 hours. There is need to enhance Railway facility here and this is also important from the security point of view. I hope, the hon. Minister will pay attention to it and provide more Railway facilities in Jai Nagar. (Interruptions)

[English]

MR. CHAIRMAN: Please conclude now. Your friends will also have to get a chance. Every member will speak for three minutes. The House has agreed to that.

[Translation]

SHRI DEVENDRA PRASAD YADAV: Mr. Chairman, Sir, kindly give me 3 minutes more. I want to highlight the problems of my area. Please appreciate the feelings of the Members.

Please do not exercise your rights so arbitrarily.

[English]

MR. CHAIRMAN: The allotted time is over.

[Translation]

SHRI DEVENDRA PRASAD YADAV: Please extend the time by one hour more.

MR. CHAIRMAN: I will give you one minute. Please finish your speech in one minute.

[Translation]

SHRI DEVENDRA PRASAD YADAV: I would like to draw the attention of the hon. Minister to Narpat Nagar. The freedom fighter Shri Suraj Narayan Singh came out from the Hazari Bagh Jail alongwith Shri Jai Prakash Narain in 1942 and he was in the front line of freedom fighters. Narpat Nagar is his native village which is under my constituency. I have been corresponding with the Central Government for the last three years to provide a halt there. The halt may kindly be named in the name of Shri Suraj Narayan Singh. Similarly, Nirmali to Thadbitea railway bridge should be reconstructed because it has collapsed and it crosses the Koshi river. Due to its collapse nearby Saharsa and other places are cut off from the other places. This bridge had collapsed before independence. It should, therefore, be reconstructed immediately. Similarly, the Jhanyharpur railway bridge over the Kamla river in north Bihar also should be reconstructed because buses, trucks etc. ply there frequently. Many proposals have been sent that Patna is the capital of Bihar so like Bousan local trains from Mokama to Patna and from Gaya to Patna should be introduced.

SHRI TEJ NARAYAN SINGH (Buxar): Mr. Chairman, Sir, Bihar has not been allocated any funds from the Rail Budget whereas other States have been given. Step-motherly treatment should not be meted out to Bihar. My first demand is to introduce an express train from Patna to Bangalore so that students

[Shri Tej Narayan Singh]

going to Bangalore for studies may be benefited by this facility. Hon. Minister's attention has been drawn towards this demand twice but he did not pay any attention. My second demand is that the Sasaram - Arrah railway line which was in operation since the British period should be restarted. The hon. Minister talks about the financial crunch. Crores of rupees have been allocated in this budget. This work can be done with Rs. 55 crores. I demand from the Government to restart the Arrah - Sasaram line, similarly my other demands are to double the Patna - Gaya single line, start the Rajgir railway line and make a halt at Jhangra for which there has been a long standing demand.

My one more demand is that the people travelling between Buxar and Patna should be allowed to have season ticket facility as has been provided for the commuters travelling from Aligarh to Delhi. The Delhi-Howrah Janata Express which stops at every station between Mughalsaria and Patna barring Barna. I demand that it should also stop at Barna.

In pursuance of the Supreme Court's verdict in 1987, a panel of casual labourers all over the country has been prepared. But the petition of labourers working at Buxar and Dildar Nagar is still lying pending at Danapur. The Government may or may not provide jobs to them but I demand that the list should be got prepared. The Buxar railway station links Uttar Pradesh with Bihar but it does not have any retiring room. I urge that this station should be modernised alongwith a provision of retiring room. Similarly arrangements for drinking water, clock room and for proper lighting should be made at Raghunathpur, Sikharia Halt, Bihiyan, Banahi and Kauria

stations. Since the Government do not have the shortage of funds, therefore, it must modernise all the railway stations between Buxar and Arrah so that the people there may have all the amenities.

I express my thanks for the time allotted to me. With these words, I conclude.

SHRI AYUB KHAN (Jhunjhunu):  
Mr. Chairman, Sir, I am on my legs to support the demands of the Railways. First of all, I would like to congratulate the hon. Prime Minister, the hon. Minister of Railways and the entire members of the Railway family who have assiduously drafted such a nice Budget and made commendable arrangements in such a juncture. It is only by their efforts that our country has been able to emerge in the front line of the Railways world. Shri Jaffer Sharief deserves our compliments.

The people of Rajasthan are very grateful to him because he has tried to stamp out the backwardness of the State like Rajasthan which has a glorious past. It is his endeavour that broad gauge has been laid in the remote areas and border areas like Barmer-Jaisalmer. I demand that my constituency Jhunjhunu also should be linked with broad gauge. Arrangements should be made at the earliest to link Riwari to Luharu, Luharu to Jaunjhunu and Jhunjhunu to Jaipur with broad gauge. If it is not possible to link it with the broad gauge at present, orders should be issued conducting a survey in the meantime.

There is a big copper plant at Khetri in my constituency. One or two passenger coaches should be attached to the goods train plying between Dabra to Singhana meant for the movement of copper products, so that nearly ten thou-

sand persons working there may be benefited. That train passes through 20 villages. I demand that it should stop at every village so that the local people may be benefited. I think copper project is ready to pay 50 per cent of the cost of the broad gauge and it has given in writing to link this rail line with broad gauge. If it is sanctioned by the Government the people of our area will be benefited. Ten thousand workers are working there who have not seen train there till the date. They will also feel pride.

Mr. Chairman, Sir, I express my thanks for giving me an opportunity to speak here.

SHRI JANARDAN MISRA (Sitapur):

Mr. Chairman, Sir, I would like to apprise the hon. Minister of Railways of train services in my constituency. Of the three stations in Sitapur, Viz Sitapur Junction, Sitapur Cantonment and Sitapur City, Sitapur Junction comes under the North-Eastern Railway while the rest come under the Northern Railway. I demand that all three should be placed under the North-Eastern Railway.

Sir, though Sitapur-Budhhal rail line has been converted into broad gauge yet only goods trains and one passenger train are being run on this line. Earlier four pairs of trains used to be run between Gonda and Sitapur. Therefore, I demand running of atleast three pairs of trains. I would like to submit that on this section hundreds of passengers commute to and fro Delhi. This will provide a direct link to Gonda-Gorakhpur via Sitapur. However, it is unfortunate that till date no train has been introduced on this route. Therefore, I demand running of atleast three pairs of trains for

the benefit of passengers. Many passengers from Gorakhpur visit Haridwar-Dehradun. So, I demand introduction of a train between Dehradun and Gorakhpur for the convenience of passengers of Gorakhpur, Gonda Barabanki and Sitapur.

Sir, there is broad gauge track upto Rampur on Lucknow-Kathgodam section. However, trains between Lucknow and Kathgodam terminate at Lal Kuan because of the track being metre gauge. Therefore, I demand conversion of rail line between Lucknow and Kathgodam into broad gauge for the conveniences of passengers of Sitapur-Lakhimpur and Pilibhit. Sir, rail line between Sitapur and Shahjahanpur needs to be renovated. The track up to Jangbahadur was renovated in 1992-93 but the work on the remaining 40 kms line was left incomplete. If it is renovated the Express trains could be run on this section because other trains take more than four hours between Sitapur and Shahjahanpur. If both, track as well as train services are improved then distance could be covered easily in one and a half hours.

[English]

MR. CHAIRMAN; Shri Syed Masudal Hossain.

(Interruptions)

SHRI SYED MASUDAL HOSSAIN (Murshidabad): Sir, Shri Haradhan Roy has given his name yesterday itself, I have given only today. (Interruptions)

MR. CHAIRMAN: So, you have lost your chance. Shri Haradhan Roy. You may take only three minutes please.

[Translation]

\*SHRI HARADHAN ROY (Asansol):  
Mr. Chairman, Sir, I shall speak in Bengali. Many members both from the ruling party and the opposition have mentioned about the Wagon Industry of West Bengal. No order is being placed for wagon both under the Public and Private Sectors. As I understand the Government want to import wagon from abroad thereby destroying our self-reliance. This is anti-national. Actually there is a deliberate move by the Government to close the public sector units with a plea of fund constraint. According to the Government, the PSUs are suffering due to lack of fund and there is no budgetary support also. It is deliberate move. The Government and Railway Ministry are party to this conspiracy. They want to destroy the PSUs which have been built up so diligently after 1947.

While speaking on the Railway Budget, I would like to mention that Railway fares are raised every year. Infact, bugetary proposals of the Railway Ministry never fail to increase the fares with every successive Railway Budget. But, Sir, is it fair in a country where 70% of the population live below poverty line? Majority of the population here just live from hand to mouth. How can they pay if the fares are increased every year? Moreover no facilities or proper services are provided to commuters although they have to pay more and more money every year. There is no drinking water, electricity, good catering service and proper toilets. Fares are raised like rituals without any service or basic amenities to the passengers. Thus you are forcing the public to travel without tickets and making them dishonest. After all why should they pay for the tickets when they are

deprived of any facility? Why they cannot be provided the basic facilities although they are paying higher rate of fare everytime? The money the railway earn belongs to the people of the country. This is not the property of the Railway Ministry or the Government of India. They have every right to get all amenities. Moreover, I must mention that you are running trains with out-dated and dilapidated bogies endangering the live of the people resulting in accidents. The Railway Minister himself confessed in this letter that due to financial crunch, he cannot provide new bogies and has to depend on outdated bogies.

Sir, my next point relates to wagon pilferage and wagon breaking in our country. I am sorry to say that GRP, RPF and railway officials are involved in wagon pilferage and wagon breaking in my area Ranigang Station. Railway land near quarters of GRP Railway employees has been illegally occupied and a sweet shop has come up. Here it is not only wagon breaking but coal, iron are also accumulated under the cover of the sweet shop. It is a den of the anti-socials indulging in all kinds of criminal activities such as wine, woman and gambling. The staff residing in the quarter protested against these types of activities. But they were beaten up and threatened with dire consequences if they dare to raise their voice. The complained to DRM and other concerned authorities but without any result. I also wrote a letter to the DRM of Asansol, G.M., Eastern Railway and the Railway Minister. But this was a futile exercise without any result. Instead of taking an action the DRM made a plea saying that since there is a Railway Hawkers Union Office, he is unable or I must say reluctant to take any action. Immediately I requested the Union Mem-

---

\* Translation of the speech originally delivered in Bengali.

bers to dismantle their Office and they immediately obliged. But, the sweet shop still remains intact and the illegal activities are continuing. Moreover, Kali Temple has come up to cover their illegal activities.

Sir, I want to bring to the notice of the Railway Minister that the vacant land of the Railway has been illegally occupied in connivance with the high officials and GRP and RPF. My suggestion was to construct some bazars so that the unemployed youths can have some avenues for their self existence. I requested the DRM to build up some small markets at Sitarampur Railway Station so that the unemployed youths can have some kind of employment. But my request was declined.

MR. CHAIRMAN: Mr. Haradhan Roy, please sit down.

SHRI HARADHAN ROY: Sir, how can that be? I have some more points. This is sheer discrimination. If I am not allowed to speak I shall walk out in protest.

MR. CHAIRMAN: Please sit down. Nothing will go on record. I shall call the next speaker.

SHRI HARADHAN ROY: Sir, this is not fair. I am walking out in protest.

[English]

SHRI S.S.R. RAJENDRA KUMAR (Chengalpattu): Hon. Chairman, Sir, thank you for giving me this opportunity for raising my suggestions in this august House through you. Presenting his fourth consecutive railway budget, the hon. Minister for Railways, Mr. Jaffer Sharief has imposed an overall increase in

passenger fares. This will greatly affect the general public as well as the tourists. Faced with a squeeze in Plan outlay, the Minister has budgeted for a Revenue hike of Rs. 997 crore for the year. And of this, 80 per cent is to come through the freight route. Ignoring the recommendations of the Committee led by Mr. Nanjudappa on fare and freight hikes, which advised the Government to go slow on freight rate increases, the hon. Minister has not taken this suggestion in his mind, and the freight rates have raked in Rs. 800 crores - a 7.5 per cent increase over the revenue released in 1993-94.

As for passenger fare hikes, which is what the Committee advised him to focus on, the hon. Minister has only raised rates to bring in Rs. 197 crore. For eight or nine odd freight items, which account for more than 90 per cent of the rail traffic, already high rates have been revised upward. Among these are commodities, like fertilisers, iron ore, coal, cement and steel.

I would honestly suggest and present some of my views in this regard which should be followed even before preparing the budget. Our dynamic leader, Puratchi Thalaivi Dr. J. Jayalalitha, had said on many occasions to consider the State Governments and their views in regard to the development and reconstruction of the departments concerned not only with railways but also in all departments under the Union Government concerned with the State Government.

We could clearly see that there are many complaints from MPs that their constituencies and States are being neglected by the railways. It is not wrong on our part of fight for more stations,



[Shri S.S.R. Rajendra Kumar]

more trains and more railway lines with required facilities.

A scheme has been worked out for improving the utilisation of passenger coaches. This is appreciable. Under the scheme, the railways have done away with the six-hour layoff of passenger coach after each run at the terminal station for washing and maintenance checks. Instead, this will be done after a minimum of 2,000 kms and a maximum of 3,000 km run of the rake. This will enable the railways to run more trains with the same number of coaches.

Since the procurement of coaches has been reduced by 600 during the current year, the two captive coach manufacturing units have been told to diversify and make containers and bus-bodies. The two units - the Integral Coach Factory at Perambur in Madras, known as ICF, and the other at Kapurthala—need a lot of new machinery and modernisation for its requirements.

There is a railway bridge being constructed at Madras joining the Central Station and Mylapore. It has been started and is going on for a long time. It seems that only due to want of funds, this is getting delayed. Since this lies in the heart of the city, the hon. Railway Minister should concentrate to finish it at least before the end of this year.

