

12.42 hrs.

SUPPLEMENTARY DEMAND FOR
GRANT (RAILWAYS) 1994-95;

AND

DEMANDS FOR EXCESS
GRANTS (RAILWAYS), 1991-92 -

Contd.

[English]

MR. DEPUTY-SPEAKER: Now we shall take up further discussion and voting on Supplementary Demand for Grant (Railways) for 1994-95 and Excess Grants (Railways) for 1991-92 - item numbers 8 and 9.

Shri G. Ganga Reddy - Not present.

Kumari Frida Topno.

KUMARI FRIDA TOPNO (Sundargarh): Sir, I shall restrict my speech to the Railway problems of my State - Orissa and problems of my Parliamentary constituency - Sundergarh. The Bolangir to Khurda line has been sanctioned and construction work of this new Railway line should start without any further delay. This Railway line will cater to the needs of most backward areas of Orissa.

Secondly, Sir, the district headquarters Sundergarh, my Parliamentary constituency, has not been connected with the Railway line. The nearest Rail Head Jharsuguda is 30 kms. away from Sundergarh. Hence a new Railway line should be sanctioned from Jharsuguda to Jaspur via Sundergarh Town. Till it is done one Railway booking office should be opened at Sundergarh which is a long standing demand of the people of my constituency, Sundergarh.

Thirdly, Sambalpur-Nizamuddin Express has been introduced very recently keeping in view the interest of the people of Western Orissa. Originally it was decided that this train would start from Raygoda in the district of Koraput but since there is no terminal facility at Raygoda Railway Station, it is starting from Sambalpur for the time being.

It is a long distance train. Passengers suffer a lot for procuring food. It takes two days time to reach Nizamuddin from Sambalpur. So, the passengers suffer a lot for procuring food. Therefore, one pantry car should be attached to this train as early as possible. One AC coach attached to the train goes towards Sambalpur from Jharsiguda and some bogies go to Rourkela. But there is no AC coach in the train that goes towards Rourkela side. So, it is requested that another AC coach should also be attached with the bogies going towards Rourkela for use by the passengers coming from Rourkela.

Bokaro-Alleppey Express is a long distance train. One pantry car should be provided to supply food to the passengers. One AC coach should also be attached to this train. It is very difficult to travel by this train during summer season for want of AC coach.

In the Express train running from Howrah to Kurla, another AC coach may be provided. As far as Sambalpur-Talcher Railway line is concerned, late Shri Rajiv Gandhi laid the foundation stone for the construction of this railway line ten years back at Sambalpur. The construction work is very slow, only one-third of the project has been completed so far. This work should be completed as early as possible. My colleague, Shri Sriballav Panigrahi, also demanded for the same.

As far as Utkal Express is concerned, it is the only train connecting the most parts of Orissa with Delhi. The train never runs in time. In Madhya Pradesh it stops at every station and it becomes just like a local passenger train. Between Agra-Gwalior-Jhansi it is overcrowded as the regular passenger forcibly enter into the reserved compartments and make the life of the long distance passengers miserable. Steps should be taken to check this so as to ensure safety and comfort of the passengers. There is a need to improve the Rourkela Railway Station. Rourkela city is the pride of Orissa. Due to the establishment of Rourkela Steel Plant, Rourkela occupies a prominent place on the map of India. Rourkela Railway Station requires a lot of improvement and, therefore, the work should be undertaken immediately. One more platform has to be constructed with immediate effect. There is also need to computerise the booking counters. Also, the Rourkela Railway Station must be provided with all the terminal facilities.

There is also need for constructing two flyovers, one at Basanti Colony, Rourkela and the other at Kukda Gate near Bondamunda. Basanti Colony has come up in the recent past on the other side of Uditnagar. Kukda gate falls on the Rourkela-Jaraikela road. Hundreds of daily workers come to Rourkela from the nearby villages for their livelihood. They are stranded on the way while the train passes through that area. These two flyovers are to be constructed soon. Another flyover needs to be constructed at Rajgangpur Railway Station on Rajgangpur-Maledih Road.

Thousands of workers of Rourkela Steel Plant and daily labourers residing on the other side of the river Koel daily come to Rourkela crossing the railway

bridge over the Koel river. Every year accident occurs and many have lost their lives. A foot-way is to be constructed on the side of the railway line facilitating the workers to cross the river safely.

Panposh Railway Station is an old Railway Station located in between Kalunga and Rourkela Railway Stations. This Station needs immediate improvement. Necessary provision should be made for development of this Railway Station out of the funds provided under Supplementary Demands for Grants (Railways) for 1994-95.

One foot over-bridge may be constructed at Jaraikala Railway Station.

Bisra town is a business centre of my Parliamentary Constituency. The businessmen are required to go to Calcutta and Raipur for purchases. So, they have been demanding since long for a stoppage of Howra-Bombay Express at Bisra Railway Station. This may be sanctioned.

Two of my longstanding demands of my Parliamentary Constituency, Sundargarh, have been fulfilled by the hon. Railway Minister by extending the Utkal Express upto Amritsar and providing a new train Patliputra starting from Jharsuguda Railway Station to Patna in the State of Bihar. I am grateful to the hon. Railway Minister for granting this facility.

Lastly, I fully support the Supplementary Demands and Excess Demands for Grants.

SHRI P.C. CHACKO (Trichur): Sir, thank you very much. Unfortunately, even though the issue of Minister's absence was mentioned yesterday

[Shri P.C. Chacko]

morning also, the hon. Railway Minister is absent. He may be busy with more important work than the Parliamentary work and, therefore, he is not here today. You have called me and you have given me time now. I have to utilise this time, but unfortunately the hon. Railway Minister is not here. Shri Mallikarjun who is still known as Railway Minister though he is not in charge of Railways now, is here.

MR. DEPUTY-SPEAKER: You need not be disappointed.

SHRI P.C. CHACKO: I am really disappointed. But the fact is, this is the second opportunity we are getting in this House this year to speak about Railways. Every opportunity that the hon. Member are getting is being utilised. A large number of Members participated in this discussion yesterday. Other hon. Members from Kerala always participated in the Railway Budget, not with happiness, but with a heavy heart. Last year, Members from Kerala were almost in one voice demanding for more development work in Kerala. Even though our hon. Railway Minister announced some schemes in the recent Railway Budget which temporarily satisfied all the hon. Members, things have gone much more worse now. The fact remains that in the last Railway budget, a sum total of Rs. 30.2 crores was allotted to the schemes in Kerala. But after five months of the passing of the Budget, the hon. Railway Minister has now come before the House with Supplementary Demands. I am only happy to support the Supplementary Demands because these include some new services and that procedure needs the ratification of the Parliament. But when the Railway is thinking of starting of some new schemes and asking for money under new Heads and seeking the sanction of

Parliament, what about the amount already sanctioned? What about the Budget we have passed? The last Railway Budget was passed for more than Rs. 7000 crores. Out of that, a meagre amount of Rs. 30.2 crores was allotted for all the schemes of Kerala. Not even a single paisa is being utilised for the last five months in Kerala. I am making this charge with all responsibility and seriousness at my command. In the last five months, after passing of the Budget, even though some schemes were allotted to Kerala out of Rs. 30.2 crores, not a single pie is spent in Kerala.

Administrative sanction is not being given. How is this happening? I want the Railway Minister to reply to this question when we are voting the Supplementary Demands for Grants. The Supplementary Demands for Grants are before this House. We are happy to support that. But how did it happen?

Sir, some new trains were introduced to Kerala. We are happy about that. But when the new train started, again step-motherly attitude towards the State of Kerala is continuing. I have no hesitation in saying this. Recently, the Rajdhani Express was extended upto Trivandrum. First, it was running between Nizamuddin and Madras. It was extended upto Trivandrum. Normally, when a Rajdhani Express is started, the starting station gets all the posts. The new posts, which are sanctioned for the train, are taken from the starting station. Trivandrum is the starting station for the Rajdhani Express. Nearly 200 posts, which are to be taken from the Trivandrum Division, have now gone to Nizamuddin. I do not know what is the attitude of the bureaucrats who are controlling the matter. Recently, nearly 2000 tonnes of rails, which were stacked on both sides of the railway line between

Quilon and Trivandrum, were taken away and transferred to some other State. I do not want to mention the name of the State where it was taken because I consider the whole country as my own State. India is one country and I feel proud of that. Let the Railway development take place in any State. I am not at all unhappy. But the fact remains that for the doubling of Kayamkulam-Trivandrum line, rails were supplied, sleepers were supplied and these were stacked on both sides of the railway line between Kayamkulam and Trivandrum. Sir, you know the place very well. You have visited our State many times. The real bottleneck is between Kayamkulam and Trivandrum. Even if many trains are introduced to Kerala, we are not going to be benefited because doubling of the line is not completed. Between Trivandrum and Ernakulam, the distance is hardly 200 or 220 kms. Now, the so-called fast trains are taking five hours to traverse a distance of 200 kms. because the doubling of the line has not been completed. The doubling of a small length of this route between Kayamkulam and Trivandrum has not been completed. Your goodness might be remembering how many times, at least half a dozen times, our friends in this House have raised this issue here. The Railway Minister usually gives all kinds of explanations. I have no personnel quarrel with him. What is happening to Kerala? The doubling of the line between Quilon and Trivandrum was promised in this House. When all the Members from Kerala were crying in this House, even Shri Chandra Shekhar one day stood up and supported us. People feel that Kerala is not given its due share. We have been making this hue and cry every time. Then, it appeared that the Minister was trying to do something. What really happened. The doubling of the line was promised. Money was provided for that.

