

thoughts. The well equipped library of the High Court plays a stellar role in maintaining the high levels of the bar and the bench. The legal experts are also able to continuously develop their talents. As a result of this, the Allahabad High Court has been constantly creating new history while working in an independent and non-partisan manner.

However, the whole state is agitated over the demand of setting up of a bench of Allahabad High Court at Meerut because demand of setting up separate benches of Allahabad High Court at Agra, Gorakhpur, Bareilly, Dehradun, Kumaon and Garhwal is fast catching on.

I would like to urge upon the Central Government that in order to make available cheap and accessible justice to the people, not only the division benches of the High Courts but of the Supreme Court also should be set up in every nook and corner of the country. Therefore, I request the Central Government to retain the Allahabad High Court seat at Allahabad only and no effort should be made to divide the dignity and honour of Allahabad High Court otherwise the High Courts and the Supreme Court will turn into Muffasil courts and judiciary will lose its dignity.

[English]

MR DEPUTY-SPEAKER : Now, the House stands adjourned to meet again at 2.20 pm.

13.18 hrs.

The Lok Sabha then Adjourned for Lunch till Twenty Minutes past Fourteen of the Clock.

14.28 hrs.

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

(Mr Deputy-speaker in the Chair)

RAILWAY BUDGET 1995-96—GENERAL DISCUSSION

Resolution Re : Approval of Recommendations Made in the Ninth Report of Railway Convention Committee

Demands for Grants (Railways) 1995-96

Demands for Excess Grants - (Railways) 1992-93

[English]

MR DEPUTY-SPEAKER : Now, we will take up item nos 12 to 15. Dr. Viswanatham Kanithi was on his legs. He may continue.

DR. VISWANATHAM KANITHI (Srikakulam) : Thank you very much, Mr. Deputy Speaker, Sir for giving me an opportunity at the resumed session to speak on the

Railway Budget for 1995-96. It is needless to say that the Budget is a popular one. On behalf of myself and on my behalf of my constituents, I thank the hon. Minister and Ministry for giving so many facilities not only to my constituency but to the entire country. In the given circumstances with so many constraints, with so many bad things in the last four years, I think, this is the golden era in the history of Indian Railways.

You cannot compare this period to any other period. If you compare the last hundred years' period with the current four year period, you can see the changes especially the developmental changes in many parts of the country, many at a time.

I know there are certain areas which are not covered to the extent they deserve it but still we do hope that all the areas in the country will be covered in the near future. The developmental activities in various sectors need not be narrated here and the figures and other statistics need not be repeated. The developmental activities in the field of gauge conversion, new railway lines, own-your-wagon scheme, DMU, EMU, Palace on Wheels, the container services and other on going services are noteworthy and everybody has to appreciate them and since everybody is after them.

Railways provide the biggest employment in this country, yet they are not the biggest earner, rupee-wise or dollar-wise in this country as compared to the number of manforce they have. Still the conditions in the Railways especially the rail track and the rolling stock are not satisfactory. If you go to the lavatory in a moving train, one cannot finish one's job without having the support of the walls. There is some lacuna in the system. Even though the Fourth Class employees are doing their job I am afraid the supervision is lacking in their work. It must be corrected and those people who are responsible must be made accountable also.

Regarding the revenues, you have budgeted one figure and later it was record. We have got the actual figures, which is about 500 crores less than the revised budget. We know the lacuna. The first thing is, if you recollect an expert's statement, in Railways, as in other public sector undertakings, there are more number of people with less number of them working. With one-third of them working or doing their duty, the same number of trains can be on wheels. So it is upto the Ministry to see that more work is turned out and more revenue is earned.

For the last two years, I have been suggesting some of the modifications or additions to the system. Some of them have been accepted and implemented. But the pace of implementation is rather slow. For instance, two years back I had suggested to have a telephone system in all the trains through satellite system. Then I had narrated my personal experience, how we were stranded on the middle of the track for hours. Likewise, I had suggested for electrification also. Coal days have gone and now that diesel also has

become a scarce commodity. We are importing it at a higher cost. So the electrification is the only other power we can use for the traction.