There is a proposal to construct an over-bridge at Tirupur-Kunathur road for connecting the north and south regions. Construction of road over-bridge and the redecking of the existing road over-bridge will be at an estimated cost of Rs. 123.95 lakh. We are very much surprised that the entire cost is being borne by

Tamilnadu. And the Union Government is not giving any importance to the State Government's suggestions at least in the administrative interest.

SHRI BOLLA BULLI RAMAIAH (Eluru): Mr. Chairman Sir, I have only a very few points of submission, I may mention here that increasing the fares of the goods and passenger traffic is not the only efficient method of operating. Improving the performance would require efficient use of fuel, efficiency in operation, more and more electrification, dieselization and replacement of the old locomotives with new ones and so on. Also, we have to lay emphasis on more new lines and track renewals. Doubling of the track and construction of bridges wherever required are of equal importance to avoid accidents. New Zones which are being contemplated may be sanctioned as early as possible and Visakhapatnam be brought into the new zone of South Central Railways, as already requested by some of the other hon. Members.

Coming to my area, a lot of things are required there. Express trains require AC two-tier coaches. Howrah-Tirupati has a first class compartment which is absolutely unfit for use. It should be changed immediately. The track of Kakinada-Kotipalli which had been removed earlier should be replaced as early as possible. Also, Bhadrachalam-Konvur line, which has already been surveyed twice should be taken up. A lot of facilities are to be provided to improve the platforms to cater to the needs of the long trains. Shelter area should be extended and water supply position should also be improved. There should also be a provision for diesel power generator sets in the railway stations to cope up with long durations of power failures.

I must also point out that to take care of the increasing traffic on Vijayawada-Bhimavaram-Nidadavelu line, doubling of the line should be done as early as possible. To improve the service of the express trains, we have to increase the speed and also change the timings in order to give an optimum passenger service. Kaikalur station requires a lot of improvements and Tanuku station also requires some improvement in its shelter area. More and more coaches should be manufactured as early as possible so that we are able to meet our requirements and then export also if possible.

SHRI SRIBALLAV PANIGRAHI (Deogarh): Mr. Chairman Sir, Indian Railways is unique in the world and we are proud of it. It has many a unique feature to its credit. It is the largest railway system in the world. It is also the largest organisation under a single management with more than 1.7 million employees on its rolls. It also happens to be the biggest public sector which is the largest caterer in the world. It has many other unique features too. The Chairman of the Railway Board is the Secretary of the Ministry of Railways. We have a separate Railway Budget. As there is no time to describe the uniqueness of the Indian Railways in detail, I would come to the problems of the constituency.

First of all, let me mention that even in the backdrop of a very difficult year, this is rather a soft Budget with only six per cent increase in the fares and freight charges. Viewed against the backdrop of severe resource crunch, after three successive harsh Budgets, this is a soft Budget. A huge amount of Rs. 977 crore has to be mobilised in this financial year. The expectations of the people are rather high. Railways play a tremendous role in the economic development of the country. It is also an

effective medium to strengthen national integration.

The funds provided from Sambalpur-Talcher line are not spent though a scanty amount was provided. In 1984 Mr. Rajiv Gandhi laid the foundation stone. It was to be completed in five years time but less than one-third of its work has been done upto now. I would request the hon. Railway Minister to take necessary steps for completion of construction of this line as early as possible, preferably within one year's time.

MR. CHAIRMAN: Please conclude now.

SHRI SRIBALLAV PANIGRAHI: Sir, I am sorry that I spoke. (*Interruptions*)

[*Translation*]

DR. RAMKRISHNA KUSMARIA (Damoh): Mr. Chairman, Sir, this Budget has further increased regional imbalance. No development work has been undertaken in Bundelkhand region which includes Panna, Damoh and Tikamgarh areas. There are collieries in Singrauli, diamond mines in Panna, granite mines in Khajuraho and lead mines in Damoh. Though a large number of minerals are found there yet due to lack of transport facilities industrial development has not taken place there. During a meeting the hon. Minister had given an assurance to the hon. Members of Parliament including Shri Vajpayee and Mis. Uma Bharti for construction of a rail line for which survey has already been completed. I urge for removing such an imbalance.

Similarly due to absence of proper rail network passengers do not enjoy proper rail services between Katni, Beena and Bhopal. If a train from Varanasi to

[Dr. Ramkrishna Kusmaria]

Bombay Via Beena is introduced then it will greatly benefit the people of the area and will also help in removing the imbalance.

By introducing a train between Reeva and Bhopal via Beena regional imbalance can be removed and it will also be of great benefit to the passengers commuting on this route.

I am thankful to the hon. Minister for giving sanction for the construction of an overbridge in Damoh. However, I urge that the site selected should be got inspected again and a better site should be selected where over bridge at lower cost could be built without any objections.

Further, I would like to bring to the notice of the hon. Minister the fact that despite increases affected in fares, facilities have declined and rampant corruption is also there. Readymade garments of the value of Rs. 2 lakh were booked at Howra by one Mr. Bhagchand Jain, a resident of Barha Malehare for Satna. However, the consignment is yet to be received by him at Satna. Though a complaint in this regard was made to the hon. Minister yet no reply has been received. He filed a claim too but nothing turned out. Compensation to the farmers of Mujhguna Hansraj village in Damoh district for 12 acre land acquired in 1965 for Katni-Bina line is yet to be paid by the Railways.

Unauthorised people have occupied the Railway quarters in Jabalpur and railway employees there have not been given allotment. These illegal occupants are paying rent to private individuals and the amount is being pocketed by the

latter only. This scandal of lakhs of rupees should be checked.

With these words I thank you for giving me the time to speak. (*Interruptions*)

[*English*]

MR. CHAIRMAN: Nothing will go on record.

(*Interruptions*)\*

[*Translation*]

SHRI RAMASHRAY PRASAD SINGH (Jahanabad): (*Interruptions*) Indian Railways is the largest land transport organisation in Asia. Indian Railways have 62,486 kms long network. Private carrier operators are minting lot of money while qualitative improvement in the Railways is abysmal. Indian Railway is the life line of India. Many commercial benefits could be derived from the Railways and it can provide sample employment opportunities too. However, situation here is such that due to many a lacuna in management of the Railways the economy is unable to attain expected heights. Corruption is rampant in Railways and I can cite a number of examples in this connection. In fact the honest are being penalised in Railways while the corrupt are being given all encouragement. Therefore, I would like to submit that this way no improvements could be made in the Railways. If improvement is not effected in the Railways then how will the economy improve?

The second thing which I would like to say regarding the Railway Budget is that this time also Bihar has been ne-

\* Not recorded.

glected. Bihar has never been a beneficiary. Sir, through you, I would like to submit that it is the tenth occasion when I am speaking on the Railway Budget and in all the Budgets Bihar has been neglected. Patna-Gaya rail line has not been doubled till now. This rail line is quite old and was built by the Britishers.

[English]

MR. CHAIRMAN: Please conclude.

[Translation]

SHRI RAMASHRAY PRASAD SINGH: After nationalisation Fatwah-Islampur rail line was closed. There is no trace of rail line from that place for upto 150 kms in the direction of Falgu river on Gaya route. We suggested extending of Fatwah-Islampur metre gauge line upto bodhgaya for the benefit of the people. Right from the beginning the Governments' attitude has been such that no attention is paid towards development of an area till extremism does not surface and then feelers for agreement are sent. Right from the beginning such is the attitude. Untill and unless the whole of the country witnesses upsurge of extremism, like Punjab, Kashmir, Assam and Bihar, no developmental efforts will be made. We urge them to eliminate corruption. Loss in freight and passenger movement should be made good. There are no facilities for passengers.

[English]

MR. CHAIRMAN: Do not record anything more of whatever he says now.

(Interruptions)\*

MR. CHAIRMAN: I now request the hon. Railway Minister to reply to the debate.

(Interruptions)

SHRI C.K. JAFFER SHARIEF: Mr. Chairman, we have listened to a comprehensive range of views on the Railway Budget first during the general debate and now when the Demands for Grants have been discussed. Members from all sections of the House have shown keen interest in the affairs of the Indian Railways. I am indeed grateful to them all (Interruptions). If you interrupt like this, how can I reply to the debate? There has been some praise and appreciation and understandably some criticism as well. (Interruptions)

MR. CHAIRMAN :Please sit down.

SHRI C.K. JAFFER SHARIEF: I do welcome criticism from the peoples representatives, for that is a very important source from which this mammoth organisations called Indian Railways can get valuable feedback about its performance and on the expectations of the people, and try to respond in the best interest of the country. I would like to repeat that all suggestions for improvement will receive our earnest attention. The Standing Committee on Railways have taken great pains to scrutinise the Budget and performance of the Railways and have presented their reports on various subjects including the Demands for Grants for 1994-95. I am grateful to them for their valuable suggestions and recommendations which will be examined by the Railway Ministry in earnest and the action taken will be reported to the Committee in due course. Actually, the

---

\* Not recorded.

[Shri C.K. Jaffer Sharief]

efforts to raise the performance of the Railways in every respect is an ongoing process, and I have taken the House into confidence about the steps planned to be taken.

With your permission, Sir, I would like to cover briefly the areas of achievement or action taken by the Railways as a follow-up to the announcements I have made in my Budget Speeches.

Beginning with passenger amenities. I would like to mention that the provision has been raised to the level of Rs. 63 crores in 1993-94 and Rs. 60 crores in 1994-95, as compared to expenditure of Rs. 36 crores in 1992-93 and average of about Rs. 22 crores in the two previous years. Basic amenities like drinking water and additional amenities such as platform covers, water coolers, etc. are being systematically provided, wherever there is deficiency. This is an ongoing process which is continuously monitored. Inspecting officers have been nominated to look into the amenities and initiate immediate remedial measures wherever shortcomings are noticed.

So far, One AC three-tier coach has been provided on the Rajdhani Express between New Delhi and Bombay Central, New Delhi and Howrah, Hazrat Nizamuddin and Madras, Hazrat Nizamuddin-Bombay Central August Kranti Express. It is planned to manufacture 65 coaches in the current year to replace chair cars on the Rajdhani Expresses. Trials of another type of AC three-tier coach are expected to be completed this summer, and thereafter 20 such coaches will be produced in the current year for important long distance trains.

Travelling Safaiwalas have now been provided on 62 important long distance trains under the control of the Train Superintendent/Conductor for effective supervision.

Sir, we are fully alive to the criticism about the state of cleanliness of coaches. The Railways have now introduced special jet cleaning at 92 stations all over the Railways to ensure quick and effective cleaning. A new intensive cleaning schedule has been introduced and travelling Safaiwalahs have been provided on important long distance trains.

Sir, I am aware that this is an area where demands continue to arise. Some of the hon. Members have given suggestions both in the House and separately. As the House is aware, the introduction and extension of train service requires substantial inputs not only on the rolling stock, but terminal facilities, maintenance set up for increasing of line capacity. While we are constantly providing the inputs through our Annual Plan, the demand is always in excess of the capacity. So, rationalisation of optimal utilisation of available resources is being done for providing more services.

There is also a demand for speeding up of the trains. During last year nearly 200 broad gauge and 166 metre gauge trains were speeded up on an average by 48 minutes and 35 minutes respectively. This is a continuous process. But at the same time, the Railways received a large number of demands for providing additional stoppages of trains. Such demands have been made by hon. Members also. I would like to submit that every stoppage take extra time not only for the duration of the halt, but much more in the process of slowing and then picking up speed again. The effect of additional stoppages on the running time

of long distance express trains may well be imagined. In the case of superfast trains, particularly the public and the consumers' forums expect us to provide fast and comfortable service, since we are levying extra charges. I would therefore, like to appeal to all the hon. Members not to propose additional stoppages at least in these cases.

SHRI NIRMAL KANTI CHATTERJEE (Dumdum): Are you cutting down Rajdhani time?

SHRI C.K. JAFFER SHARIEF: Yes, we would like to. If people do not pressurise for halts we can always increase the speed and cut down the running time.

The House is aware that for expansion of the Railway network and for improvement in the service, considerable inputs are required, for strengthening the track structure in order to achieve higher speeds, investment is signalling and communication to ensure safe travel, computerization of freight operation and passenger reservations to improve the quality of service, to achieve better customer satisfaction. There has been a severe resource crunch faced by the Railways, mainly due to decline in the Budgetary support, aggravated by the inability of the State Electricity Boards to pay the freight outstandings in time. These have severely limited the manoeuvrability of the Railways. Every effort has been made to increase the internal generation of resources. One such area has been the commercial exploitation of air space and land management to which some of the hon. Members referred.

The Experts Committee has already submitted its Report for commercial utilisation of air space and property

development on Railways. The principles for utilising the Government land for commercial purposes, in order to raise resources to assist in the development are yet to be decided. The guidelines to be followed have already been finalised by the Committee of Secretaries. These guidelines are yet to be approved by the Cabinet.

To speed up the take off of the various projects, once principles are decided in this respect, the Railways have already started preliminary work at identified prime locations by calling for conceptual plans from eminent architects. An understanding on this has also been reached with the Government of Maharashtra.

I wish to assure the House that Railways have evolved a policy of massive gauge conversion after a very careful consideration of all relevant factors. The Railways had proposed an outlay of Rs. 45,000 crore in the Eighth Plan to carry the projected traffic.

17.00 hrs.