But the money has not been spent. After passing the Budget, after a lapse of five months, the money has not been spent. Orders are not given. It is not only that the rails that were provided for the doubling of the line, the sleepers that were provided to Kerala for that purpose, which reached Kerala, which was stacked on both sides of the railway line, were transported to outside places from Kerala. If the doubling of that line is not completed, no benefits will be derived. Even if more trains are going to be introduced, if this line is not doubled, the problems will remain. We were asking for the doubling of the Shoranur-Mangalapuram section. For that too only one section has been taken up. The explanation of the Southern Railway is that since there is going to be another parallel line, so, this double line is not necessary. This is the sad position.

Sir, Kerala is also a party to the Konkan Railway Project. Our Government, with all the financial difficulties, is cooperating with it as far as the Konkan Railway Project is concerned. All the Southern States are contributing. We are also contributing to the Konkan Railway Project. Even when the Konkan Railway Project is completed and even when it reaches Mangalore, if the line from Mangalore to Shoranur is not doubled, Kerala will not get the benefit. If that line is not completed, then, how is the poor State going to get the benefits of the new line? The point is that we are going to be denied of the entire benefits of this Konkan Railway because of the fact that the Shoranur-Mangalore line is not doubled and no step is taken for this. In the last Budget, we were promised something. We waited for some time. After making all these complaints, after waiting all these years, we thought that something is going to come to Kerala. But nothing is being done. The way

[Shri P.C. Chacko]

things are being implemented, the schemes are being implemented in a half-hearted manner, it is detrimental to the interests of Kerala.

13.00 hrs.

About the development works, Trivandrum was announced as the model railway station. But it is only in name. I want to tell you one thing with pain in my heart. The Rajdhani Express, after a long wait, started from Trivandrum to Nizamuddin. We beautifully decorated the train and sign boards were put up in three or four languages – in Malayalam, in Tamil, in Hindi and in English - when it started from Trivandrum. All the beautifully painted sign boards were displayed on the train and photographs of some of the typical Kerala scenes were also exhibited in that train. What happened to it? When the train came back from Nizamuddin, all these were destroyed. I want to know who is responsible for this. I want the Minister to answer as to who is responsible for this. Some of the beautiful paintings of Kerala which were exhibited in the train were removed when this train returned from Nizamuddin. Railway is considered as a unifying force of this country. Railway is considered as a common link of this country; railway is considered as one of the powerful weapons of national integration. But if this is the way the railway is functioning, I have my strong reservation in supporting this. When this train was beautifully decorated for its maiden journey from Trivandrum, even sign boards in Malayalam were destroyed and the photographs which were exhibited were also destroyed. Who is responsible for this? I want the Railway Board officers to go into this. This is the reason why, I wanted to present my speech

when the Minister is here. If this is the attitude shown to any State, it is unfortunate. I request the Railway Minister not to have this attitude. The Minister may not have this attitude. But whoever is having this attitude, should not be tolerated in the Railway Ministry. This step-motherly attitude is not going to help. This large railway line of India is the basis for the national integration in this country. But unfortunately, this kind of attitude being exhibited by the officers of the Railway Board, cannot be tolerated.

When there are recruitment chances for our division, it is taken away. This kind of tardy development, lop-sided planning, delay in giving sanctions in paralysis the entire development of railways in Kerala. Irrespective of politics, all the Members from Kerala have been asking here for the development of railways. In spite of all these things, when Southern Railway authorities are calling us, we go there but we do not drag each other's legs. We have our own interests. But we sit together and chalk out our priorities. And when we go to the meetings, we place our arguments in one voice. That has been the practice of the MPs belonging to Kerala. Even though we belong to different parties yet we do not show our differences when we go to any conference. He always put forth our priorities together. But this is not being listened to.

I come from Trichur. Recently, a railway line was inaugurated between Trichur and Guruvayur. This is perhaps, the only railway line of 25 kilometres length which was constructed in Kerala in the recent past. But we find the worn out sleepers and used rails in this line. Guruvayur is called the 'Southern Kashi' of India. It is a temple city where we have the famous temple of Lord Krishna. Even to this temple city, we find used second

hand rails being used in the new line which was constructed. With this, the trains which are running in that sector, cannot go beyond the speed of fifty kilometres per hour. This is the situation there. Who is responsible for this? I want the Railway Minister to reply to this question. No one can play with the interests of the people of any State. We are happy if any other State gets its due. But we also should get our due.

Lakhs and lakhs of Keralites are working outside Kerala. And they have a dream of coming to their home towns once in a year with their families during Onam or Christmas festivals. Sir, we have one big drawback. We always travel with tickets. People from Kerala always travel taking tickets. And travelling without tickets are not familiar to them. Ticketless travel is very much in existence in other places. But we always travel with tickets.

The longest journey is undertaken by the people from Kerala whether to Bombay or to Jhansi or to any other place. Lakhs of people who are residing in the other cities once in a year come and spend time with their families. They have to wait for three or four months to book their tickets in advance. Even then they are not getting the tickets. We are requesting the Railway administration, Railway Minister, time without numbers. But, unfortunately we are still where we are.

Here, Sir, 12 new schemes are going to be taken up. When Rs. seven thousand crore is voted by this supreme body to the Railways, we have no hesitation in passing this demand of Rs. 12,000. But some new schemes are coming before the Parliament. Some new schemes for over-bridges are there. What is the position of the Railway overbridges? You have travelled extensively in the

northern part of Kerala. A distance from Cannanore to Calicut can be covered in two hours, but you take five hours. There are four railway level crossings on the main road, on the highway itself. Where is the priority? In Trichur from where I am coming, for the last 25 years there is the for Vadakkancherry over-bridge. It has always been in the Railways list. Only in my constituency at Ollur level crossing on both sides for kilometres and kilometres vehicles are always parked, thousands of people are always held up. We are praying to the Railways for a railway over-bridge there. Where is the railway over-bridge? Where is the priority? We are at a loss to understand this. Our being at the southernmost corner of the country should not be a disqualifications for us. If India is one country, if Railways is a national organisation, then Railways should not see us with the step-motherly attitude.

Sir, in this new demand of Rs. 12,000 also, Rs. 1,000 is for starting a new head, a new service. In that, I understand that railway over-bridges are also part of it. I want the Railway administration to apply their mind and see which are comparatively more important demands as far as the railway over-bridges are concerned. Whether Ollur or Vedakkancherry, railway over-bridge. Railway bridges are required on the National Highways, where traffic density is more than 40,000 passenger car unit a day. If the passenger car unit is more than 20,000 a day and if there is no railway bridge, you can guess the sufferings of the public. This is happening there.

We have got one *Rajdhani Express* which is passing through Kerala. We are insulted and humiliated like anything on this score. The Minister is saying that we should be happy. We are all happy. We

[Shri P.C. Chacko]

want to be happy. Even if we are not happy, we will try to be happy. But, Sir, we have to take a ticket from Erode to travel from Cochin. The train is stopping at Ernakulam. There is no facility of purchasing ticket at Ernakulam. Erode is 300 or 400 kilometres from Ernakulam. But, the ticket is issued from Erode to Trivandrum. There is no ticket available from Ernakulam to Trivandrum. Then, for what purpose Rajdhani express is for us? We can see the Rajdhani express passing by, standing at railway station. We cannot take a ticket and travel. Sir, this kind of unhealthy attitude is being resorted to by the Railway administration. It is distressing also. How many times have we gone and represented to the Railway Minister? I know Railway Minister for more than 25 years. We are good friends. This is not personal. But, he should not be allowed the Railway administration to function like this. It should not be allowed to play with the destinies of the people, with the basic interest of the people. This should not be allowed. How much should we try? We all MPs went to the Prime Minister, we went to the Railway Minister, we had a number of meetings. We never had any difference of opinion in our representation. In one voice we made this representation.

Then, Sir, about the doubling of the Kayakulam to Trivandrum and Shoranur to Mangalore lines. If these schemes are not implemented, the whole system is going to be choked, the whole thing is going to be a bottleneck. Development of Kerala is going to be totally tardy.