The rate of electrification of the track, especially the main track, is very slow. In addition to that, you have to strengthen the track. We have the traction power, which can take the trains for more than 100 kilometres per hour. But I do not think that there are any number of trains, which can go that speed on a weak track. I request the Ministry and the hon. Minister to take special steps to see that strengthening of the track is taken up on a war-footing so that we can earn more and we can prevent some accidents also which are occurring due to the laxity of the track.

I need not mention about the satellite communication. The Rail Bhavan has the satellite communication to its periphery up to a General Manager's level only. But the General Manager does not have the satellite communication to his periphery. Unless this is also established, the rate of progress, which we envisaged, is not possible.

The train journey is taking more hours when compared to one's imagination in these days. But still previously the time taken to cover certain distance was much more compared to the present day. But still we feel that we must have something else. Just to talk to one's relatives or friends, we must have a telephone in the railway trains and also radio and T.V. to pass on the time. The only thing to pass on the time in the railway trains, specially in the second class compartments, is peanuts. You know the state of affairs on the floors of the trains when throwing of peanut peels is resorted to.

Dispensing with some of the age-old methods must be taken up. Some of those things are very costly. The Railways need not be solely a charitable one or only a free service. No doubt some of the people, especially the freedom fighters and other dignitaries, do deserve some consideration. But it should not be extended to undeserving people. By doing so, the genuine passengers are facing great problems at times.

Computerisation of tickets in the main stations is being taken up. But we know that computerisation can cover not only the ticketing but also the running of the trains. At least in some parts of the country unmanned or computerised trains, as introduced in the Western countries, must also be introduced. Our technical power and manpower are second to none.

We see a lot of ticketless passengers not only in the trains but also on the platforms. One has taken a survey. The cost of the platform ticket is high. So, the people entering into the platform are not taking platform ticket. The cost of the platform ticket must be reduced. The magnetic tape platform tickets must be introduced so that one can have a puffer proof system.

Now I come to the issues pertaining to North Andhra Pradesh. I am thankful to the hon. Minister and

his Ministry for taking up Kakinada-Kotipally railway line this year. Even though it was accorded permission two years back, a sizeable amount is provided in this year's Budget. I also thank the Minister for providing a fast train between Visakhapatnam and Vijayawada inter city.

I am thankful to them for extending of Visakha Express from Srikakulam to Palasa which is yet to be flagged off. I also thank our hon. Minister for providing a new train between Puri and Ahmadabad via Vizag and Raipur. It is a weekly train. I know there is a great demand and I have been asking for such a train for the last four years and I am thankful to him. Then new lines are to be taken up. In my area, there is a narrow gauge line between Naupada and Gurupur which is about 90 KMs. It was laid by the Maharaja of Parlakamidi more than 60 years back. But still it continues to be a narrow gauge. Some time back the Railways had planned to dismantle it. But our Minister had considered the request of the Members of Parliament from North Andhra Pradesh and South Orissa and they made it a diesel train. But still we are not satisfied. It passes through four Parliamentary segments and two States. It also passes through most backward areas. Unless communication is developed in the backward areas, these areas cannot be developed and since the Railways are being run by the Government, the Government has to do it. We cannot compel any private person to make or maintain such a Railway. Not only that, but also from Gunupur, the line must be extended by another 50 KMs up to Narsimhapur on the route between Vijayanagaram and Raipur, so that the Government gets benefit by saving time and oil. The distance between Jaipur in Koraput and Bhubaneswar can be reduced by more than 150 KMs. By that, we do a lot of conservation. The gauge conversion of Naupada-Gunupur line must be taken up. We must also have the Naupada salt siding line restored. It is an age-old one. It was laid during the British Raj for the convenience of the salt-producing workers. But now for the last few years, the salt carrying capacity has been reduced due to so many restrictions imposed by the Railways. But in that particular area, a new private minor port is being developed at Bamanabadu. For that, this Railway is a must because merchandise in the form of fertilizers, chemicals and foodgrains are to be transported from that port. A railway line is also a must. In addition, a Magnesia plant is also contemplated. As such I request the Ministry to see that dismantling is stopped and renewal of the line is taken up.