This was reduced to Rs. 22,202 crore. We had a huge backlog of replacement of metre gauge track, coaches, wagons. When transport capacity had to be increased within a much lower outlay and the share of metre gauge was steadily falling... (*Interruptions*)

SHRI PRATAP SINGH (Banka): I would like to seek once clarification on the subject, which you have been talking about. What was the philosophy behind giving priority to broad gauge and changing the conversion from metre gauge to broad gauge rather than giving preference to covering extra areas and extra mileage? There must be very good rea-

[Shri Pratap Singh]

sons which have persuaded you to prefer having doubling of broad gauges and conversion to metre gauge. I want you to enlighten us... *(Interruptions)*

MR. CHAIRMAN: Mr. Minister, if you yield to them, then there will be no end to the debate. *(Interruptions)*

SHRI BHOGENDRA JHA (Madhubani): Sir, the Railways have taken some decisions which go against the national interest and on that point I wish to say that the gauge conversion is the sensible policy that has been adopted. And that understanding of the Standing Committee must be rejected. *(Interruptions)*

SHRI C.K. JAFFER SHARIEF: Sir, we had a huge backlog of replacement of metre gauge track, coaches, wagons. When transport investment had to be increased within a much lower outlay and the share of metre gauge was steadily falling, the economics of its operation was poor. The hard fact is that even though the metre gauge constituted 38 per cent of the total track kilometres, it originated only 8 per cent of freight traffic and 12 per cent of passenger traffic. The operating ratio on metre gauge is of the order of 171 per cent. We decided that gauge conversion was the solution meet the transportation and development needs and at the same time improve the viability of the system. We noted that funds required for this purpose over and above what the Plan provided could be found by avoiding metre gauge track renewals and traffic facility works including some doubling works, which would be no longer necessary because of alternative routes becoming available by gauge conversion. The gauge conversion proposals have been approved by the Plan-

ning Commission and are also consistent with the recommendation of the Committee on Expansion of Railway network.

Sir, I would like to respond to my friend, who wanted to know very good reasons for giving a thrust to this gauge conversion.

I am very happy that by seeking some more clarification, the hon. Member has given me an opportunity to clarify not only to this House but also to the country through this House. Sir, the investment on metre gauge, not today, but for the last ten to fifteen years, which the hon. Members might not be aware, has been very poor. In other words, since there were no returns from the metre gauge, the Railway was also not investing more on metre gauge.

Some friends have talked about upgradation of the metre gauge. I was informed about it when I was the Minister of State in 1980s and I did not find any upgradation at all. On the contrary, there was more negligence on metre gauge and hardly there was any investment. *(Interruptions)*

SHRI BASUDEB ACHARIA (Bankura): Why was there no investment in the metre gauge system?

SHRI C.K. JAFFER SHARIEF: Mr. Acharia, you have taken long time while participating in the debate. Mr. Chairman, Sir, you would have been there at that time. Mr. Acharia, please do not interrupt me. Let me explain. I want the House to understand. I want the people to understand.

Sir, particularly in gauge conversion, with the New Economic Policy and the New Industrial Policy, you will appre-



ciate that every area needs development. What I have found in my experience of earlier five years and now with the Railways Ministry, there has been hardly any confidence built up in the mind of investors.

The investors have confidence only in the broad gauge area. So, the investments have gone only to those areas. The Railways were under the compulsion of finding out alternative routes. I entirely agree with the hon. Member that the question of investment on new lines or building up new line capacity, or doubling of line, is equally important. I can tell the House that we have hardly compromised any where, whether it is the area of new lines or the area of doubling. Whatever it used to be in the previous years and in the previous Plan periods, is being maintained. It has not been sacrificed at all. What they had done by taking up the gauge conversion, we have reduced the cost of conversion.

Some Members have said that there are no platforms, there are no railway stations, there is nothing. What is primarily required for investment climate is the line. If there is a track, if there is a line, then naturally the investors will come. Then, according to the development in the area, you can build a platform. Suppose an industry comes up where you have to load or unload, you need a platform. Who denies that? You build a platform. Suppose there is a growth of township and lot of passengers come and go. You build a station there. You give all the facilities. I do not deny that. But before that, to get the investment attracted, to get jobs created, to see that the neglected areas are developed, you first lay the line. This is what is required. Today if I have stopped the operation of trains in a metre gauge area, the Railways are benefited from

that. This we should understand. Broad Gauge is subsidising the Metre Gauge. How long can this go on? If the Railways can save money, the same money can be available to you for development. This is as simple as that. So, I hope, our friend is satisfied.

SHRI PRATAP SINGH: It is not quite clear to me, Sir, I would like to have a further clarification. The Minister has joined up both the questions... (*Interruptions*)

MR. CHAIRMAN: Please do not intervene.. Let him finish.

SHRI PRATAP SINGH: With his permission I am asking, Sir.

MR. CHAIRMAN: No.

SHRI C.K. JAFFER SHARIEF: Sir, when we took 'unigauge' project in our hand from the year 1992-93, I had surprised the hon. Members of its advantages for the country as well as for the Indian Railways. I would like to highlight an important aspect of this project. The cost of haulage of freight traffic of M.G. system is more than twice of that on B.G. system. It is also more than what we get as freight charges from our customers. Thus, each tonne of freight carried on M.G. causes us losses. Thus, by converting M.G. lines into B.G. lines, we would be replacing a highly inefficient system by a far more efficient system. Thus while on one hand it would eliminate subsidising of M.G. system by B.G. system, on the other hand, an efficient B.G. system would act as a catalyst for rapid industrialisation of these regions and provide more convenience to our passengers. This is what I have just now explained to the hon. Member.

[Shri C.K. Jaffer Sharief]

Railway users are already witnessing the benefits of gauge conversions that have been completed. Better train services, made possible by gauge conversion include the Jaipur-Bombay Superfast Express, extension of the Tapovan and Durgam Expresses to provide a direct faster service between Marathwara region and Bombay, the Madras-Kanyakumari Express, linking Madurai and Tirunelveli on Broad gauge services from Delhi and Calcutta to Kathgodam to reach Nainital etc.

Industrial development, as a result of gauge conversion, is evident at Aurangabad and Baramati where a number of new units are coming up. Gauge conversion of certain routes has resulted in relieving congested routes or removing transport bottlenecks. The conversion of Sitapur-Burhwal has reduced the distance between Rosa and Burhwal by 53 km, and had reduced congestion at Lucknow and the route via Lucknow. The conversion of Bikaner-Jodhpur and Sawaimadhopur-Jaipur-Phulera-Merta Road serves to decongest the broad gauge route from Delhi to Bombay.

It will promote salt traffic, fertilizers, POL traffic from Gujarat to Rajasthan, Haryana and Punjab. The utilisation of Sawaimadhopur-Jaipur line has already improved with four daily goods trains as against one prior to conversion. The transshipment point at Delhi Sarai has been closed after conversion of Delhi-Rewari section. The conversion of the line from Madurai to Tuticorin has reduced distance from Erode to Kanyakumari by 78 kms. and provides an alternative route to heavily worked Erode-Trivandrum line. The goods traffic on the Maniyachi-Tirunelveli-Virundhungan-Madurai section has dis-

tinctly picked up. The Purulia-Kohtsila conversion provides an alternative route to the Chandil-Muri single line—that has to be removed now, because you do not want it.

SHRI BASUDEB ACHARIA: We are not opposed to conversion. But it should not be at the cost of new line. *(Interruptions)*

MR. CHAIRMAN: No interruptions will go on record.

SHRI C.K. JAFFER SHARIEF: Because of that line, iron ore movement to Bokaro Steel Plant has become much smoother.

Gauge conversions in the past were treated almost on par with the new lines, with provision of new station buildings, service buildings, staff quarters etc. Since it is now taken up as a strategy to enhance operational fluidity and throughput, to improve service and boost industrial development as quickly as can be managed, the approach is to achieve this at the least cost. While track of required standard and signalling consistent with safety and the desired speed are created for, only essential facilities required for passenger and freight movement are provided. Other types of improvements will only be taken up later. Thus the cost of gauge conversion is coming to about Rs. 52 lakhs to Rs. 60 lakh per km. with new track on average terrain as compared to about Rs. 80 lakhs per km. earlier.

During the discussion, some of the hon. Members have apprehended that the thrust on gauge conversion is causing adverse effect on the progress of construction of new lines and doublings on the Indian Railways. I would like to

remove this apprehension of the hon. Members, which would be evident from the fact that the average length of new lines commissioned during the Sixth and Seventh Plan is 230 kms. and 176 kms. respectively per annum. The progress achieved during the first two years of VIII Plan, after we took up unigauge project is 230 kms. per annum. Similarly, for doublings, annual progress achieved during the VI and VII Plan was 141 kms. and 170 kms. respectively, whereas the lengths commissioned during the first two years of VIII Plan have been 496 kms. In fact, during the current year 1994-95, the length of doublings to be commissioned will be more than 300 kms. which is the highest in the last two decades.

When I had presented my Budget in this House, the hon. Members from Bihar had voiced concern about lack of schemes for their State. I am afraid, they have done so without going through the Budget documents. In fact, a provision of Rs. 179 crores has been made for progressing with various works such as new line, gauge conversion, doublings, safety works, railway electrification and workshops in the State of Bihar, which is much more than what is provided for various other States in the country.

A new broad gauge route from Muzzafarpur to Razaul would be opened during this year.

I have repeatedly mentioned in this House that safety is a prime concern of the Railways. The stress laid on this aspect has brought about a reduction in the total number of train accidents, despite intensive utilisation of the railway assets. The number of accidents which was 530 in 1991-92 has been reduced to 520 in 1993-94, while in terms of accidents per million train kilometres, the figure has reached 0.83 in 1992-93 as against 0.86

in 1990-91. The decreasing trend is continuing in the current year, despite the fact that accidents at unmanned level crossings have increased.

The Railway management is fully alive to the need to eliminate human failure which is very often the main factor contributing to accidents. Intensive counselling, improved training and better working environment are being provided and, at the same time, the performance of critical categories of staff is regularly monitored. I do expect improvement, not only in the statistics, but also in the number of serious accidents. As I mentioned in my Budget speech, significant allocation is being made for manning of level crossings to prevent those accidents that arise from negligence of the road users. Other safety works are also being funded more liberally. I am sure the State Governments will also cooperate in this.

Some of the hon. Members have commented upon the poor punctuality of trains. During the years, 1991-92 and 1992-93, the percentage of mail and passenger trains not losing time was 92.9 per cent and this has improved marginally to 93.3 per cent in 1993-94. I would like to assure the House that there will be no complacency in regard to improving the Railway performance further. Railways are making every endeavour to avoid detention of trains within their control. The running of trains is monitored round the clock at different levels. For long term improvement in speed and punctuality measures, such as strengthening of track signalling, more powerful locomotives, better design of coaches etc., are being taken. As mentioned in my Budget speech, new coaches to be manufactured from the current year onwards will have air brakes for higher efficiency. But very often Rail-

[Shri C.K. Jaffer Sharief]

ways' efforts are seriously affected by external causes like agitations and bundhs, squatting on the tracks, alarm chain pulling etc. Railway authorities at different levels maintain contact with the local civil and police authorities to enlist their cooperation for tackling these problems.

With a view to rationalise the existing pattern in terms of number of services available, stations served etc. to cater to the needs of passengers on various routes, a study was got conducted in respect of north-south route which is the most difficult and congested one. As a result of the study, a new train between New Delhi and Nagpur has since been introduced.

In fulfilment of my proposals in the House, 126 new trains were introduced in 1992-93 and 135 new trains during the year, 1993-94.

The hon. Members from Bihar have been requesting for the introduction/rationalisation of train services from Bihar area. In deference to their desire, I am happy to inform the House that Magadh Express and Purwa Express are being speeded up from 1st July, 1994 so as to bring them to Delhi earlier. After speeding up, Magadh Express will reach Delhi at 10.30 AM while Purwa Express scheduled to arrive at 08.05 AM. I am also happy to announce that w.e.f. July, 94 Railways will be providing Rajdhani services both via Grand Chord and main line on Fridays ex-New Delhi and on Sundays ex-Howrah, thereby fulfilling a long pending demand of the people of Bihar and Eastern UP.

A weekly Rajdhani Express to Bangalore via Secunderabad was introduced

in November 1992. As the patronization of the train was encouraging, another Rajdhani Express to Madras was introduced in July 1993. It is being extended at Thiruvananthapuram in the current year. A weekly Rajdhani Express train has already been introduced in the current year between New Delhi and Bhubaneswar. A weekly Rajdhani Express is proposed to be introduced in the current year between New Delhi and Jammu Tawi.

In deference to the desire of some of the hon. Members demanding additional services during the General Discussion on the Railway Budget, it has been decided to introduce a reverse Shatabdi Express between New Delhi-Chandigarh and Kalka. It is also proposed to introduce a Shatabdi Express — I think my friend from Himachal Pradesh will be happy — train between New Delhi and Amritsar. Efforts are on to make available the suitable rolling stock for the train.

The passenger traffic in and around 16 cities (Lucknow, Kanpur, Varanasi, Patna, Indore, Bhopal, Nagpur, Ahmadabad, Surat, Vadodara, Pune Secunderabad, Bangalore, Coimbatore, Madurai) with a population of one million and above, and certain others including the four metropolitan cities, will be catered to by progressive introduction of Push-Pull/Diesel Multiple Units and main-line Electric Multiple Unit services, and faster air brake passenger services. DMU-type Push-Pull services have already been introduced on 17 sections, and 8 others have been identified for such services in the near future. EMU services will be introduced on the New Delhi-Ghaziabad-Aligarh Section. This is to separate short distance and the long

distance passengers, mainly to take care of the commuters.