Who has given these orders to the Southern Railways to take away the rails brought for doubling of railway lines of Kerala? I want the Minister to give a categorical answer.

The people of Kerala are not going to tolerate this kind of things. We have been giving our full cooperation to the Railways, to the Government. We know our political responsibility. But hereafter we are not going to keep quiet. The number of railway stations are less in number. We are asking for preliminary maintenance, but it is not being given. A number of conferences were held, but there is no result. We asked for drinking facility and some shelter at stations. In the heavy monsoon which is ravaging the whole State, even in the station we cannot stand under a roof. The condition is deplorable. It is worse than a cowshed. That is the situation in most of the stations. We are asking for some improvement, but it is not being given.

In spite of all this we support these Demands because this Government wants to start something new. I hope there would be a new beginning. I wish that the Minister and the Railway administration take this as an opportunity to correct the mistakes which they have committed in the past and to correct the injustice which they have done in the past to the people who are deprived, especially to the people of Kerala.

With this caution and warning I support these demands.

MR. DEPUTY-SPEAKER: Mr. Chacko, for your information and also for the information of the House I would like to state that Shri Jaffer Sharief had approached the hon. Speaker to permit him to be absent. Shri Mallikarjun has been taking down the points.

Shri Oscar Fernandes to speak.

SHRI OSCAR FERNANDES (Udupi): Sir, I would like to speak in Kannada.

MR. DEPUTY-SPEAKER: You can speak after lunch.

The House stands adjourned for lunch to meet again at 2.10 p.m.

13.11 hrs.

The Lok Sabha then adjourned for Lunch till Ten Minutes past Fourteen of the Clock.

14.18 hrs.

The Lok Sabha re-assembled after Lunch at Eighteen Minutes past Fourteen of the Clock.

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

SUPPLEMENTARY DEMAND FOR GRANTS (RAILWAYS), 1994-95

AND

DEMANDS FOR EXCESS GRANTS (RAILWAYS), 1991-92 –
Contd.

[*English*]

MR. DEPUTY SPEAKER: Mr. Oscar Fernandes please.

[*Translation*]

*SHRI OSCAR FERNANDES (Udupi): Mr. Deputy Speaker, Sir, I was on my legs today afternoon to support the Supplementary Demands for Grants (Railways) for the year 1994-95. Now I am continuing my speech.

As far as my knowledge goes, an important decision has been taken in the Yojana Bhawan very recently to convert the metre gauge in broad gauge between Mangalore and Bangalore. This news has brought happiness among the people of Karnataka. This conversion work is very important not only to Karnataka but also to Tamil Nadu, Kerala and other neighbouring States. They can have direct railway links between themselves. This would establish direct link of Mangalore Port with Madras Port *via* the Capital city of Karnataka, Bangalore, Mangalore will be linked to Bombay *via* Arasikere.

The gauge conversion work between Bangalore and Miraj is one of the long pending demands of the people of Karnataka. Perhaps Mangalore-Arasikere conversion work is a part of the above said project. The gauge conversion work between Bangalore and Arasikere has been completed and it is being used regularly. The conversion work of this line has to be continued upto Bombay. I request the Hon. Minister to make all efforts to get clearance from Planning Commission for the completion of the above said project. I request him to come to Dakshina Kannada district and lay the foundation stone of this vital project. The rural people would be benefited to a large extent by this project.

Mangalore is the gateway of Karnataka. Bangalore is the capital city of the State. Broad gauge link between these two cities would be complementary for the inter land development programmes.

There is a vast scope to start Container Services. The goods received from international centres can reach

* Translation of the speech originally delivered in Kannada.

[Shri Oscar Fernandes]

Bangalore directly. Agricultural produce and various industrial goods produced in all around Bangalore can be sent to Mangalore port and Madras port directly. Hence, this conversion has to be completed at the earliest. Bangalore is a fast developing mega city and metro Railway facility is a must to this city. Bangalore is the centre of industrial revolution in Karnataka. It is the Silicon Valley. It is the nucleus of computer software development in the country. Therefore, the Ministry has to provide more funds and the Railway Ministry has to complete all the projects in the city including metro railway. Sub-urban Railway will enhance the industrial development of the city.

Bharat Earth Movers Ltd. (BEML) which is situated in Bangalore manufactures railway coaches. Unfortunately this year they have not got any orders. About 5,000 workers have become jobless. I, therefore, urge upon the Hon. Minister to look into this matter immediately and to place orders with BEML.

Unigauge system is an unique idea and that will be the all round development of the country. North-Eastern States have to be provided with new Railway lines. If it is difficult to provide Broad gauge railway lines, then at least to metre gauge railway lines have to be provided to these States. Then only the North-Eastern States will be in the National mainstream.

Indian Airlines have provided some facilities. But how many of us can travel by air? One of my friends, a Member of Parliament from that area was narrating about this matter. He said that one has

to sell their properties if they have to take somebody to a hospital in Delhi or Calcutta. If this is the situation, how can ordinary people travel by air. Hence, there is urgent need to provide railway facilities to the North-Eastern States. All North-Eastern States are hilly places. Hence they should be given priority. About 6,000 km of gauge is being converted into broad gauge. The scrap parts can be used in North-Eastern States for providing new railway lines to them. I am in favour of unigauge system. In case if it is difficult to provide broadgauge, then at least metre gauge should be provided.

Konkan Railway has made good progress. From Mangalore it has come upto Udipi. From Bombay side also good progress is there. It has crossed places like Apta, Roha.

From Mangalore towards Kerala, the railway line has to be doubled. The recent floods have affected the life of the people particularly the coastal areas of Karnataka. To some extent, the Railway lines are also responsible for this. The Hon. Minister was kind enough to visit our place to see the problems of flood victims in his own eyes. The water is stagnating on both sides of the railway line. It is very essential to provide drainage system on both sides of the railway track. I request the Hon. Minister to take up this work immediately. Parallel to the railway line, there is a nationalised high way. Drainage system should be provided between the railway line and national high way such that the water can flow easily without causing problems to the people particularly farmers. If water stagnates here, then the farmers cannot take their cattle to the other side of the railway track. Railway over-bridges and under bridges have to be constructed to help these farmers.

People of our area are very happy about Konkan railway. They have given their lands without expecting any compensation. In fact Konkan Railway authorities had assured to provide job to at least one person in a family whose land was taken for the Konkan Railway. Now the authorities are not striking to their assurances. They say that those who do not have food to eat will be given jobs. They are providing jobs to outsiders. I have no objection to this if persons are not available locally. The people who gave land should be given top priority by the Konkan Railways for providing jobs.

Hon. Prime Minister inaugurated the railway line between Mangalore and Udupi. The youths at that time were shouting that they should not allow any train on that line (Konkan). Then I went before them and convinced them. Konkan Railway is a national project and nobody should object to it. I also assured them to solve their problems. Konkan Railways has been completed upto Udupi. Now, it has to proceed towards Kindapura, Kindur etc. From there, it has to go towards Bombay. Local youths must be provided jobs in the Konkan Railways Project.

Research and development plays a vital role in the progress of Railways. Sufficient funds have to be allocated for this purpose. In fact, we can save a substantial amount of money by investing in the research activities of our railways.

Railways have many projects for the benefit of tourists. Passengers Insurance Scheme has been introduced by the Railways. This is highly appreciable.

There are air travel agents throughout our country. This system can be introduced by the Railways also. This

step would enable the Railways to provide jobs to thousands of unemployed youths in the country. These travel agents can be provided with computer terminals. I humbly request the Hon. Minister to give a serious thought to the various points that I have raised here and take steps accordingly.

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

[English]

MR. DEPUTY-SPEAKER: The total time allotted for this subject was three hours and so far you have consumed nearly two hours. There are still 16 more names in the list who are very anxious and eager to participate in the debate.

SHRI E. AHAMED (Manjeri): Mr. Deputy-Speaker, Sir, I appreciate what you have said and I am also just confining my statement only on a few local issues. I do not want to take up other issues just to avoid repetition.

I am just referring to some of the problems facing the people of my State *vis a vis* Railways and its functioning.

Kerala has been demanding, for their people, some development schemes and also some more facilities. Keralites are working all over the country. They are also working even in other countries. Whenever more trains are allotted for Kerala, the Railways never lose any revenue on that account but unfortunately the Railways have taken a lukewarm attitude to the demands made by Keralites, particularly, of the Malabar area. Malabar is a part of Southern Railway which has a century-old railway-line. The utilisation of Railways between

[Shri E. Ahamed]

Calicut and Shoranur is 93.3 per cent and the utilisation of Railways between Cannanore and Calicut or between Shoranur and Cannanore is 90 per cent. When it exceeds more than 80 per cent or 85 per cent. I do not know whether there should definitely have doubling of the line or not. I am very grateful to the hon. Minister for having agreed to have doubling of the line between Shoranur and Mangalore in that area but only a paltry sum of Rs. 2 crore had been allotted for the line that too for works between Calicut and Kuttipuram. Our demand was for doubling of the railway-line between Shoranur and Mangalore but it had been approved at present only between Kuttipuram and Calicut. This amount of Rs. 2 crore will not even be sufficient for the administrative expenditure.