The first proto-type consist of DMU, with one motor coach and 2 trailer coaches has been turned out by ICF. A rake will have three such Consists. Series production will be taken up after necessary trials. It is expected that 6 BG rakes and 2 MG rakes will be manufactured by March, 1995.

A proto-type main-line Electrical Multiple Unit is being manufactured for trials on the Asansol-Burdwan line. In addition, 120 ME MU coaches are proposed to be manufactured in the current year.

An order for 5 BG rail cars has been placed on BEML, Bangalore, and production will be taken up after trials of the proto-type which is expected shortly. Action has also been initiated for 5 MG rail cars. Five sections have been identified for introduction of rail buses.

Some of the hon. Members pleaded for speeding up of railway electrification continues to remain a major thrust area for the Indian Railways. In our Eighth Plan proposals, the intention was to complete electrification of 3500 RKM with an outlay of Rs. 1709 crores. With the outlay being reduced to Rs. 1350 crores, the target was brought down to 2700 RKM. Out of this, we have completed 479 RKM and 505 RKM in the first two years of the Eighth Plan, achievement of the Plan target will require stepping up of annual targets as well as the financial outlay. At this juncture, it becomes necessary to reckon one or two other factors that are relevant. Firstly, gauge conversion of certain routes provides alternative routes to sections that would otherwise be taken up for electri-

fication. Secondly, in the immediate context, there is a mismatch between the requirement of electric locomotives and their production, which is somewhat lower. This situation is expected to get remedied in the next few years and it would be advantageous to have investment on railway electrification guided by this basis also, among others. Keeping all factors in view, the Railways are maintaining adequate progress of electrification.

Sancion of new projects and execution of projects will be done with due regard to the priorities of the different routes and sections.

Cost of railway electrification for a double line section has steadily gone up during the last decade to about Rs. 60 lakh per route kilometre for sections, energised in 1992-93. Through technical innovations, rationalised working, reduction in time period for execution, economy in buildings, reduction in overheads etc., the cost is proposed to be brought down to about Rs. 50 lakhs per route kilometre. RDSO and CORE have been instructed to formulate further steps for implementing the guidelines.

There has been criticism that Railways are not making plan proposals to tackle it in total and in specific areas. I wish to assure the House that the Railways are fully conscious of the developmental needs. I think the House will appreciate that on one side, you do not want the development to go on. But a bigger Plan does not necessarily mean that it is the most effective or useful Plan. Resources are scarce and costly, and they have to be utilised optimally. What I have in mind is that our investment in any type of plan activity should be strictly related to the level of need in that area

[Shri C.K. Jaffer Sharief]

of activity. Procurement of rolling stock is an area where we have been making the maximum proportion of investments in recent years. Now we have made a review again. We find that in the first two years of the Eighth Plan the offer of freight traffic has been much lower than expected. There has been a drop in lead also, thanks to the increase and spread of industrialisation; which is certainly a welcome development from an overall point of view. Here I want the Parliament and the hon. Members to understand one thing. There has been very heavy investment on the rolling stocks on the coaches, on the wagons, without rationalisation. As I have seen myself, whether it was last year's Budget or this year's Budget, the Members have sat throughout the night. Even in this year's Budget there had been a discussion up at 4 O'clock in the morning. This is not the first experience. Earlier also, this had been my experience that Members do take lot of interest in the development of their constituency, their region, their States etc. If you want investment in the network, then you cannot go on making investment in every year.

SHRI BASUDEB ACHARIA: For the expansion of network, you need more rolling stock.

SHRI C.K. JAFFER SHARIEF: When you become the Minister you will also realise what is more important. What is more important is the need based investment. There have been lot of wagons lying here and there either in colliery or yard or elsewhere.

MR. CHAIRMAN: Please address the Chair.

(Interruptions)

SHRI C.K. JAFFER SHARIEF: What is necessary is to find money for enlarging the network.

. Today people in the country want growth everywhere. They want development. If we have to find resources, you cannot find extra resources, we will have to find it within the available resources. So the question is of prioritising the investment. Where should the investment go? Even after 40 years we have not been able to enlarge the network of railways. I entirely agree with the sentiments expressed by the hon. Member of this House that we have not been able to invest more. We have allowed rolling stock to accumulate just to patronize some industries who are in the manufacturing area; they need not be purely in the private sector, it can also be in the public sector. It is also a fact that the workers are having certain problems. (Interruptions)

SHRIMATI MALINI BHATTACHARYA (Jadavpur): There is no balanced investment. Where is the balance?

SHRI C.K. JAFFER SHARIEF: Please bear with me because I know it since I am working in this Ministry. The industrial workers are having some problems. I do agree on that and to the extent possible we do take care of them. But I cannot just divert funds to look after a small section depriving the benefits to a large section. The vision one should have is the overall development of the country, particularly in the field of economic development.

With the invention of certain innovative maintenance and operating practices we are confident to achieve higher mobility of our rolling stock thereby improving the productivity and reducing

the requirement of additional rolling stock and, therefore, the Ministry has undertaken the exercise to calculate the need of additional rolling stock on the basis of actual requirement. I assure the House that adequate provisions have been made for the funds of rolling stock to cater to the traffic needs.

Similarly, passenger traffic growth, which was projected at 5 per cent did not materialise. The first year of the Plan showed a drop of 4.6 per cent, and in 1993-94 also the growth was poor. For 1994-95 we have estimated a growth of only 2 per cent. There is also much greater emphasis now on improving utilisation.

The disposal of scrap as a source of raising funds is now receiving greater attention. The value of scrap disposal has steadily improved in the recent years, from Rs. 410 crore in 1990-91 to Rs. 540 crore in 1991-92 to Rs. 679 crore in 1992-93 and to Rs. 8.43 crore in 1993-94. I think you can understand this. *(Interruptions)*

SHRI BASUDEB ACHARIA: It is because of metre gauge rolling stock.

SHRI C.K. JAFFER SHARIEF: If you are silent and do not create further problems, it will increase further.

With progressive gauge conversion, the need for replacement of overaged metre gauge coaches has come down drastically, and we are, in fact, in a position to export surplus metre gauge coaches. Therefore, we have reviewed the procurement of coaches and brought it down to 1400 from 2139 last year.

In pursuance of the decision to enter the export market for the sale of

metre gauge rolling stock, an Export Promotion Committee has been set up in the Ministry of Railways and arrangements were made to ensure expeditious response to all export enquiries. Details have been sent to Indian Embassies for wide publicity. The thrust on exports has led to negotiations for leasing five locomotives to Bangladesh; these are at an advanced stage. RITES have also signed a contract with Vietnam Railways for export of 10 new air-conditioned and five new ordinary sleeper coaches.

In the Budget speech, I had mentioned that Railways are contemplating to bring about organisational and structural changes in order to improve the productivity and create an environment in which customer service and customer comfort gets overriding priority. I am happy to report to the house that a Committee has since submitted its report and some of the recommendations have already been accepted. A high powered committee has been set up to work out modalities for implementation of decisions already taken.

I had also mentioned about the need to redefine the geographical jurisdiction of zones and divisions, keeping in view the altered volume of traffic flows as a result of gauge conversions so as to facilitate effective inspection and supervision over field working.

When I am talking about the field work, I want to mention one thing. Faridabad which is adjacent to Delhi comes under the Central Railway. If there is something to be attended, the General Manager will have to come all the way from Bombay. My friends from Maharashtra are aware of the level-crossing accident in which several children lost their lives at Pune.



[Shri C.K. Jaffer Sharif]

It comes under the jurisdiction of Divisional Railway Manager, Hubli. When I reached the spot midnight at 2.30, the DRM came to 3 O'clock all the way from Hubli. These are the anomalies. These have to be rectified when we think of creation of new zones and new divisions.

I had also mentioned about the need to redefine the geographical jurisdiction of zones and divisions, keeping in view the altered volume of traffic flows as a result of gauge conversions so as to facilitate effective inspection and supervision over field working. Work is in progress for collection of relevant information which is being studied by a Committee in the Railway Ministry. The Committee is expected to finalise its report soon I have given only three months' time — and a decision will be taken with due regard to operational and financial viability of the new units.

I had mentioned in my speech about the setting up of a Railway Catering Corporation for improvement in catering services. The basic scheme for the Corporation has been drawn up. RITES have been commissioned to prepare a project report which is expected shortly. Thereafter, the matter will be placed before Cabinet for approval.

Development of terminals for handling traffic is an on-going process. It is our endeavour to provide a rake handling terminal at stations where four or more goods rakes are handled per month. Goods terminals are presently planned to be provided or augmented at a number of locations, namely, Jaipur, Jabalpur, Bihar Sharif, Kanpur, Bellary, etc. Zonal Railways have been specifically asked to suggest proposals for providing more

goods terminals for inclusion in the Budget.

Parcel terminals are presently planned to be provided at New Delhi and Bombay V.T. along with the remodelling and augmentation of passenger terminal facilities at these major stations.

With the growing freight traffic on Indian Railways, the need to have Freight Operations System has been recognised. Freight Operation Information System is being implemented on Railways, beginning with the Northern Railway. On implementation of the system it will be possible to have an on-line status of rolling stock. It will be a two tier system with computers at central and zonal levels. Central system will handle rolling stock movement whereas the zonal system will confine to yard management, local area management, crew, fuel invoicing etc.

With regard to Railway Passenger Insurance Scheme, in pursuit of our commitment to provide safe and secure travel to our valued customers, I had earlier announced before this august House to provide insurance cover to the bonafide passengers, including pass holders, who become victims of terrorist acts, violent attacks, dacoities, bomb-blast, etc., during the course of their journey or within the station premises. The Ministry has finalised all arrangements in this regard.

This august House has already passed the Railways (Amendment) Bill, 1994 through which the relevant provisions of the Railways Act, 1989 and also those of Railway Claims Tribunal Act, 1987 will be amended so as to cover the above incidents in addition to the railway accidents for the purpose of payment of compensation both for death and injuries.

It is proposed to provide a cover of Rs. 2 lakh in the case of death or permanent disability and payment of compensation ranging from Rs. 1,80,000 to Rs. 16,000 in the case of injuries, depending upon the gravity. I do hope that the proposed insurance cover will go a long way to serve the common man by way of providing him and to his dependents much needed relief in the time of distress and alleviate the hardships of the victims of such tragic incidents. *(Interruptions)*

In deference to the aspirations of the people from West Bengal, voiced by their MPs — both Congress as well as Opposition — I am happy to announce the defreezing of the work Eklakhi-Balurghat. An amount of Rs. 1 crore will be provided as outlay for the work in 1994-95. *(Interruptions)*

SHRI BASUDEB ACHARIA (Bankura): You have not mentioned about Howrah-Amta line. *(Interruptions)\**

MR. CHAIRMAN: Interruptions will not go on record.

*(Interruptions)*

MR. CHAIRMAN: The hon. Minister is on his feet. There is no need to intervene.

*(Interruptions)*

SHRI C.K. JAFFER SHARIEF: If the hon. Members take their seats, we can discuss. Sir, if they take their seats, then, I can continue; otherwise, what is the point? *(Interruptions)*

MR. CHAIRMAN: Yes, you can continue.

*(Interruptions)*

SHRI C.K. JAFFER SHARIEF: Sir, there is a lot of demand for various projects. Our hon. lady Member, Shrimati Kshirsagar has been asking about Ahmednagar-Beedpurli line, very similar to the demand of Howrah-Amta line. Similarly, there are a lot of demands. The other day, I had a discussion with the Planning Commission. They have assured me that we would discuss it after the Parliament Session is over. The Prime Minister is also sympathetic. If I am able to get some more outlay for this, I think, we will be able to manage to add a few more projects. *(Interruptions)\**

MR. CHAIRMAN: Interruptions will not go on record.

*(Interruptions)*

SHRI C.K. JAFFER SHARIEF: There is a line known as C.K. Line in Andhra Pradesh. I am discussing this also with the Planning Commission. *(Interruptions)* The hon. Members can write to me. *(Interruptions)* There is nothing which I left. *(Interruptions)* Whatever we have been able to do, we have done. *(Interruptions)*

MR. CHAIRMAN: The Minister is on his feet. Please sit down. You must read the Rules of the House.

*(Interruptions)*

SHRI C.K. JAFFER SHARIEF: As has been explained in most of the Demands... *(Interruptions)*

SHRI PRATAP SINGH: Sir, I am on a point of order. *(Interruptions)*

MR. CHAIRMAN: There is no point of order. The Minister is on his feet. There is no point of order; he is not saying anything outside the Statute.

*(Interruptions)*

SHRI. C.K. JAFFER SHARIEF: There are demands from the Members from Bihar, Members from West Bengal. *(Interruptions)* By and large, we have covered the entire country, dispassionately. *(Interruptions)* I would now request the House to pass the Estimates for 1994-95, the Appropriation Bills and also the Insurance Bill — the Railway Insurance Bill.

All the hon. Members have taken part; and I am grateful to them; they have contributed a lot. We will continue to dialogue with them and seek their guidance in future in the implementation of the projects.

Now, I will request the House to pass them.

*(Interruptions)*

MR. CHAIRMAN: I am on my feet.

*(Interruptions)*

MR. CHAIRMAN: Please take your seat.

*(Interruptions)*

MR. CHAIRMAN: He is on his feet.

*(Interruptions)*

MR. CHAIRMAN: Please sit down.

SHRI C.K. JAFFER SHARIEF: Sir, I have received a letter from my colleague, Mr. Santosh Mohan Dev, regarding survey of railway line from Jogigoppa to Silchar. We want to have a fresh look at it. *(Interruptions)* He has suggested for a survey from Lanka to Silchar. We want to have a fresh look on the survey from Jogigoppa to Silchar.

SHRI BASUDEB ACHARIA: But he is not demanding a railway line from Tripura.

SHRI C.K. JAFFER SHARIEF: There is nothing wrong.

SHRI BASUDEB ACHARIA: We want to seek some clarification. *(Interruptions)*

MR. CHAIRMAN: Please sit down. *(Interruptions)* Nothing will go on record.

*(Interruptions)\**

MR. CHAIRMAN: If you allow me to run this House, we can achieve something. If you think that you are running the House yourselves, you are mistaken.

*(Interruptions)*

MR. CHAIRMAN: Please sit down.

*(Interruptions)*

MR. CHAIRMAN: Take your seat.

*(Interruptions)*

MR. CHAIRMAN: Occupy your seat.

SHRI BASUDEB ACHARIA: You have allowed me.

MR. CHAIRMAN: No, no. (*Interruptions*)

MR. CHAIRMAN: Go to your seat. You cannot disturb the House in this way. Nothing will be written out.

(*Interruptions*)

MR. CHAIRMAN: (*Interruptions*) Will not go on record.

(*Interruptions*)\*

SHRI NIRMAL KANTI CHATTERJEE: Sir, what you say would be recorded.

MR. CHAIRMAN: Mine will be recorded. I am running the House. You are not running the House. Now, sit down, please.

SHRI PRATAP SINGH: Sir, you had directed the Minister to speak only to the Chair. If we want a clarification and if the Chair is going to monopolise the attention of the Minister, then what redress do we have and how do we intercede with the Minister?

MR. CHAIRMAN: There is no point of order. If you want a clarification, all of you cannot stand at the same time. If you allow me to run the House, I will not allow everyone from party to seek a point of clarification.

SHRI NIRMAL KANTI CHATTERJEE: Please do relax.

MR. CHAIRMAN: As a disciplined party, all this should have been discussed in the parliamentary party. On what exactly do you want to seek a clarification? I can call only a few of you. If you stick to two minutes each, then I will allow one Member from each party.

(*Interruptions*)

[*Translation*]

SHRI ASTBHUJA PRASAD SHUKLA: Mr. Chairman, Sir, I am on a point of order and my point of order is that the hon. Minister of Railways has urged for passing of both the Demands for Grants as well as Railway Insurance Bill together in the House, but the Bill has yet to be introduced and I do not know when was the discussion held? (*Interruptions*)

[*English*]

SHRI C.K. JAFFER SHARIEF: It had already been introduced two or three days back. So far as discussion is concerned, this morning I have stated that it would be discussed.

SHRI JASWANT SINGH (Chittorgarh): It is a substantial matter. (*Interruptions*)

SHRI C.K. JAFFER SHARIEF: You might not be there. But it is on record. It is on record and some of the Members have already expressed their views on it. You may check the records.

SHRI JASWANT SINGH: What my colleague has raised is a substantial point. It is not a matter of speculation. It is a matter of fact. Before he raised

---

\* Not recorded.

[Shri Jaswant Singh]

the point of order, I asked him to verify from the officials whether this Bill has been tabled for discussion and whether a motion was moved for discussing this Bill. The officials have clarified that no such motion was moved. The Bill has not been taken up for consideration. If the Bill is not taken up for consideration, how can the Government or the Minister move that the Bill be passed? That is the point. It is a matter of fact. This is not a matter of speculation or a scoring debate.

MR. CHAIRMAN: Is it a Resolution?

*(Interruptions)*

SHRI JASWANT SINGH: My point is that you cannot *post facto* grant sanction for a Bill to be introduced. The Railway Insurance Bill is sought to be taken into consideration now.

MR. CHAIRMAN: We are going to pass the Resolution. That is the first item. Then afterwards, we come to the Demands for Grants and then we come to the Appropriation Bill.

SHRI JASWANT SINGH: Mr. Chairman Sir, the hon. Railway Minister, now after he finished his reply to the debate, has said that he would move the Railway Insurance Bill to be passed.

SHRI PAWAN KUMAR BANSAL: He has not moved. Kindly see.

SHRI JASWANT SINGH: I am not seeing. I am only listening.

SHRI PAWAN KUMAR BANSAL: I could get what he wanted to convey.

SHRI JASWANT SINGH: I am talking about the Railway Insurance Bill.

MR. CHAIRMAN: We have not come to that.

SHRI JASWANT SINGH : But the Minister has come to that ! *(Interruptions)*

Mr. Chairman Sir, you are not understanding the point. The Minister has spoken about it. The Minister is even now asserting that the Bill has been taken into consideration. Even now he is asserting it.

MR. CHAIRMAN: We will come to that later.

*(Interruptions)*

SHRI JASWANT SINGH: Mr. Chairman Sir, Please examine the List of Business. The hon. Minister and the Government are asserting that the Bill be passed. *(Interruptions)*

SHRI C.K.JAFFER SHARIEF: May I correct the position? Sir, on Friday, I was not here. In my absence, I had requested my colleague Mr. Mallikarjun to introduce the Bill. There was an understanding in the Business Advisory Committee that the Bill will be passed without any discussion. So, it had been passed. This is the position. *(Interruptions)*

SHRI JASWANT SINGH: I have a substantial point. The Chairman cannot just laugh at such issues. It is listed in today's Order Paper. *(Interruptions)*

MR. CHAIRMAN: Have you given your substantial point to the Speaker?

SHRI JASWANT SINGH: Have you given your substantial point to the Speaker. This particular matter is listed in today's Business. *(interruptions)* Will you engage in a concert dialogue with me Mr. Chairman or will you permit me to say what I want to say?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI P.M. SYAÆED): This is very unfortunate. He is making remarks against the Chair. That is not fair.

SHRI JASWANT SINGH: Yes it is. It is extremely unfortunate that the entire system of the House has been perverted. An assertion is being made that the Bill had been passed without discussion. If the Bill had been passed without discussion, then how is it listed here? *(Interruptions)*

SHRI BASUDEB ACHARIA: it was not passed without discussion. I had spoken on that Bill on Friday and that Bill was passed. I was the only one who spoke on that Bill on Friday. *(Interruptions)*

MR. CHAIRMAN: I overrule your point of order because you have not come to that stage.

SHRI C.K.JAFFER SHARIEF: It is a Resolution on the recommendations made by the Railway Convention Committee and not the Insurance Bill.

SHRI SRIKANTA JENA (Cuttack): The hon. Minister while replying mentioned that the Bill be passed. In the Order Paper that is not there. Unfortunately when the Minister was absent, the Bill was passed by this House and the Department had not properly briefed the Minister. Again the Minister

is requesting the House to pass the Bill. How can the House pass the Bill?

MR. CHAIRMAN: The point is that we are now in Item No. 19.

*(Interruptions)*

SHRI NIRMAL KANTI CHATTERJEE: Sir, there seems to be a lot of confusion. Let us adjourn the House for half an hour and then continue.

SHRI PAWAN KUMAR BANSAL (Chandigarh): Sir, with utmost respect I must say that we are on items 19 onwards. That is what the point that I had when Mr. Jaswant Singh was speaking.

SHRI SRIKANTA JENA: There is absolutely no confusion. But the only confusion is from the Minister he had requested the House that the Bill be passed when the Bill is not under consideration of the House. That Bill had already been passed. You ask the Minister to apologise as to why he has requested the House to pass the Bill when that Bill had already been passed.

MR. CHAIRMAN: Now we are on Item 19. From the beginning I am telling you that we are on Item 19. Now, we are only trying to find out the best way as to how to meet the interventions of the Members. I said I will give two minutes each to party.

*(Interruptions)*

SHRI NIRMAL KANTI CHATTERJEE: As far as the railway lines are concerned, we always cut across the party lines.

MR. CHAIRMAN: I shall now put the following Resolution moved by Shri C.K.Jaffer Sharief on the 26th April to the vote of the House:

The question is:—

"That this House approves the recommendations made in paragraphs 27, 28, 29, 30, 31 and 34 contained in the Fifth Report of Railway Convention Committee, 1991, appointed to review the rate of dividend payable by the Railway Undertaking to General Revenues as well as other ancillary matters in connection with the Railway Finance and other General Finance, which was presented to Lok Sabha on the 23rd February, 1994."

*The motion was adopted.*

*(Interruptions)*

SHRI BASUDEB ACHARIA: No, Sir. We have got the Cut Motions

17.59 hrs.

*(At this stage Shri Basudeb Acharia and some other hon. Members came and stood on the Floor near the Table.)*

MR. CHAIRMAN: You go to your seats.

*(Interruptions)*

18.00 hrs

MR. CHAIRMAN: If you cooperate with me, I will also cooperate with you. This is the only Resolution.

*(Interruptions)*

MR. CHAIRMAN: After that, the cut motions will come.

*(Interruptions)*

*[Translation]*

SHRI DEVENDRA PRASAD YADAV: Mr. Chairman, Sir, I would like to make a point that for the first time in the history of the Parliament the Chair has done something which lowers the prestige of the Parliament. The manner in which Resolution has been moved was never adopted in the past. Sir, as per the rules the hon. Members should not speak against the Chair....

*[English]*

MR. CHAIRMAN: The Resolution is carried. Now, before we come to the cut motions, many Members want to seek a few clarifications.

SHRI SRIKANTA JENA: Actually not many Members are interested to seek clarifications. I requested the Minister of Parliamentary Affairs about it. He said, "Okay after the discussion, Members should be allowed by the Chair." And the request was with you that some Members should be allowed to seek clarifications, not from each party. There are many Members who want to seek clarifications. So, do not put any restriction. *(Interruptions)*

MR. CHAIRMAN: Is this the sense of the House that all those Members who want to seek clarifications will be allowed?

SEVERAL HON. MEMBERS: No.



THE MINISTER OF WATER RESOURCES AND MINISTER OF PARLIAMENTARY AFFAIRS SHRI VIDYACHARAN SHUKLA: My submission now is that the Resolution has been carried. The Demands for Grants have to be taken up; they have not been taken up. After the Demands for Grants are taken up, then the cut motions will be taken up. Before, you take up the Demands for Grants, I have already submitted to you a list of Members who want to seek clarifications for two minutes each; that is what they told me. I request you to allow only those Members whose names have been given to you by me. *(Interruptions)*

SHRI BASUDEB ACHARIA: Who authorised you? *(Interruptions)*

SHRI VIDYACHARAN SHUKLA: I have to make the position clear. You please listen to me first. Then you can speak. You remember when you were about to allow the Railway Minister to reply to the debate, at that point of time, certain Members got up from their seats and said that they wanted to speak. I went to the Chair and then I collected the name of such Members. I went to the other side of the House and ascertained from various Members who wanted to speak; and not only those Members sitting there, but the Members who are sitting at different places in the House came to me; some Members came from the BJP bench; some Members came from other benches; and whatever names were given to me, I gave those names to you. I cannot help those Members who were not present at that time in the House. *(Interruptions)*

SHRI M.R. KADAMBUR JANARTHANAN (Tirunelveli): I have got a right to seek clarifications. *(Interruptions)* It is your discretion. Kindly limit the clarification to one or two minutes so that

the Minister can handle that matter and the House can proceed and take up other Business. We have already exceeded the time limit by quite many hours. Therefore, it is your discretion, you are controlling the House and if you think that you have the time, you can give chance to some more Members, it is your discretion. Kindly do that. But my submission to you is not to allow too many Members and not to allow too much time.

*[Translation]*

SHRI SUKDEO PASWAN (Araria): Mr. Chairman, Sir, since my election to the House I have continuously been making submissions to the hon. Minister of Railways regarding Katihar-Jogbani line and from the reply of the hon. Minister, which he gave after listening to the views of the hon. Members, it is amply clear that Bihar is being neglected. Bihar is a backward state. A demonstration at the residence of the hon. Minister was also staged to demand conversion of Katihar-Jogbani metre gauge line into broad gauge. It is an important line and promise for the same was made way back in 1989 by the then Minister. Further, no mention has been made regarding Arariya Konch-Supol rail line via Raniganj, Triveniganj and Pipra. In addition no mention has also been made regarding Lalitgram-Chatapur-jaitya-Saharsa rail line even when it is very important. Though I made submissions in this regard time and again yet not a word has been uttered about it. I urge the hon. Minister to state in the House today itself when will the work on this line start?

PROF. RASA SINGH RAWAT (Ajmer): Mr. Chairman, Sir, through you, I would like to submit to the hon. Minister of Railways that Ajmer is known as Rail City and is the heart of Rajasthan. There-

[Prof. Rasa Singh Rawat]

fore, the hon. Minister should see to it that while the gauge conversion of Ahmedabad—Ajmer—Delhi metre gauge line is in progress, minimum inconvenience is caused to the people. In addition gauge conversion of Ajmer—Khandwa, Ajmer—Chittorgarh—Udaipur, Bandikui—Agra Fort and Phulera Rings—Rewari rail lines should also be undertaken. Sir, Ajmer—Nasirabad shuttle should be extended upto Vijaynagar. Near Vijaynagar and Gulabpura is a place called Agucha where silver and zinc mines are located and in these thousands of labourers are employed. A train between Ajmer—Marwar Junction was introduced but after three months it was discontinued. It should be plied again for the convenience of the passengers visiting these places. Sir, under political pressures Loco and Carriage workshops should not be shifted outside Ajmer. Ajmer is a big revenue earner for the Railways because lakhs of pilgrims each year visit Pushkar and Dargha of Khawaja Sahab. Sir, you, I would like to submit that the importance of Ajmer should not be reduced. Scrap of Ajmer workshops worth crores of rupees is getting rusted and grass has grown on it. These need to be disposed off at the earliest. Encroachment is taking place on half of the Railway land in Ajmer. There is need for effecting improvements in the conditions prevailing in Railway colonies, Railway Hospitals, Railway Schools, Railway Printing Press and in the entire system. Sir, though the fares have been increased yet the passengers are still being deprived of the due facilities. Please pay attention towards these. You deserve congratulations for paying proper attention to Rajasthan.