So, what about doubling of other part of this line from Calicut to Cannanore or Cannanore to Kassargode or Kassargode to Mangalore? This is one of our long-standing demands. The people of Malabar have contributed a considerable amount of help and encouragement to the Railway with the result that the Railway have come to this present position. But the people of Malabar have been denied this facility.

Sir, the hon. Minister was very kind enough to come to my constituency and Feroke railway station and ordered for re-modelling of one of the old stations viz. Feroke in my constituency.

But the railway officials did not concede to that demand or to say the instructions of the Minister. The Minister had instructed in my presence, but they did not give sufficient consideration to it or sufficient amount. This is the fashion

in which the Southern Railway sometimes functions.

Mahappuram District is one of the most backward districts in Kerala. They are not having communications with other parts of the country. The only railway line is between Kuttippuram and Parappanadi on main line. But everything is in Calicut District. But this area has not been given any consideration by the Railways. One new line was under consideration. A survey had been ordered by the hon. Minister for engineering and commercial survey between Nilambur and Feroke. Three years have been passed. Every time I receive a letter from the Minister saying that it will be completed next year. Recently, I have received a letter from the Minister saying, "I am glad to inform you that the proposed survey between Nilambur and Feroke will be completed by the end of this year." Where a survey has been completed between Tellicherry and Mysore, nothing has been done. A survey has been required between Kuttippuram and Mallatur; but that has not been conceded.

The Railways Ministry has got resources to start new lines, but new trains have not started for the people of Malabar. I know the Minister is very much sympathetic towards the need of the people of Malabar. He is the only Minister who has taken pains to visit Malabar. I can very well understand his difficulty. But when the Konkan Railway Project will be implemented and the new trains will be introduced in that line, five-six lines are to be diverted to this Malabar area to make use of the Konkan line, that is Trivandrum-Ahmedabad, Trivandrum-Guwahati. These trains have to go *via* this Konkan line.

What is the position between Shoranur and Mangalore? There is no

double track. Therefore, I humbly request the hon. Minister to provide some more funds for these new lines. I can very well understand the financial constraint that the Railways are facing. But, whatever the amount they provide it will not be a losing proposition for the railways. So, I request the Minister to give some assurance to the House on this account.

There is a lot of railway properties in and around of many railway stations in Kerala which are potential. It is neither being used by the railways nor is it being given to private party for commercial purpose. Many of the railways need commercial complexes. Why do they not constitute a new body or an agency under the administration of the Railway Ministry to start remunerative development schemes. When there is sufficient land available around many of the stations where such development is required, the railways can very well make use of that land for remunerative development schemes. On the one hand, this land could be used by the railways themselves; on the other, they could also have some revenue out of it. I do not mind if they give it to a private party in certain cases. But they can make use of that land for the development of shopping complexes, hotels and other amenities for the public. If necessary, it can be rented out or it can be auctioned. In this way, that will be a steady income for the railways.

Sir, the Railways are to utilise the Railway land and are also to do everything for getting a steady revenue. This is one suggestion, I would like to place before the hon. Minister for his consideration.

I wish to bring to the notice of the hon. Minister the position of some of the railway stations in Malabar area. We are

having a good rainfall, almost for a very considerable portion of the year. But many of our railway stations do not have roofing facilities. It is only one portion of it. The railway stations in Kerala must have some roofing facilities. So I wish that the Railways give due consideration to this and also introduce new trains from this portion covering Malabar area.

I am only supporting my friend Shri Vijayaraghvan. Earlier also I mentioned in this House and if you recollect, what I said was that Rajdhani has neglected Malabar area.

Rajdhani is coming from Madras and going to Cochin-Trivandrum. It is passing through Palghat. The entire people from Malabar and South Canara have not been given this benefit. Palghat railway station is an important junction. After all, we are asking for two-three minutes stoppage when you are catering to the needs of millions of people.

With this people from Coimbatore will be benefited, people from South Canara will be benefited and the people from entire Malabar area will be benefited. One fine night we find that Rajdhani is passing through our place, but what is the use? Those who are in Cochin area of Kerala, will have the benefit if it stops at Ernakulam. Those who are in Trivandrum-Travancore area, will have the benefit if it stops at Trivandrum. But what about the people from Malabar area? Almost half of the Kerala has been neglected. Sir, this is the demand of people of Kerala.

Sir, the hon. Minister was very much considerate to us. He was very much sympathetic to us and he will definitely be sympathetic to us. I hope, in his reply the hon. Railway Minister will

[Shri E. Ahamed]

assure that Rajdhani will be stopped at Palghat junction just for three minutes.

[Translation]

*SHRI B.K. GUDADINNI (Bijapur):
Mr. Deputy Speaker, Sir, I thank you for giving me an opportunity to speak. The Hon. Minister Shri Jaffer Sharief has made all efforts for the development of Railways particularly conversion of metre gauge into broad gauge during 1991-93. I whole heartedly congratulate him.

Bijapur is my Constituency. The Hon. Minister had laid the foundation stone in 1993 for conversion of Meter gauge line between Bijapur and Sholapur. So far the conversion work has not started even though we are approaching the end of 1994. Sir, through you I request the Hon. Minister to start this work without any further delay. This conversion work would enable the people to travel conveniently between Bijapur and Sholapur via Gadag and Hospet. This would also enable the direct running of trains between Bangalore and Bombay. People of Sholapur and Bijapur can reach Bangalore directly without any difficulty if this work is completed. The people of Bijapur and Dharwar have to travel more than 24 hours to reach our State Capital, Bangalore.

I urge upon the Hon. Minister to introduce a special train from Bijapur to Hospet and that train should be connected to Hampi Express. The Hon. Minister would be remembered for a very long time by the people of this area if the above said conversion work is completed

and direct railway link is established between Bijapur and Bangalore.

There is a train between Bijapur and Dharmavaram. It appears to me that this train has been introduced for the benefit of Railway employees and other Government employees. This line is not at all helpful to the public in general. The train leaves Bijapur at 9 A.M. and reaches Dharmavaram at about 9 or 10 P.M. I have no objection if this train is cancelled as it is of no use to the public. This train can be cancelled and the same may be operated to Hospet. I hope that the Hon. Minister would apply his mind in this matter and take a final decision at the earliest.

Reservation facility is available in Gulbarga for the Kamataka Express which runs between Bangalore and New Delhi. The people of Bijapur have to come to Sholapur to book their tickets and there are only two AC II Tier berths available at Sholapur. This quota must be increased to at least four berths. In addition to this at least two first class berths must be made available for the convenience of the people of Bijapur.

Udyan Express runs between Bangalore and Bombay. Three Compartments (bogies) are attached to this train at Sholapur. At least one of these three bogies must be reserved exclusively for the people of Bijapur. God only knows the difficulty of the people of Bijapur to reach their State Capital, Bangalore. In fact, the Hon. Minister during his visit to Gulbarga has assured that all the district headquarters would be linked with the State Capital. I hope that the Hon. Minister would keep up his promise.

Discussions are going on to set up a Railway Factory in Gulbarga for manufacturing of spare parts. My humble request to the Hon. Minister is to set up this factory in Bijapur. Bijapur is the most backward district in Karnataka. Most of the educated youths are unemployed. The Minister knows the sufferings of the people of Bijapur. The people of Bijapur are prepared to provide the land freely for setting up this factory.

Once again I request Shri Jaffer Shariefji to take up the conversion work between Bijapur and Bangalore. If it is not possible to take up this work during the year 1994, this work has to be completed in the year 1995, otherwise people of that area may resort to strikes and agitations.

Sir, I wholeheartedly support the demands for excess grants in respect of the Railway Budget for 1991-92. I also support the supplementary demands for grants for the year 1994-95.

I am grateful to you, Sir, for calling me to speak and with these words I conclude my speech.

[Translation]

SHRIMATI SANTOSH CHOWDHARY (Phillaur): Mr. Deputy Speaker, Sir, while speaking on the Supplementary Demands first of all I would like to give lots of congratulations to the Railway Minister for introducing new Shatabadi Express for the people of Amritsar and Punjab. We, the people of Punjab are very happy with this step and through you, we want to give thanks to the Hon'ble Minister of Railways and to the officers of the Ministry of Railways. Our problem is that as soon as we want to say something to him, he simply leaves the House.