[English]

SHRI SHIVAJI PATNAIK  
(Bhubaneswar): I have only one point to

make. My point is that whatever money was allotted last year for Orissa—although not a lot of money has been allotted—that money has been adjusted from one line to another and from one construction to another. Even that money has not been spent. I would like to know why even whatever money that was allotted was not spent. The Responsibility for that must be fixed and remedial measures must be taken. Otherwise this year also, whatever money is allotted it will be spent on other schemes and no development can take place in Orissa.

It is not only for the new lines. Even in the case of improvement of small stations North-East also the money was not spent. The same also happened regarding the construction of some other Railway Stations. Every year this is happening. Even though there is a chief Administrative office located in Orissa, that does not function. Nothing happens. This is the only point I tried to explain.

[Translation]

SHRI MOHAMMAD ALI ASHRAF  
FATMI (Darbhanga): Mr. Chariman, Sir, through you, I would like to pose a few questions to the hon. Minister of Railways and hope that these will be replied to while replying to the discussion. The hon. Minister in his speech mentioned that Rs. 178 crore has been allocated for Bihar. However only Muzaffarpur-Raxol rail line has been included among the rail lines which are likely to be converted into broad gauge lines by the end of this year. Earlier also we had demanded completion of Muzaffarpur-Darbhanga rail line by this year itself and some allocation had also been made, but it won't be completed by this year. I urge the hon. Minister to announce today itself in the House that this line will be completed this year only.

Secondly, though parleys were held between the Chief Minister of Bihar and the hon. Minister of Railways regarding Ganga bridge, but no mention of it was made in the Budget speech.

Besides there is no mention in the Budget speech of setting up of Zonal Office of Railways in Patna.

Our Chief Minister had also submitted a proposal before the Minister of Railways regarding widening of the Chirayya Talpul, but no mention has been made in the Budget speech regarding it.

A provision has been made in the Budget to lay the broad gauge line upto Srinagar in order to link Kashmir with the country but a meagre amount has been provided for it. My demand is that this project be expedited by providing more funds.

As other departments require foreign exchange to import goods, the Ministry of Railways also requires a lot of foreign exchange for the same purpose. Around 2 million Indians are putting up in gulf countries as NRIs. On visiting India they face great difficulties in buying railway tickets for visiting different places. I want to suggest that some arrangement should be made by the Railway Department in the gulf countries in order to facilitate 20 lakh NRIs to get railway reservation there only. Such an arrangement will increase the income of the Department of Railways and at the same time it will be convenient for the NRIs also.

There are several companies in the world owned by NRIs. They want that the transportation of goods should be computerised and it will facilitate not only Indian companies but foreign companies as well. I feel that the Government

should seriously consider the computerisation of transportation of goods.

I would like to draw the attention of the hon. Minister to the last point. He had personally promised us that a Super-fast train will be introduced for Patna. Today we do not have any Super-fast train starting from Patna. I urge upon the Government to announce the introduction of either a Shatabdi Express or a Rajdhani train for the capital Patna today itself because it is an important issue and I hope that the hon. Minister will give reply to my questions while replying the discussion.

SHRI CHANDULAL CHANDRAKAR (Durg): Mr. Chairman, Sir, though Madhya Pradesh, particularly South-eastern Madhya Pradesh, is the longest Industrial belt of India but even after repeated request it has not been provided a railway line. Because of this reason and many other reasons it has remained backward. First of all, I urge upon the Government to lay a railway line in the tribal district of this area, i.e., Sarguja. Otherwise how will it develop in the absence of a railway line? Similarly, the distance between Vishrampur and Ambikapur is only 30 km. It is very important to link both these places. There are iron ore mines in that area.

Mr. Chairman, Sir, there are several mines at Beladeela in Bastar. A scheme was chalked out to carry iron ore by laying a railway line from Delhi to Rajgira and Beladeela and it was to be jointly undertaken by Steel Authority of India Limited and Railways, but they are yet to announce it. It is my submission that they should immediately make announcement in this regard.

My third submission is, that there is no fast train in our area, Chhattisgarh.

[Shri Chandulal Chandrakar]

There is only one Chhattisgarh Express which takes 36 hours to reach its destination. And if a super-fast train is introduced, this distance can be covered in 20-22 hours. The Nizamuddin-bound train starting from Raigarh takes 26 hours. A Super-fast train may be introduced in this area to ensure that the distance to Chhattisgarh is covered in 20-22 hours.

In the end, I request again that the Government should expedite action in regard to my all the three submissions regarding Sarguja, Beladeela and Chhattisgarh.

SHRI MOHAN RAWLE (Bombay-South Central): Mr. Chairman, Sir, injustice is being done to local Marathi people in Maharashtra in the matter of recruitments in Central Railways, Western Railways and Konkan Railways as also in the allotment of stalls. It is my submission that priority should be given to these people.

We have an accident prone area in Bombay and a local Manager has said in this regard.

[English]

"There is a provision, for foot over-bridge at Bombay at the platform will be considered for inclusion in future works depending on the availability of funds."

[Translation]

Accidents take place there after every 3-4 months. That's why, there should be one under-bridge upto Kolivada.

As our colleague and friend Shri Anna Joshi has said that a laides special train had met with an accident in which 49 women had died and 70 sustained injuries. This accident had been caused by inadequate maintenance of trains. The hon. Minister had himself written to me about it. In his words:

[English]

"There are 68 EMU coaches on Western Railways and 88 EMU coaches on Central Railways including the suburban lines that are working beyond their normal life of 25 years."

[Translation]

It means that you are using coaches even after the expiry of their life span of 25 years. In other words passengers are travelling in these at risk of their lives. I hold you responsible for using out-dated coaches. That's why I on behalf of 56 lakh suburban railway passengers, demand that an Independent Board be constituted for it.

[English]

SHRI ANIL BASU (Arambagh): Sir, the expansion of railway line from Tarakeshwar to Arambagh is very long-standing demand and this belongs to Howrah Division of Eastern Railways. The distance between Tarkeshwar and Armabagh is about 30 kms. Arambagh is a very historical place. Many illustrious sons of our country belong to this area. Probably the Minister would be aware that illustrious sons like Ramakrishna Dev, Rajaram Mohan Rai, Pandit Iswara Chandra Vidya Sagar came from that area. And this place is famous for its role in the freedom movement. Unfortunately,

this sub-division is denied of a single kilometre railway line. (*Interruptions*)

KUMARI MAMATA BANERJEE (Calcutta South): W. C. Banerjee also belongs to that area.

SHRI ANIL BASU: Yes, all the illustrious sons of our contry came from that area.

So, I urge upon the Railway Minister to take some urgent steps to see that this railway line is extended from Tarkeshwar to Arambagh. In the year 1987, a survey was conducted by the Railway Ministry but that survey was not completed. The Railway Board issued the orders to freeze the survey and that survey was frozen in the year 1987. So, I request the Railway Minister to see that the survey work is undertaken and the survey which was frozen by the order of the Railway Board, is withdrawn and a fresh survey is conducted to see the economic feasibility of the railway line.

The next is the Howrah-Amta-Champadanga railway line. It was inaugurated by Shrimati Indira Gandhi in the year 1972. The work on a very small phase has been undertaken and the rest of the work is pending for so many years. Last year Rs. one crore was sanctioned and later on the fund was diverted to some other area. This is also a very important project. It was announced by Shrimati Indira Gandhi that the project will be completed within a very specific schedule of time. Unfortunately, twenty years have passed but no action has been taken to see that this project is also undertaken and some fund from this year's budget is given to this project so that the work of the project could be taken up this year.

Regarding the Bankura-Damodar Railway, the management has been taken over but the line has not been taken over by the Railway Minister. I urge upon the Railway Minister to convert this line into broad gauge line.

I request the hon. Minister to pay attention to these so that the Railways can be run in a very fruitful manner.

[*Translation*]

SHRI NAWAL KISHORE RAI (Sitamarhi): Mr. Chairman, Sir, I would like to mention a problem being faced by the most backward area of Bihar and want some positive reply from hon. Minister. The hon. Minister has just mentioned in regard to Bihar that the people of Bihar are worried.

They have done nothing except increasing the speed of Magadh express a little faster. Otherwise there are no changes. I come from northern area of Bihar, Sitamarhi, which borders Nepal. The construction of broad gauge from Samastipur to Dharbhanga and Muzaffarpur to Raxaul is likely to start. Bagah Chhitauni bridge is also to be constructed. The demand in respect of Darbhanga-Sitamarhi-Raxaul broad gauge is long pending. We have been making demands in this respect. Sitamarhi, besides being the birth place of 'Jagat-Janani Maa Janki' is also a tourist place of national level. I, therefore, would like the hon. Minister to tell that by when Darbhanga-Sitamarhi-Raxaul broad gauge line will be completed.

Survey work in this regard has been carried out twice. We have put up questions on number of times and have given in writing also. The hon. Minister got it reviewed and surveyed once again.

[Shri Nawal Kishore Rai]

[English]

So far as the question of constructing a new rail line for a distance of 7 kilometres from Muzaffarpur to Sitamarhi is concerned, which is a backward area, I would like the hon. Minister to give an assurance in this regard today itself.

SHRI RAM TAHAL CHOWDHARY:

Mr. Chairman, Sir, Ranchi and Chhota Nagpur area of Bihar is a very backward area, to which we call 'Vananchal Jharkhand.' The hon. Minister has done nothing for that area. The Members of Parliament from that area have met the Minister a number of times. Ranchi is the second capital of Bihar. No superfast train is available from there. It takes 30-35 hours, journey from there to reach Delhi. We had demanded for a change in the time schedule and running of a super-fast train but nothing has been done in this regard.

SHRI G.M.C. BALAYOGI (Amalapuram): Through you, I would draw the attention of the hon. Minister with regard to the small line. For the last two years, all the MPs from Andhra Pradesh are requesting for the restoration of C.K. line, that is Kakinada-Kotupalli line. It is not a new line. It is an old line which existed during the British period, up to the year 1942. Recently, a survey report has also been submitted which has said that 15 per cent return would come, if the line is restored. In the II World War, seven lines were abandoned and out of them, all the six lines were restored except the C.K. line.

I request the hon. Minister to kindly put a token grant for the restoration of the C.K. line.

[Translation]

I would like the hon. Minister to connect Ranchi from every major place and arrangements should be made to connect a bogey in Purshottam Express from Ranchi. There was another demand to maintain the status quo in respect of A.C. first class coaches in Ranchi-Howrah train but at present these coaches are provided only three days. There is no A.C. first class bogey in Hatia-Amritsar Express, which goes to Ranchi from Delhi and from Ranchi to Delhi. We demand that A.C. first class bogey should be provided in it as the journey by this train takes 30-35 hours. The conversion of Ranchi-Lohardaga line into broad gauge and its extension upto Tore is being demanded since long.

SHRI RAMPAL SINGH (Domariaganj): Mr. Chairman, Sir, through you, I would like to request the hon. Minister to convert Gorakhpur-Gonda Loop line into broad gauge. In the absence of this line no industrial development is taking place there. This district is adjacent to Sidharthnagar and on the Indo-Nepal border. Kapilvastu and Lumbini are around it. The conversion of this line into broad gauge will not only pave way for the industrial development of the area but also attract a large number of tourists.

[English]

SHRI M.R. KADAMBUR JANARATHANAN: I would request the Minister to recall the happy days when he came to Tuticorin and when he promised that Dindigul-Madras B.G. line

The demands put up by me in the cut motion should be acceded to.

would be completed by March, 1994. Now, it is April. I want to know categorically about it. The work has not begun. The fund allotted is not enough. Dindigul-Madras gauge conversion is very important. On the other day, you told that we would have a train from Tuticorin to Bombay. Unigauge line promotes the integrity of the country. It should connect the South and the North. So, a train from Kanyakumari to Varanasi and a train from Tuticorin to Bombay are very essential.

SHRI HANNAN MOLLAH (Uluberia):

Sir, I would urge upon the Railway Minister because he personally promised to us that he would take up the work of Howrah-Amta B.G. line and complete it. We gave him the proposal that if the Ministry does not have funds, let him take it phase-wise. He has agreed. Last year, he had provided some funds. But now this year, it has been withdrawn. Now, he has promised to us that after the Budget, he will consider it.

Now I want some concrete assurance from the hon. Minister for allocation of funds in this year's Budget.

Regarding another issue, I have repeatedly discussed with the Minister and he agreed to issue identity card or pass or licence to railway hawkers all over the country. He has stated that he is very much sympathetic to them. But he is not doing anything. I request that he will issue identity cards or licence to railway hawkers all over the country.

[Translation]

SHRI BHERU LAL MEENA (Salumbar): Mr. Chairman, Sir, I have expressed my opinion many times on the budget in the past also. Udaipur is a tourist place. There are three big histor-

ical cities in Rajasthan - Ajmer, Chittor and Udaipur. After Kashmir most of the tourists visit Udaipur. Besides, there are underground minerals available in Udaipur in the largest quantity.

The people all over the country make such demand and I do not say that their demands are not justified but they make these demands despite the fact that there are broad gauge lines, metre-gauge lines, double lines and many trains run in their areas and even then they demand for more facilities. I do not criticize them but they are already having much more trains and facilities but even then they continue to make demands. They may continue with it but so far as Udaipur is concerned there are only two trains. The hon. Minister had assured me to include Udaipur in the Eighth Five Year Plan but through the letter which I have received, I came to know that Udaipur has not been included in the Plan. It does not bear Udaipur's name as the people of Udaipur do not make hue and cry. That is why no attention has been paid towards that place.