I want to say that he has done a very good thing by introducing Delhi-Chandigarh Shatabadi Express but the people of Chandigarh, Punjab, Haryana and Himachal Pradesh are facing lots of problems because it runs late very frequently. Though my constituency is Phillaur, I reside in Chandigarh and as such visit Chandigarh very frequently. I myself feel this difficulty. It is causing inconvenience to the people of Punjab, Haryana, Chandigarh and Himachal Pradesh. Through you I only want to tell the Minister of Railways that we are thankful to him for introducing this train but he should do something to make this train run in time.

Though my constituency consist of four Districts in which five Legislative Assembly seats of my constituency belong to Jalandhar District, whereas certain others come under Kapurthala and one each comes under Gurdaspur and Hoshiarpur but the whole area is a backward area. I often write letters to the Hon'ble Minister of Railways and Department of Railways but the irony is that I have not received a single reply from them so far. It seems that this Department does not believe in correspondence. Due to this, we are facing lots of problems. Whenever we go to our people, they ask us as to what we are doing for solving their problems and we are not in a position to say anything. I would like to request the Minister of Railways that we must get replies of our letters so that we can tell the people as to what our Government and Ministry are doing on the request of the Members of Parliament.

I have written letters number of time that a fly-over should be constructed in Phagwara near the sugar mill because 10-15 thousand people are residing there and they are facing lot of problems at

[Shrimati Santosh Chowdhary]

the time of closing of the crossing gate because Hospitals, Colleges, Schools, Courts and markets are on the other side and they have to cross this rail crossing so many times for their day today work but no step has been taken so far in this direction.

The third point I want to submit is, that though the Ministry of Railways has done a commendable job, it seems that all this work has been done for the rich and upper class, nothing has been done for the poor. Earlier, some passenger trains were plying in Punjab which have been discontinued now. The large number of the poor living in my constituency can not afford to travel in the first class. I request the Hon'ble Minister of Railways through you that he should take immediate steps to restart the passenger trains for the poor so that they may get some relief and means of transport.

15.00 hrs.

There is one place Rahan in Nawan Shahar Constituency where one train used to run long back but the same was discontinued later on. I have written many letters for restarting it but I have not received any reply. It has not been heard that the railway line is being dismantled there. Whereas I had asked for restoration of the train, instead of starting it, the railway line is being dismantled there. I, therefore, request the Hon'ble Minister that he may please look into the matter.

Mr. Deputy Speaker, Sir, there are number of problems being faced by Punjab about which our Chief Minister has sent different proposals to the Minister of Railways to solve them but no action being taken on these proposals. I do not

want to go in details but I only want to submit that whatever proposals have been sent by the Chief Minister, the Minister of Railways should look into them because you know that Punjab had been going through a dark period in the last few years. Now the people of Punjab have seen a ray of hope. People have many expectations from us. That is why I want to request that steps should be taken immediately to solve the cases that have been brought to his notice.

Mr. Deputy Speaker, Sir, one important demand sent by the Chief Minister of Punjab is to link Moga with Delhi but the Ministry of Railways has not given any response. I would request the Minister of Railways to make arrangements to provide Rail link to Moga without any more delay.

Mr. Deputy Speaker, Sir, Minister of Railways is doing commendable job but for the poor, who constitute 75% of this country, nothing has been done. Earlier, the Minister of Communications had said that unemployed youth would be given S.T.D. Telephone booths that they may start their own work but for the last two years, I have been continuously requesting the hon. Minister and the officers to provide a place to instal an S.T.D. booth to a youth on the Jammu railway station but I am sorry to say that till date nothing has been done in this regard. A telephone connection has been granted by the Minister of Communications due to my efforts but the Ministry of Railways is not coming forward to help him. My submission is that such poor and educated youths should be provided sites for S.T.D. facility on the railway platforms by the Railway Ministry. This facility is not available at Jammu Railway station. I do not know why the Railway Ministry is making such

efforts that no youth may set up his work.

Mr. Deputy Speaker, Sir, I am a member of the Railway Committee and I have seen that there is a large scale provision in the Railway Budget for catering service but this service where it is being run departmentally is in a very bad shape. I travel less in trains, but recently while travelling on Shatabdi Express from Lucknow to Delhi, I saw that the catering arrangement was very poor. The train steamed off from Lucknow at around 3.30 P.M. but water was served only at about 5.30 P.M. The quality of food was also very poor. The fare charged is Rs. 770 but the food provided is hardly worth Rs. 30-40. Therefore, my submission is that it should be improved. I would like to say that the catering by the railways in all the trains should be stopped and the same should be handed over to private people so that the passengers may have better stuff.

Mr. Deputy Speaker, Sir, there is one more important issue. Accidents take place both in my constituency as well as in other parts of the country. Often these take place at the unmanned railway crossings. Therefore, my submission is that provision should be made to man these crossings. Not much expenditure is required for this purpose. On one hand it will provide jobs to the people and on the other, it will also provide security to the people. A large number of people are unemployed in the country. It will provide jobs to them on one hand, the accidents will also be stopped. Therefore, my submission is that the hon. Minister should pay attention towards it.

There is no railway link to Hargovindpur in district Gurdaspur in my constituency. It is a very old and historical

city but a neglected one. Earlier also, a case was prepared and sent to the Ministry. Now we are here and have been requesting the Ministry for the last 3 years to get it done but we have not succeeded so far. I have got success in only one thing and that also, I do not know how I succeeded. I would like to say it openly that it took me full two years to get a halt of the Barauni Express at Phagwara. I went to the officers and said them that if Barauni Express halts there for two minutes the whole city will be happy. The people there do not want anything else. Big factories are there and people from U.P. and Bihar came there to work. They have to go to Ludhiana or Jalandhar to board the train. When I reached Punjab Bhavan after two minutes, I got the message that my request has been acceded to but you will be surprised to know that after 20 days, I got a letter, stating that it cannot be done. My submission is that the lacuna should be removed.

Punjab has passed through hard days. Therefore special priority should be given to it required necessary budget provisions should be made.

I shall be thankful if the Amritsar bound Shatabdi Express goes *via* Pathankot and Gurdaspur since, my Constituency extends from Phillaur to border area near Gurdaspur. I think that from Pathankot people can go to Jammu also since Vaishno Devi temple is ahead of it. Thus it will be beneficial to these people also.

The hon. Minister should ensure that the status of the Shatabdi Express is maintained and it is not converted into a Janta Train since now-a-days the train running between Delhi and Chandigarh is being called as Janta train.

KUMARI VIMLA VERMA (Seoni):
Mr. Deputy Speaker, Sir, we are discussing here the Supplementary Demands for Grants for the Railways. Welcoming it, I would like to say something. The hon. Minister is not present here but he has asked another Minister to officiate for him. He is sitting opposite to me. That way he becomes my neighbour. Therefore, I hope that being my neighbour, he will not only note down my points but he will also get the work done from the hon. Minister.

15.09 hrs

[SHRI TARA SINGH *in the Chair*]

Satpura narrow gauge railway line is the most uneconomic railway line. From the business point of view, the Railway Department should have converted this line into broad gauge line. 2970 kilometre gauge conversion has been done by the Railways but nothing has been done in Satpura - whereas, it should have been given the top priority. We discussed on this issue with the hon. Minister many a times. The matter was taken up in the Advisory Committee also and we had hoped that it would be given priority. But it is very sad as to why the most uneconomic line was not converted into most profitable one. Now, I hope that he would pay attention towards it and the Satpura narrow gauge will be converted soon in the broad gauge. My submission is that if this work is taken up from both ends Seoni, Chhindwara, Parasia, Sheoni to Nainpur and Jaunpur, this railway line will soon be converted into broad gauge.

Likewise, Shri Chandulal Chandrakar from Madhya Pradesh had given a suggestion for the new railway line. It is a fact that railway lines are very few in Madhya Pradesh but it is very sad

that both the people as well as we, the Members of Parliament of Madhya Pradesh are peace loving. Since, they are peaceful, no attention is being paid towards them. He had said that these are vast tribal areas in Madhya Pradesh, and we often talk about the development of the tribals but we are unable to introduce rail service in tribal areas.

Today even after 40 years of Independence if we are not able to link that area with rail line and provide transportation for them, then our saying that Congress Party is the only party which is paying attention towards poor becomes a hollow statement and therefore, I request the Railway Minister to pay attention towards them.

In the same way if he links Ramtek in Maharashtra with rail line with Jabalpur, he will find that the whole area after Hawasa is a totally tribal area, except Seoni town in between. There is no other means of transportation other than a National Highway. There is no train facility there in the whole of that tribal area. Therefore, I request the Railway Minister to pay proper attention towards it. This proposed railway line will link several other areas also and will save the time of passengers and reduce distance.