I would like to request the hon. Minister to pay a visit to Udaipur and see for yourself that how the people of Rajasthan are suffering on account of unavailability of trains. I want that Udaipur line should also be converted into broad gauge and be included in the plan, so that the local people get the benefit of it.

[English]

MR. CHAIRMAN: Is it the consensus of the House that the time of the House be extended till this Appropriation Bill is passed?

SEVERAL HON. MEMBERS: Yes.



MR. CHAIRMAN: It is all right. Thank you.

SHRI DEVENDRA PRASAD YADAV: I am on a point of order.

MR. CHAIRMAN: You have a clever mind. You should have raised it exactly at 6 O'clock. You have raised your point of order in the midst of all these cumbersome proceedings that we are having in the House now and when the House is extended. Your point of order is, therefore, over-ruled.

SHRI THAYIL JOHN ANJALOSE (Alleppey): Alleppey-Kayamkulam Railway line was commissioned in 1990-92 by the hon. Minister. Now there is no direct day passenger train to the State capital, Trivandrum from Alleppey. I request you to start a new day passenger train from Alleppey to Trivandrum.

Another demand is a survey of Thakazhi-Tiruvalla-Punnalur railway line which is connected to coastal district Alleppey and hill district Pathanamthitta.

There is another demand to start a new train from Mangalore to Alleppey. In the last few years, the Alleppey line is totally neglected. I request the hon. Minister to consider this demand.

[Translation]

SHRI RAM KRIPAL YADAV (Patna): Mr. Chairman, Sir, through you, I would like to know a few points from the Minister. Most of the M.Ps from Bihar tried to present their agony and suffering. During his speech we were expecting that the hon. Minister will announce something for the people of Bihar, not as a special gift but considering their agonies and sufferings. We are totally

disappointed as he has not mentioned anything in it. I have even met the hon. Minister personally in this regard a number of times but I have not been able to make him liberal towards the people of Bihar. The issue of doubling of Patna-Gaya line has been pending for years and to cover a distance of 70-80 kilometres it takes 4-5 hours. The Minister has not so far given an assurance in this respect. I would like to know from the Minister as to whether he is going to meet the requirement of the people of Bihar or not? The issue of beautification of Patna junction, which happens to be the capital of Bihar is long pending. Several schemes are made but nothing happens. I want to know from the hon. Minister that by when he is going to sanction funds for the beautification of Patna junction? The electrification of Patna and Mughalsarai line is also pending for years together. Every year, we hope that hon. Minister will do something concrete in this respect but so far nothing has been done in this regard.

In the last, I want to ask that what happened to his promise of opening a zonal office in Patna about which he had promised to make an announcement. Even his reply could not bring solace to us in this regard. With that I would like to have an assurance from him for considering the ongoing issue of construction of a bridge over river Ganga in Patna.

[English]

SHRI OSCAR FERNANDES (Udupi): Mr. Chairman, Sir, we are grateful to the hon. Minister for completing the gauge conversion between Bangalore-Arsekare line. I am also grateful for taking up the gauge conversion between Arsekare-Hubil-Miraaj. However, this will render the Mangalore-Arsekare railway-

line practically inoperative and the investment will go waste. Therefore, I am requesting our hon. Minister to take up the Manglore-Arsekare line immediately. He has also announced that the Planning Commission has given approval. So, I urge upon him to start the railway-line immediately.

*[Translation]*

SHRI SUBRATA MUKHERJEE (Raiganj): I would like to request the hon. Minister of Railway that he has sanctioned an amount of Rs. one crore for Eklakhi-Belurghat line, which is being constructed since 1984. He had also sanctioned a similar amount last year also for this purpose, but later this amount was withdrawn and no work was done. This year, all the hon. Members from West Bengal have met him and have been assured of giving proper attention to this project. He has also promised to sanction Rs. one crore in this very House but with this I would request him to give an assurance to the House that he will give whole amount for this line.

SHRI KASHIRAM RANA (Surat): Mr. Chairman, Sir, Tapti-Ganga Express runs twice a week between Surat and Varanasi. We have been demanding since long that it should be run four times a week and that too via Allahabad. There are 3 lakh people residing in Surat, who belong to Allahabad district. Although, new platforms have been constructed but there is no new platform at Allahabad station. The train running between Surat and Varanasi should run four times a week. Besides, the train running between Puri and Okha runs once a week. It should run 3-4 times a week. I hope that Tapti-Ganga Express will run 4 times a week via Allahabad.

SHRI JITENDRA NATH DAS (Jalpaiguri): We are very much thankful to the Railway Minister that he has announced Rs. 1 crore for the construction of Eklakhi-Balarghat. But I also want a categorical assurance from the Minister that this Re. 1 crore be spent on this issue only.

The next point is, there is an important line between Siliguri junction and Alipur Duar junction which covers 157 tea gardens. I request that this should be retained in order to keep the Siliguri junction station and Alipur Duar junction station in a living condition. And it should be converted into a broad-gauge line. Thank you.

SHRI C.K. JAFFER SHARIEF: Mr. Chairman, Sir, I am grateful to you and the hon. Members. It is but natural for everybody to speak for his constituency. I am also tempted to speak for my constituency. There is a line between Yelahanka and Bangarpet in my constituency. I would like the Members to approve this and help the Railway Minister for this because ultimately my constituency people will ask me about this. They will say, "You have been listening to everybody but you did not speak for us." I will have to come back to the House next time. So I seek their blessings.

I am really very grateful to the Members for showing their keen interest in regard to the development of our country and welfare of our people. Again I must confess that I will not be able to answer to everybody's question off hand because so many demands have been made. I can assure the hon. Members that we fully understand the strong sentiments and feelings expressed by them. We will certainly take it to our heart and we will thoroughly examine it.

[Shri C.K. Jaffer Sharief]

As I said before, there will be a sort of assurance from the Planning Commission and the Prime Minister.

They also know the sentiments and demands of the people. They have told me that they would be able to do something more for us. If that comes, certainly I can look into the matter of taking up more works.

There has been demand for conversion of Katihar-Joghbani line from metre gauge to broad gauge. Our senior Member, Shri Chandulal Chandrakar, who is our Party's Spokesman, asked about Dalli Rajhara-Jagdalpur line. It has already been included in the Budget and on this Ministry of Steel is also going to share the costs. Prof. Rasa Singh Rawat talked about Ajmer-Khandwa and particularly about the workshop in Ajmer. Ajmer is a very important place not only from the religious and pilgrimage point of view, but is also very important in the railway map. It is a division; it has a workshop; the Darga and Pushkar are there; everything is there. According to the new requirement, we are working out a policy.

At this point of time I must inform the hon. Members about one thing. We are phasing out the steam locomotives. There are some small steam loco-shed workshops where men have been working. But so far as the workers are concerned, we are redeploying them now. *(Interruptions)*

SHRI BASUDEB ACHARIA (Bankura): The coal and ash workers are not being redeployed.

SHRI C.K. JAFFER SHARIEF: They are not our workers, they are your workers; they come under contract labour.

MR. CHAIRMAN: Please do not interrupt the Minister.

SHRI C. K. JAFFER SHARIEF: I am very considerate towards them also.

SHRI BASUDEB ACHARIA: The Estimates Committee has recommended for their redeployment.

SHRI C.K. JAFFER SHARIEF: But the Committee did not give me the money. I am very considerate so far as the workers are concerned. It is our endeavour and as you know Railway is the largest employer; it has about 17 lakh workers who are being taken care of. Today in spite of the fact that we have surplus manpower, without any retrenchment we have been continuing. When we talk of development, you should look at as to how the resources are being distributed and how much is being spent on establishment and so on. What for I am submitting this or why I thought that I should elaborate a bit on this is because wherever we are phasing out these steam locomotives, we are redeploying the workers.

So far as conversion into diesel and electric traction works are concerned there may be some changes because with conversion and completion of electric traction, they will be moving at a greater speed when you compare it with steam locomotives whose speed is slower. These changes will take place at so many places and the same thing will not be there when it is converted into diesel engines and after completing the work on

electric traction. There will be some changes which you will have to bear; and naturally the workers and the people will come to you and pressurise you because you are the local person, but you will have to look at the overall interests of the country.

My good friend, Shri Fatmi, gave a very good suggestion about GSA meant for the NRIs in the Gulf. During my visit to some of the places there, our Indian people came and met me and they wanted to have this facility. We are seriously examining this because it will also help the Railways in earning foreign exchange. It will also facilitate those people to come and board the trains straightaway after arriving at the stations from the respective international airports. He also said that more money should be given for the Kashmiri line. It is our desire and I am sure that it is also the desire of the House to do so. We are working out a plan. I believe that if we are able to increase the charges by one rupee on passenger tickets and another one rupee on freight, then we will be able to complete this line in about five to six years time. If we keep this fund separately, then that fund can be utilised on this project and it can be completed. If we add one rupee to the existing fares both on passenger ticket and on freight, in about six years time we can generate additional funds and if it is kept separately and used on this dedicated project, we will be able to complete that.

I think the House will agree to this and we are able to take this up.

Shri Rawle said about the stalls for local people in Maharashtra. Generally, we go by the same norms. We do not

allow outsiders to come. Mostly the local people are there.

[Translation]

SHRI MOHAN RAWLE: The stalls are allotted to the outsiders.

SHRI C. K. JAFFER SHARIEF: If required, we get it examined. The people residing in Maharashtra give them local address, how can we know that whether a person belongs to Maharashtra or not.

[English]

During the debate the same thing is being repeated about Howra-Amta railway line. As I said, I will be discussing with the Planning Commission and once I find resources, I will be able to take it up. Again our friends spoke about Darbhanga-Sitamari. Sitamari is a very important place. Naturally we are interested in doing something about the extension of gauge conversion. Let us finish the on-going work which is already on hand.

Another thing is about CK—which are my initials - which our friends my Andhra Pradesh are very much interested. I am again discussing with the Planning Commission to take it up. My friends talked about Dindigal-Madras-Tuticorin, train to Bombay and Benaras, Kanyakumari-Benaras and all that. We are upgrading the track, I must tell you this. This is also another point which the hon. Members should know. With the high speed locomotives we are also upgrading the track to maintain the speed. Now as I said we are changing the break system also—air break system. Once we assess the line capacity, we will be able to do it.

[Shri C.K. Jaffer Sharief]

Another friend told me that nobody is talking about Udaipur. Shri Shiv Charan Mathur, our esteemed senior colleague and a senior leader of our party, Smt. Girija Vyas and another hon. Member who himself spoke, all of them are after this. Perhaps one of the luckiest States in this period is Rajasthan where the highest investment has been made. I do not think any other State has got such a lion's share. Still, naturally each one will speak about his or her State. As I said before, I am really very grateful to the hon. Members.

SHRI NIRMAL KANTI CHATTERJEE: What about Calcutta Metro survey of 2nd and 3rd lines?

SHRI C.K. JAFFER SHARIEF: We will examine it. ... (*Interruptions*)...

[*Translation*]

I have said a lot about Bihar now what do you expect me to say.

[*English*]

SHRI NIRMAL KANTI CHATTERJEE: You assure us that you will examine it.

SHRI C.K. JAFFER SHARIEF: Yes, we will examine it.

On the whole, as I said, I am really very grateful to the hon. Members that they have shown so much of interest in the network.

SHRI SRIKANT JENA (*Cuttack*): Actually you did not mention about the

affairs going on in Orissa. In Orissa whatever the little money you have given is not being spent. Shri K.C. Lenka was there in the Ministry and you have dropped him also!

SHRI C.K. JAFFER SHARIEF: I am sorry, this skipped from my mind because when you interrupt, it happens. What happened in Orissa is, there has been some problem of land acquisition and environmental clearance.

That is how the money is not being spent. Mr. Patnaik mentioned about it; I made a note of it. What has happened is this. I have gone to Orissa; my colleague Mr. Lenka took me there before laying down the Office to get a commitment to the people of Orissa. Whatever we have committed, we will stand by it. We have discussed it there also locally, when I had been to Bhubaneswar. The problem is of land acquisition and environmental clearance. That is how, the money is not being spent. But, whatever we have committed, that will be spent; and the work will be taken up. So, you do not have to have any such anxiety or fear that they will be taken care of. (*Interruptions*). As I assured the House, we will be writing individually to all the hon. Members about whatever points they have raised. We have covered their points; but whatever points we have not covered, we will be writing to them.

With these few words, I thank all the hon. Members who have participated, for their very valuable, patience and constructive suggestions. Sir, I am grateful to you; and I now request the House to pass the Estimates. (*Interruptions*) Sir, now that I have replied, the hon. Members may kindly withdraw all their cut motions. (*Interruptions*)

MR. CHAIRMAN: A number of cut motions have been moved by Members to the Demands for Grants (Railways) for 1994-95. Shall I put all the cut motions to the vote of the House together or does any hon. Member want any particular cut motion to be put separately? *(Interruptions)*

MR. CHAIRMAN: Please behave yourself. You are all senior Members.

*(Interruptions)*

MR. CHAIRMAN: Shall I put all the cut motions to the vote of the House together?

*(Interruptions)*

SOME HON. MEMBERS: No. *(Interruptions)*

SHRI BASUDEB ACHARIA: I want my cut motions No. 223 and 224 to be put to the vote of the House separately.

SHRI SYED MASUDAL HOSSAIN (Murshidabad): I want my cut motions No. 333 to 401 to be put to the vote of the House separately.