I would like to thank the hon. Minister as for the whole year we made several efforts and requests for introducing a new train. In the beginning I myself requested for starting a new train from Jabalpur. On finding that attitude it is not favourable, other 10 M.P.s also joined the move. All the 11 M.P.s. made their continuous efforts for it for the whole year. We struggled a lot but in the end of the year a train was introduced from Jabalpur to Nizamuddin. I thank him for it but not whole heartedly as this train

is not complete. We demanded the train from Jabalpur to Nizamuddin railway station but half of the train starts from Jabalpur and remaining half comes from Nagpur and at Beena railway station they join and reach Delhi. There are already many trains for Delhi from Nagpur and if there was any such demand for any train, that could be started from Nagpur itself. Why this train has been bifurcated and attached with the train from Nagpur. If the train run direct between Jabalpur and Delhi, it will get sufficient passengers. People are very happy by starting of this train and are grateful to the hon. Minister. But I will thank him for it whole heartedly when this train will be complete, and at present I request him to accept my thanks for it halfheartedly.

Kutub Express runs from Jabalpur. I would like to say that it will be better if this train is extended upto Jammu as that is a big military area and it will be very convenient for the people of Jabalpur to travel directly to Jammu. The Military people also be benefited by it and will be happy. It will really be a good thing if we can do any service and provide facilities to our soldiers who fight for our country and guard our borders.

Kutub Express and Mahamaya Superfast Express both trains start at the same time from Jabalpur. If Superfast express starts at 5.00 hrs. from Jabalpur then it can reach Delhi at 7.00 hrs. because it has many stoppages. This will benefit the people who commute daily to Delhi. They can take rest whole day and then return back in the evening.

Apart from it I would like to mention one more point. As shri Chandulal Chandrakarji has also pointed out that our area of Mahakoshal is being neglected very much in respect of railways. I

request you to provide train facilities to our area also. There is no railway zone in Madhya Pradesh and it should be set up there. Earlier a move was initiated to set a railway zone in Madhya Pradesh but I don't know why this idea has been dropped, I fear that this proposal of railway zone may not be shifted to some other place under the pressure from some quarter. We should not be deprived off this right and I request to set up this railway zone in Jabalpur itself. I wrote a letter to the hon. Minister on a very trivial matter but I am sorry to state that no action was taken on it and reply was in negative. There is narrow gauge railway line from Seony and thus people of that area have to go to Jabalpur or Nagpur for catching trains for other places. For getting reservation they have to travel by bus to Nagpur or Jabalpur and then return back to Seoni and then again on the day for which they have got reservation. I had requested in a letter to the hon. Minister that reservation facility should be provided at Seoni station itself but I got a reply that in view of the less traffic at Seoni it is not necessary. How you can say that there is no traffic unless you do not provide reservation facility there and people do not buy tickets from there? Do you want to say that people of Seoni does not travel anywhere and they are confined to Seoni only. Due to non availability of reservation they have to go to Nagpur or Jabalpur. Hence, it is not proper to say that there is no traffic at Seoni. I am failed to understand that how the hon. Minister has given such a reply but it is clear that the traffic is there and they go to Nagpur or Jabalpur for buying their tickets. In the absence of reservation facility at Seoni they buy tickets from Nagpur quota or Jabalpur quota. Therefore, there is no such record of rail traffic at Seoni. You should provide this facility there for the convenience of the people of Seoni.

[Kumari Vimla Verma]

Sir, I have made a demand for stoppage at Bargi railway station which is a narrow gauge line, Bargi is the headquarter of that Assembly constituency but only a single narrow gauge line is passing through it not a single train stops there. I requested the hon. Minister to provide a stoppage but it was not done. I hope that a Railway bridge will be constructed at the earliest. I would like to know whether the frequency of trains is considered for construction of railway bridge or whether the frequency of road traffic is taken into consideration for construction of an overbridge? The proposal for an overbridge at Seoni is long pending and the road traffic frequency is also quite high, but even then the overbridge has not been constructed. I request the hon. Minister to make arrangements for immediate construction of an over bridge.

Sir, in the end I would like to make a suggestion regarding the land lying vacant beside the railway lines. It is my request that this land should properly be utilised for earning profit, so that this amount can be utilised to meet the demands raised by the people for providing railway facilities. I request the hon. Minister to fulfill the few demands raised by me.

SHRI AYUB KHAN (Jhunjhunu):
Mr. Chairman, Sir, I support the Demands for Grants presented for Railway Ministry. Alongwith it I would like to thank the hon. Prime Minister for efficient functioning of Railways under his supervision as today Indian Railways have become among the best railways of the world. It has happened because of the team work of Railway Minister Shri Jaffar Sharief, Railway Ministry, Railway Board and the whole railway family. Indian railways have its

own place in the development of the country and it has done a commendable job.

Mr. Chairman, Sir, I come from Rajasthan and for the first time metre gauge railway line is being changed into broad gauge. 2300 kms. railway line is going to be converted into broadgauge. 10,000 labourers work for air-construction of one kilometre railway line. It can be gauged that how many people will get employment in this big project. The conversion of railway line into broadgauge will enable the marwari businessmen of Rajasthan, who are living in various parts of the country, to make their contribution in the development of Rajasthan and will set up their various projects in the state. People of Rajasthan will also make an appeal for it.

Mr. Chairman, Sir, now I would like to say something about my constituency. Only two trains come from my area to Delhi *i.e.* Shekhavati Express and Sainik Express. Shekhavati Express comes to Delhi via Jaipur, Jhunjhunu but at Lohara half of this train is attached to a Shuttle train coming from Bikaner. People are facing great difficulties due to this arrangement. So, I request you to kindly provide a full train from there. The shuttle train should be linked with some other train or another train should be given for them. Arrangements could not be made for AC two tier in Shekhavati Express. It is a big train and comes from a big city so I request you to make arrangements for 1st class and AC two tier in this train. I would like to say that attention should be paid towards this demand.

I would like to draw your attention to the point that at present this train runs upto Sarairohilla. It should be extended upto Delhi. Jhunjhunu is an area which

provides maximum number of soldiers to protect our borders and the soldiers who come to their hometown once in three years do not get any facility from the Railway Ministry. I am grateful to Shri C.K. Jaffer Sharief for introducing a Sainik Express for Jhunjhunu but I do not know who is the gentleman who is having an evil eye on it that since its introduction, it has been discontinued thrice. I had to make efforts every time to get it reintroduced. Presently, it is running between Siker and Riwari only. You can imagine as to how much beneficial it can be to the soldiers when they have to change another train for Delhi from Riwari. I would request that this train should run upto Delhi so that soldiers may come to Delhi directly by this train and go to their onward destinations from there. I do not know why sluggishness is being shown in this matter.

MR. CHAIRMAN: You should feel happy because the Minister is noting down the points and a soldier is sitting beside him.

SHRI AYUB KHAN: The hon. Minister sitting beside him also belongs to Rajasthan. At first, it was proposed that a Vir Chakra Express, to honour me, would be introduced but I requested that there are a large number of soldiers in Jhunjhunu area, so the soldiers should be honoured. Then Shri Jaffer Sharief introduced this Sainik Express. I request Shri Jaffer Sharief that this train should not be discontinued again and it should be extended upto Delhi so that soldiers from Jhunjhunu and Sikar may come directly to Delhi by this train and may change the train from here. If they have to change the train at Riwari, then what is the use of this Express train. It would be rather a disadvantage to them. Therefore, I request that, since there are only two trains for my area, more and

more facilities should be provided in these trains and Shekhwati Express should be made available as a full train for this area.

I am grateful to the hon. Minister that because of him we got a train for our area, which is otherwise a desert. The hon. Minister has sanctioned the conversion of 2300 km. long metregauge line into broadgauge line. At least 10,000 workers are required for conversion of one km of rail track which means that a large number of people will get employment in this conversion work. Therefore, the hon. Minister deserved congratulation for this thing. There is a Khetari project in our area about which I had written a letter also. Goods trains are being run there from Dadra to Sinhana to carry the material for the project. It is only 34 km. long area. The people connected with the project have stated that if passenger bogies are attached with this goods train, 10,000 workers, working in the project, would be benefited and the management is ready to bear 50 per cent expenses. If this line is extended from Sinhana to Chidava, then this circuit would be completed merely with 34 km rail line. A broad gauge line should be constructed from Dabra to Chidava. In this Budget itself, broad gauge line should be sanctioned for Jhunjhunu so that people may feel that the hon. Minister has great regard and respect for the soldiers of Jhunjhunu area. He deserves great appreciation. He has given a palace on wheel train for tourists of Rajasthan. He has almost fulfilled the demands of Rajasthan people. I request that sanction should be accorded to the conversion of Delhi to Luharu, Jhunjhunu and Sikar railway line so that the difficulties being faced on metregauge can be removed because there can be a by-pass for metregauge line at Sikar. With these words, I conclude.

[English]

SHRI MRUTYUNJAYA NAYAK (Phulbani): Sir, I rise to support the Supplementary Demands for Grants (Railways).

MR. CHAIRMAN: This is only fresh demand. The trend is going as though it is a discussion on the Railway Budget. We have spent six hours now whereas the time allotted for this was three hours.

SHRI MRUTYUNJAYA NAYAK: My predecessors have taken a lot of time.

I am highly grateful to the hon. Minister because my State is the most backward State and the constituency from where I come, is really very very backward area. When I was elected for the first time in 1980, at that point of time and also during the Budget speech last time, I had appealed to the hon. Minister Shri Jaffar Sharief and also the hon. Minister of State to take care of the demands of my constituency as also the demands of the adjoining constituencies for the inauguration of the Khurda-Bolangir railway project. I had a desire that the same Minister who had been very much kind enough to inaugurate the function of the survey for this Khurda-Bolangir project during 1980 should become the Minister of Railways.

I wished that the same Minister should become the Minister of Railways with full powers of decision making also. God considered my desire and dream and he became the Railway Minister of Cabinet rank. Not only that, I conceived of a dream of having a railway project in my constituency. I got that also. The dream was realised and it became a practical truth. Therefore almost in five districts our people would be benefited

and we are very proud of it. My people who have never seen railways could expect that it would come up in the very near future. But the problem is that though the survey was started in 1980, unfortunately till 1994 it has not been completed after the project has been sanctioned. At the same time I would mention that this project is a very good project which will connect nearly 300 kms. from Khurda to Bolangir.

In order to make sure of the completion of this project in time certainly right from now there should be active and keen interest of the administration to see how fast the survey is completed and the land is requisitioned, so that the construction can take place.

The State of Orissa could have the railway facility only because of the fact that the Britishers wanted that there should be a railway connection from Calcutta to Madras. We could get it much before. But the point is, had the Britishers not desired like that, I think Orissa would have been deprived of Railways. But, after that there has been no tangible progress or achievement in the field of Railways. After the Congress came to power, when Mrs. Gandhi became the Prime Minister of the country, she had a policy that backward regions should be given priority for providing railway connections and railway projects. It was the dream and the desire of Mrs. Gandhi because she was the caretaker and the custodian of the rights and privileges of the backward, the downtrodden and the SC and ST people of this country.

MR. CHAIRMAN: Please conclude.

SHRI MRUTYUNJAYA NAYAK: Please bear with me, Sir. I think other Members are also willing to cooperate. I hope you will share my feelings.

We could achieve all this because of the patronage of Shri Jaffer Sharief as well as the blessings of our beloved leader Shri Narasimha Rao, the Prime Minister of this country. He started the interaction with the Members of the State. He also mediated in this cause. I myself and other MPs of our State are highly indebted and are grateful to the Prime Minister.

Besides this, in my State there have been areas which are neglected from the mainstream. There has been no railway connection between the coastal Orissa which is the most advanced region of the State and the most backward and neglected regions in Western Orissa. Till today there has been no tangible improvement in this regard.

Shri Rajivji wanted this to be connected so that proper improvement can take place and the backward region of the State can improve further. That is why, he had been kind enough to sanction the project of Sambalpur-Talcher-Bhubaneswar. This Sambalpur-Talcher project was started in the year 1986; but that could not be completed; and now also, it is under construction. It is incomplete now. I think that 40 per cent of the total work has been done and the remaining 60 per cent has not been done. Therefore, enough effort should be made to complete this project.

The Rajdhani Express train running from Delhi to Bhubaneswar is not directly going to Bhubaneswar. Moreover, if it goes in a different way, that is via Tatanagar and Kharagpur, I think, it will take a minimum of four hours less than the scheduled time of the Rajdhani Express running from Delhi-Howrah-Bhubaneswar. I hope that it can be considered. Our lady Member from

Mayurbhanj, Kum. Sushila Tiriya is also having the same demand and I am supporting her demand. There is a demand from all the Members of Orissa that there should be a stoppage at Balasore.

The time of departure of Neelanchal Express and Puri Express from Delhi is not quite proper and not quite suited. Therefore, it should be changed.

I hail from a backward region of the State. I feel that there are regions in the North-Eastern States - my friend from a North-Eastern State is sitting here - and Jammu and Kashmir which have got their own significance and seriousness.

AN. HON. MEMBER: Haryana also.

SHRI MRUTYUNJAYA NAYAK:
Yes, Haryana also.

Sir, those States have got a significance because of these facts:

1. They are border States;
2. They are dominated by minorities. For example, Muslims in Jammu and Kashmir;
3. People in those region feel that they are isolated; and
4. People of this country feel that they are the real heaven in Earth.

Last point is a very important point. We have got a very emotional attachment with Jammu and Kashmir.

MR. CHAIRMAN: Please wind up.

SHRI MRUTYUNJAYA NAYAK: I am winding up.

Even if there is no possibility of getting it connected from Jammu to Srinagar and other important places, there can be local trains connecting Srinagar City. Thus, we can also imbibe the idea of building up the confidence of the people and bring them into the national mainstream. I hope, it will help not only in tourism development but it will also save Jammu and Kashmir. It is quite adjacent to the enemy country and the neighbouring country.

Hon. Railway Minister hails from a minority community. Minority community people live in Jammu and Kashmir. So, I request him to pay some heed of this demand. Considering their psychological feelings and their sense of isolation, they deserve some priority in having some local trains in some parts of the city of Srinagar or some nearby places so that the fact that they are the citizens of this country will really be strengthened.

Though I wanted to speak more, because of your warnings, I am just resuming the seat.

I thank you, Mr. Chairman, hon. Minister and everyone for this opportunity.

MR. CHAIRMAN: We have already doubled the time. There is a list of 20 Members. I would request each Member to take not more than two minutes. Now, Shri Khelsai Singh.

[Translation]

SHRI KHELSEI SINGH (Sarguja): Mr. Chairman, Sir, I support the Supplementary Demands for Grants for 1994-95 and Excess Demands for Grants

for the year 1991-92 in respect of Railway Ministry. I am grateful to you for giving me time to speak.

Now-a-days, railway is very important in our public life from transportation and goods transportation points of view and that is why every citizen of India desires expansion of the rail network. I have very little time at my disposal. Therefore, I directly come to the main points.

Sarguja district in Madhya Pradesh is second biggest district in area and it is an Adivasi dominated district. There are many problems relating to the railways and I would like to bring them to the notice of the hon. Minister through you. There is only 23 km. distance from Ambikapur the district, headquarters of Sarguja district to Vishrampur and there has been a long pending demand to connect these two places with rail line but till now no attention has been paid towards it. I would like to point out that 2.8 per cent of the total targets of goods transportation is achieved by coal transportation from Sarguja district only. Every year, about one crore tonnes of coal is transported from Sarguja district. In spite of this, the Railway Minister says that there is shortage of resources and that is why this line cannot be extended. It has created a great resentment among the people of Sarguja district and now they are prepared to stop transportation of coal from that area.

Sarguja is an Adivasi district. You know that Adivasi areas are full of natural resources. On the one hand, you are destroying their natural resources by exploiting minerals and on the other you are not paying any attention towards the development of their areas. I would like to tell you on this occasion that the situation there has become very explosive

and if the conversion work of Ambikapur-Vishrampur railway line is not included in the next Budget, the local people will definitely stop the supply of coal. I have been receiving many such letters from the local people and if the hon. Minister would like to see them, I can show the same to him.

Secondly, the Utkal Express train which was running between Puri and Nizamuddin has now been extended upto Amritsar. Earlier, this train oftenly used to run 9 to 12 hours late and some time we used to get it at 9 or 10 p.m. it is the only train which suits us but because of its uncertainty of time, we have to face a lot of difficulties. You have introduced a Shatabdi Express from Amritsar for which you deserve congratulation but we would like that the only train which we have, should run between Nizamuddin and Puri so that we may not face difficulties in journey to and fro Delhi.

So far as Bilaspur-Indore train is concerned it has been running late upto five hours for last several years and no improvement has been made in its time. It has only 3 rakes and reaching Indore, it is cleaned and then it comes back for return journey. I would like to say that it should be terminated at Bhopal because Malva Express is available there at Bhopal which reaches Indore in 5-6 hours whereas this train takes a nine hours to reach Indore from Bhopal. Most of its passenger who come from Bilaspur leave it at Bhopal and hire taxi for Indore. Recently you have removed first class bogie from this train which is causing inconvenience to the passengers. Before removing first class bogie, you should have attached AC two tier with this train.

In addition to it, there is a train called B.B.M. i.e. Vishrampur, Baikunthpur Manendragarh. I want that it should be

extended upto Anuppur so that the passengers from Bilaspur, Bhopal, Amarkantak, Sambalpur etc. could be benefited. This train remains as Manendragarh for a complete night for nothing. I want that it would be better if it is extended upto Anuppur.