SHRI HARADHAN ROY: I want all my cut motions to be put to the vote of the House separately.

**19.00 hrs.**

MR. CHAIRMAN: I will now put all

the cut-motions moved by Shri Haradhan Roy to the vote of the House.

Cut Motion Nos. 120, 132, 133, 172, 173, 222, 225, 226, 554, 555, 580-585, 592-595, 598-603, 716, 717, 732-735, 862-867, 1172, 1173, 1435-1438, 1629, 1630, 1763-1773, 1961-1964, 2138-2155 and 2214-2219 were put and negated.

MR. CHAIRMAN: please do not disturb. I shall now put cut-motions No. 223 and 224, moved by Shri Basudeb Acharia, to the vote of the House.

The question is:

**That the Demand Under the Head  
Railway Board be reduced  
to Re. 1.**

"Failure to withdraw the proposed hike in freight rates to contain price rise." (223)

**That the Demand under the Head  
Railway Board be reduced  
to Re. 1.**

"Failure to bring down suburban train fare as well as 2nd class fares to the level of 1990." (224)

*(Interruptions)*

*The Lok Sabha divided.*

**AYES**

Acharia, Shri basudeb	Malik, Shri Purna Chandra
Anjalose, Shri Thayil John	Mollah, Shri Hannan
Balayogi, Shri G.M.C.	Mukherjee, Shri Subrata
Barman, Shri Uddhab	Murmu, Shri Rup Chand
Basu, Shri Anil	Murthy, Shri M.V.V.S.
Chakraborty, Prof. Susanta	Pal, Shri Rupchand
Chatterjee, Shri Nirmal Kanti	Patnaik, Shri Sivaji
Choudhary, Shri Ram Tahal	Prakash, Shri Shashi
Choudhary, Shri Saifuddin	Ram, Shri Prem Chand
Das, Shri Jitendra Nath	Rawat, Prof. Rasa Singh
Dhumal, Prof. Prem	Ray, Dr. Sudhir
Dome, Dr. Ram Chandra	Raychaudhuri Shri Sudarshan
Fatmi, Shri Mohammad Ali Ashraf	Roy, Shri Haradhan
Hossain, Shri Syed Masudal	Singh, Shri Rampal
Jena, Shri Srikanta	Shivraman, Shri S.
Jha, Shri Bhogendra	Tej Narayan Singh, Shri
Joshi, Shri Dau Dayal	Yadav, Shri Devendra Prasad
Khan, Shri Sukhendu	Yadav, Shri Ram Kripal

**NOES**

Ahirwar, Shri Anand	Anbarasu, Shri R.
Ahmed, Shri Kamaluddin	Ayub Khan, Shri
Akber Pasha, Shri B.	Banerjee, Kumari Mamata



Bansal, Shri Pawan Kumar	Das, Shri Anadi Charan
Bhagat, Shri Vishweshwar	Deka, Shri Probin
Bhakta, Shri Manoranjan	Dev, Shri Sontosh Mohan
Bhardwaj, Shri Paras Ram	Farook, Shri M.O.H.
Bhatia, Shri Raghunandan Lal	Fernandes, Shri Oscar
Bhoi, Dr Krupasindhu	Gehlot, Shri Ashok
Bhonsle, Shri Prataprao B,	Ghatowar, Shri Paban Singh
Bhonsle, Shri Tejsingh Rao	Gogoi, Shri Tarun
Bhuria, Shri Dileep Singh	Gomango, Shri Giridhar
Birbal, Shri	Gundewar, Shri Vilasrao Nagnathrao
Chacko, Shri P.C.	Handique, Shri Bijoy Krishna
Chaliha, Shri Kirip	Hooda, Shri Bhupinder Singh
Chandrakar, Shri Chandulal	Imchalemba, Shri
Chandrasekhar, Shrimati Margatham	Islam, Shri Nurul
Charles, Shri A.	Jaffer Sharief, Shri C. K.
Chaudhary, Sqn Ldr. Kamal	Jakhar, Shri Balram
Chaudhri, Shri Narain Singh	Jangde, Shri Khelan Ram
Chavan, Shri Prithviraj D.	Jawali, Dr. B.G.
Chavda, Shri Ishwarbhai Khodabhai	Jeevarathinam, Shri R.
Chowdhary, Dr. K.V.R.	Kaliaperumal, Shri P.P.
Dadahoor, Shri Gurcharan Singh	Kamble, Shri Arvind Tulshiram
Damor, Shri Somjibhai	Kamson, Prof. M.
	Kanithi, Dr. Viswanatham

Kaul, Shrimati Sheila

Palacholla, Shri V.R. Naidu

Khan, Shri Aslam Sher

Pandian, Shri D.

Konathala, Shri Rama Krishna

Panigrahi, Shri Sriballav

Krishna Kumar, Shri S.

Panja, Shri Ajit

Krishnaswamy, Shri M.

Patel, Shri Harilal Nanji

Kshirsagar, Shrimati Kesharbai  
Sonaji

Patel, Shri Praful

Patel, Shri Shravan Kumar

Kuli, Shri Balin

Patel, Shri Uttambhai Harjibhai

Kumaramanglam, Shri Rangarajan

Patil, Shrimati Pratibha Devisingh

Kuppuswamy, Shri C.K.

Patil, Shrimati Surya Kanta

Kurein, Prof. P.J.

Patil, Shri Uttamrao Deorao

Lakshmanan, Prof. Savithri

Patil, Shri Vijay Naval

Made Gowda, Shri G.

Patra, Dr. Kartikeswar

Malik, Shri Dharampal Singh

Pattanayak, Shri Sarat

Mallu, Dr. R.

Pawar, Dr. Vasant Niwruutti

Mathur Shri Shiv Charan

Potdukhe, Shri Shantaram

Meena, Shri Bheru Lal

Prabhu Zantye, Shri Harish Narayan

Meghe, Shri Datta

Pradhani, Shri K.

Mujahid, Shri B.M.

Rai, Shri Kalp Nath

Muralee Dharan, Shri K.

Rai, Shri Ram Nihor

Naikar, Shri D.K.

Rajeswari, Shrimati Basava

Nikam, Shri Govindrao

Ramchandran, Shri Mullappally

Padma, Dr. (Shrimati)

Rao, Ram Singh Col.

Reddaiah Yadav, Shri K.P.	Singla, Shri Sant Ram
Reddy, Shri A. Indrakaran	Sodi, Shri Manku Ram
Reddy, Shri G. Ganga	Sultanpuri, Shri Krishan Dutt
Reddy, Shri M. Baga	Tara Singh, Shri
Reddy, Shri Magunta Subbarama	Thakur, Shri Mahendra Kumar Singh
Sadul, Shri Dharmanna Mondayya	Thangka Balu, Shri K.V.
Sai, Shri A. Prathap	Thomas, Prof. K.V.
Sanipalli, Shri Gangadhara	Thorat, Shri Sandipan Bhagwan
Sawant, Shri Sudhir	Thungon, Shri P.K.
Sayeed, Shri P.M.	Topno, Kumari Frida
Shankaranand, Shri B.	Umbrey, Shri Laeta
Shukla, Shri Vidyacharan	Verma, Kumari Vimla
Silvera, Dr. C.	Vijayaraghavan, Shri V.S.
Singh, Shri Khelsai	Wasnik, Shri Mukul Balkrishna
Singh, Shri Motilal	Williams, Major Gen. R. G.
Singh, Kumari Pushpa Devi	

MR. CHAIRMAN: Subject to correction\*, the result of the division is:

Ayes: 037

Noes: 127

*The motion was negatived.*

*(Interruptions)*

SHRI BASUDEB ACHARIA  
(Bankura): As our demands are not agreed to, we are walking out in protest.

1912 hrs.

*At this stage, Shri Basudeb Acharia and some other hon. Members left the House.*

\* The following Members also recorded their votes:

AYES: Shrimati Suseela Gopalan

Shri Ramashray Prasad Singh

NOES: Sarvashri Jangbir Singh, A Venkata Reddy, R. Surendra Reddy, Kewal Singh Swarup Upadhayay and K.T. Vandayar.

MR. CHAIRMAN: I shall now put all the other Cut Motions which have been moved together to the vote of the House.

The Cut Motions Nos. 1-124, 127-131, 134-137, 146-171, 174-221, 321-401, 504-507, 546-553, 556-579, 586-591, 596, 597, 639-663, 711-714, 718-724, 728-731, 736-742, 745, 746, 749-758, 819-861, 942-945, 958, 959, 963-993, 1030-1053, 1066-1079, 1139-1150, 1170, 1171, 1174-1183, 1249-1254, 1258-1267, 1272-1279, 1293-1294, 1325-1326, 1339-1358, 1370-1375, 1378-1389, 1410-1418, 1429-1434, 1483-1526, 1607-1628, 1668-1687, 1692-1697, 1700-1725, 1730-1762, 1774-1788, 1826-1859, 1866-1884, 1893-1932, 1937-1960, 1965-1980, 2007-2029, 2042, 2043, 2059-2062, 2075-2090, 2136, 2137, 2156-2173, 2176-2213, 2220-2264 were put and negatived.

MR. CHAIRMAN: I shall now put the Demands for Grants (Railways) for 1994-95 to the vote of the House.

The question is:

"That the respective sums not exceeding the amounts shown in the fourth column of the Order Paper be granted to the President of India out of the Consolidated Fund of India, to complete the sums necessary to defray the charges that will come in the course of payment during the year ending the 31st day of March, 1995, in respect of the heads of demands entered in the second column thereof against Demand Nos 1 to 16."

*The motion was adopted.*

*Demands for Grants (Railways), 1994-95 voted by Lok Sabha*

No. of Demand	Name of Demand	Amount of Demand for Grant on Account voted by the House on 9.3.1994	Amount of Demand voted by the House
1	2	3	4
1.	Railway Board	2,47,67,000	12,38,33,000
2.	Miscellaneous Expenditure (General)	14,47,83,00072,	39,17,000
3.	General Superintendence and Services on Railways	113,42,31,000	567,11,53,000
4.	Repairs and Maintenance of Permanent Way and Works	240,52,66,000	1202,63,30,000
5.	Repairs and Maintenance of Motive Power	177,73,39,000	888,66,93,000

1	2	3	4
6.	Repairs and Maintenance of Carriages and Wagons.	253,76,57,000	1268,82,87,000
7.	Repairs and Maintenance of Plant and Equipment	124,67,82,000	623,39,10,000
8.	Operating Expenses—Rolling Stock and Equipment	198,50,40,000	992,52,00,000
9.	Operating Expenses—Traffic	821,62,96,000	1778,14,82,000
10.	Operating Expenses—Fuel	513,45,88,000	2567,29,43,000
11.	Staff Welfare and Amenities	89,54,35,000	447,71,74,000
12.	Miscellaneous Working Expenses	117,84,91,000	589,24,58,000
13.	Provident Fund, Pension and other Retirement Benefits	285,12,12,000	1425,60,59,000
14.	Appropriation to Funds	996,65,67,000	4983,33,33,000
15.	Dividend to General Revenues, Repayment of loans taken from General Revenues and Amortization of Over-Capitalization	..	1372,00,00,000
16.	Assets—Acquisition, Construction and Replacement		
	Revenue	7,50,67,000	37,53,33,000
	<i>Other Expenditure</i>		
	Capital	191,03,07,000	955,15,38,000
	Railway Funds	1798,34,16,000	8991,70,81,000

MR. CHAIRMAN: I shall now put Demands for Excess Grants (Railways) for 1990-91 to the vote of the House.

The question is:

"That the respective excess sums not exceeding the amounts shown in the third column of the Order Paper be granted to the President

of India out of the Consolidated Fund of India to make good the excess on the respective grants during the year ended on the 31st day of March, 1991, in respect of the following Demands entered in the second column thereof. Demand Nos. 9, 10, 13, 14, 15 and 16".

*The motion was adopted.*

*Demands for Excess (Railways) 1990-91 Voted by Lok Sabha*

No. of Demand	Name of Demand	Amount of Demand voted by the House
1	2	3
9.	Operating Expenses—Traffic	22,06,19,644
10.	Operating Expenses—Fuel	1,12,74,056
13.	Provident Fund, Pension and other Retirement Benefits	19,05,56,103
14.	Appropriation to Funds	56,99,15,636
15.	Dividend to General Revenues, Repayment of Loan taken from General Revenues and Amortization of Over-Capitalization	2,40,41,765
16.	Assets—Acquisition, Construction and Replacement	
	<i>Other Expenditure</i>	
	Capital	169,25,50,396
	Railway Funds	1,61,56,893

19.14 hrs.

THE APPROPRIATION  
(RAILWAYS) NO. 2 BILL, 1994\*

ment and appropriation of certain sums from and out of the Consolidated Fund of India for the services of the financial year 1994-95 for the purposes of Railways."

*[English]*

THE MINISTER OF RAILWAYS  
SHRI C.K. JAFFER SHARIEF: I beg to move for leave to introduce a Bill to authorise payment and appropriation of certain sums from and out of the Consolidated Fund of India for the services of the financial year 1994-95 for the purposes of Railways.

*The motion was adopted.*

SHRI C.K. JAFFER SHARIEF: I introduce the Bill\*\*.

MR. CHAIRMAN: The Minister may now move the motion for consideration.

MR. CHAIRMAN: The question is:

SHRI C.K. JAFFER SHARIEF: I beg to move:\*\*

"That the leave be granted to introduce a Bill to authorise pay-

"That the Bill to authorise payment and appropriation of certain sums

\* Published in the Gazette of India. Extraordinary Part II, Section 2, dated 27-4-1994.

\*\* Introduced/moved with the recommendation of the President.