Mr. Chairman, Sir, so far as the question of zonal office is concerned, it is being demanded repeatedly that it should be set up at Bilaspur. Among all the zones, maximum profit is being earned by the Bilaspur region but even then you are not setting up zonal office there. Land is also available there but you are not opening zonal office there. The land can be illegally occupied by the people and at the time of need, you will not be able to get it. Therefore my submission is that Bilaspur should also be made a zone so that its denzen Adivasis can avail some employment opportunities in the railways.

Mr. Chairman, Sir, there are so many things to say, but even as there is the lack of time, I am thankful to you for giving me an opportunity to speak and to support the supplementary demands for grants of the railways.

SHRI NARAIN SINGH CHAUDHRI (Hissar): Mr. Speaker, Sir, with reference to the Supplementary Grants presented by the hon. Minister, while supporting the same I would like to draw the attention of the hon. Minister towards the difficulties being faced by the people of Haryana with regard to rail services there. Sir, our stalwart Member from Punjab Sardar Harchand Singh was quiet right in his observation that the Ministry of Railways have been grossly negling the Northern parts. Particularly, in Kurukshetra constituency from where you have come and Hissar, wherefrom I have come.

[Shri Narain Singh Chaudhri]

There are scanty rail services. Kurukshetra is a shrine, renowned not only throughout India but the entire world. At least Chandigarh, the capital city of Haryana should have been provided with rail links with all the districts but still it is disconnected from these.

Hon. Chairman, Sir, Hissar is a big city, a big cantonment and heavy industries are there but my Parliamentary constituency which constitutes Jind, Kaithal etc. has no rail facility for the capital city of Chandigarh. Therefore, I urge upon the hon. Minister that with a view to link Chandigarh with the railway network a link line should immediately be laid.

Sir, as it was pointed out in the House yesterday, the expansion activities of railway remain confined to the constituency of the Railway Minister, of course it seems to be true because when Chowdhury Bansilal was the Railway Minister, a line was laid between Rohtak and Bhiwani and train was run on that track and a pre line laying survey was also conducted in Hissar but after he stepped down from his Ministership Rohtak-Hissar rail line project was dumped in a cold bag.

Sir, Jind is an erstwhile princely state which occupied a dominant place prior to independence but even then the Railway Minister is not paying any heed to the inevitable necessity of laying merely a 40 kilometre long rail line required to link Hansi with the headquarters of my Parliamentary constituency, Hissar. If a link line is laid there, at least 3-4 Assembly areas falling within my Parliamentary constituency will be benefited by it. Therefore I urge upon you to make it

sure that adequate funds are released for the purpose and the line be laid in order to provide rail facility to the denizens of that area.

Sir, in the same way there has been a quiet long standing demand for a rail link between Rohtak and Rewari. My humble submission is that till the new rail line is not laid for Jind in the meantime in one of the Panipat bound morning passenger trains two bogies should be attached with it for Chandigarh and the Ekta Express which starts from Bhiwani should be attached to the Himalayan Queen which leaves New Delhi for Chandigarh. In this way Jind can be provided with a direct link with Chandigarh. I suppose that there should not be any difficulty in it. In the same pattern in the train starting from Chandigarh, for Panipat two bogies for Jind should be attached. Similarly arrival time of the trains which run from Rohtak to Panipat and those from Panipat to Jind should be scheduled in such a manner that they reach their respective places after 30 minutes of their present arrival time. This will easily provide a link. I urge upon the hon. Minister to ponder upon my request.

Opposite to Hissar railway station there is Agricultural University. The rail crossing there remains closed for 22 hours out of 24 hours in a day. If it is not feasible to construct an overbridge there at least an interbridge should be constructed there so as to facilitate safe rail line crossing for light vehicles and pedestrians. There are number of stations along 100-125 kilometres long distance between NCR, Delhi and Rohtak, besides if Delhi-Jind line is electrified, it will be in the interest of the country. Please convert some Rohtak bound DLR shuttle trains into DLJ trains.

The hon. Minister has constituted advisory committees on zonal and regional levels but they fail to convey the regional difficulties to the railway department. Our people whether they are in railway, RPF or other jobs, they are totally deprived of the rail facility. There is a need to provide jobs to the local youth.

Further, interval between two or three long route trains passing *via* Jind is very short. Delhi bound trains depart at night only. My humble submission is that the train leaving Delhi at 9 or 10 A.M. should reach there by 9 or 10 P.M., such should be the arrangement. This department is directly concerned with the common populace, all other developmental works of the activities meant for the people's convenience are carried out by State Governments. People judge the performance of a Member of Parliament by his contribution to the constituency but there people are bitter on the account that even that railway crossing was broken which was earlier there. We have nothing to say, if we go to our constituency, I urge upon the hon. Minister to focus his attention on it, so that we also find ourselves capable of saying something to the people of our constituency with regard to the work got done by us in that constituency through the Railway Ministry.

I am grateful to you for giving me an opportunity to speak but at the same time I am constrain to say with a heavy heart that at the very name of Haryana even the closed pen of the hon. Minister retreats into its cap. I hope the hon. Minister will pay adequate attention to the need of providing an easy rail link for the capital and the shrine, Kurukshetra in particular.

[English]

PROF. SAVITHRI LAKSHMANAN (Mukundapuram): Sir, I rise to support the Supplementary Demands presented by the hon. Minister of Railways though I have a fear that my requests may not be supported by the Minister.

At the very outset I would like to state that there is no proper organisation through which the ordinary people can represent their grievances before the Railway Board. The common people are finding it very difficult to push their cases through the Railway Board. Still the people of Kerala, especially, those living in the coastal region, are abiding by the hope that the Indian Railways which occupy a unique position amongst the world railways will consider construction of Thirur-Edappilly coastal railway-line, which was originally surveyed in 1936 by the then British regime. I myself had raised this point so many times but in vain. It is very unfortunate that the Railway Board had considered this matter on various occasions but did not find it feasible due to shortage of funds. I fear that this proposed coastal railway-line has been totally removed from the books of the Railway Board. If this is the attitude of the Government, I wonder how the Government will be able to succeed in carrying out the major task.

Over the years the Government has commenced the Konkan Railway Project but it will be more fruitful if this Thirur-Edappilly coastal railway-line, which will reduce the travelling distance by 35 km., if constructed. The distance between Ezhimala and Cochin Naval Academy will be reduced to a great extent with the construction of this proposed railway-line.

No doubt, in the recent past, because of the hon. Minister's dynamic

[Prof. Savithri Lakshmanan]

control, a lot of changes have been brought about in the Indian Railways which are really praiseworthy. But the Minister should be aware of the fact that there are a number of cases lying pending with the Railway Board and some of them need immediate attention. One such case is the construction of Thirur-Edapilly coastal railway-line. The people of this area have gone through a lot of stress and strain. They are now looking forward with the hope that at least now the Government will meet their demand. I would, therefore, like to request the hon. Minister that in view of its importance to the public, subject to the availability of funds he may approve the said proposal which is lying with the Railway Board for so many years now.

I now come to the passengers' amenities. From time to time the Railway Board frames various rules and regulations so as to provide better services to its passengers but it seems that everything remains on paper only. The railway officials do not honour the rules and regulations framed by the Railway Board. The law making authority would make a strong legislation in this regard. In my constituency also, the long distance passengers have complained many a time about the passengers' amenities. I may say that while some of the complaints may be attributable to unavoidable factors but most of their grievances are genuine.

In our country, second-class passengers are more and they always intend to travel in the second-class coaches. In India the second-class means the lowest class as far as railways are concerned. I would say that at present the second-class coaches are quite

inadequate to meet the persistent demand of the passengers.

16.00 hrs.

More such second-class unreserved coaches are to be attached with the long-distance trains in order to provide smooth travelling to the passengers. In view of the extra load on trains, the line capacities and the operational facilities have to be enhanced accordingly. Some yardstick should be fixed for the coach factories to manufacture coaches, especially second-class unreserved coaches, in a time-bound manner.

Another thing I would like to point out is regarding the stoppage of Rajdhani Express in Kerala. Presently the railway authorities have given a stoppage at Ernakulam station only *en route* to Trivandrum. It is not justifiable that if a passenger from Trivandrum wants to alight at Ernakulam, he has to pay the charges for journey from Trivandrum to Erode. Erode is 300 kms. away from Ernakulam, Sir.

MR. CHAIRMAN: Madam, you can continue next time. Now, it is 4 p.m. We will take up Item No. 14 that is discussion under Rule 193.

16.01 hrs.

DISCUSSION UNDER RULE 193

Problems of NTC run Textile Mills

[English]

MR. CHAIRMAN: Now, Shri Mohan Rawale to raise a discussion regarding