I also request a new train to be introduced in that area especially in Andhra Pradesh. A superfast train between Delhi and Vishakhapatnam was promised by our Minister when he came to Vishakhapatnam. I vividly remember when he had expressed this in a public meeting that he would certainly consider it. This must go via Vijayawada so that more number of districts and people from Andhra Pradesh can utilize it.

I also request the Minister to introduce a Shatabdi Express between Hyderabad and Guntur and also between Hyderabad and Rajahmundry so that those people who want to have a fast journey and return on the same day, can utilize it, instead of spending more money in hotels and stay elsewhere for the night. All the Shatabdis are doing fine. So let Andhra Pradesh, especially this area, be also covered with Shatabdi. We are not asking for any Rajdhani.

Vishakhapatnam and Bombay are the cosmopolitan towns. There is a great traffic between these two places. So a direct train and a fast train between Vishakhapatnam and Bombay must be considered favourably. We have also been requesting a direct train between Vishakhapatnam and Madras. We do not have any direct train, at present, to Madras. We are having trains to Madras through Vishakhapatnam but not from Vishakhapatnam to Madras. We also request the hon. Minister for Railways to consider the age-old demand for a train from Vishakhapatnam to Calcutta so that it can cover more than four States.

Also, an Inter-City express train between Visakhapatnam and Bhubaneswar may be introduced. It was promised earlier at Visakhapatnam.

When the Minister considers the divisions or redistribution of zones, we request him to see that Waltair Division is tagged on to the South Central Railway and also the last part of the Khurda Division in Andhra Pradesh with only seven stations must be tagged on to Waltair Division. They are now in Khurda Division.

The existing facilities must be enhanced. I request the Minister to take it as a special case to see that all the facilities are provided in a bunch of stations not in one or two stations only, so that the passengers passing through those stations, feel that all the stations in the entire country are treated alike. Instead of providing the facilities here and there providing them in a bunch of stations in the main line between Visakhapatnam to Madras.

Electrification between Visakhapatnam and Vijayawada is very slow and that between Visakhapatnam and Kharagpur is rather tardy. I request the Railway Minister to see that all these are taken up at the earliest simultaneously and completed quickly.

In this respect, I may add that so long as we keep on to our Budget and resources we may not be able to do it. We can get financial aid of third parties and complete them early. Thus we can reap the results immediately and take only less than one year as the experts say.

In some of the busy areas between Visakhapatnam and Rajahmundry or Vijayawada and Guntur, we have only two lines. Providing a third line must be considered because it is a must. For some of the slow trains one track can remain separate. There is such a line between Kharagpur and Howrah.

The feeder roads of the Railways are not maintained well as they are maintaining the railway lines. Either they must be entrusted to the local self-Government or they must compete and maintain national and international standards.

In my particular area two goods sheds one at Palasa and another at Somepet which were earning more than Rs. 10 lakh or so were unceremoniously closed last year. I request the hon. Minister to see that they are again re-opened. On enquiry I am told that they were closed as they were earning less than Rs. 5 lakh. But on verification it is found that it is not so.

Finally, coming to reservations, some of the stations with less amount of traffic are having more number of seats for reservation than the others. For instance, in my constituency — Srikakulam District Headquarters — for the Mail Train on one side we have two First Class seats from Calcutta to Srikakulam but from Srikakulam to Calcutta there is only one First Class berth! How can a couple which comes from Calcutta to Srikakulam return? I am not able to understand it. But in other stations the number of seats for reservation is more. People are going to other stations and getting reservations. Some people with vested interests are utilising or misutilising the facilities.

Finally, I request the Ministry and the Minister to see that the gap between South Orissa and North Andhra for the railway lines is slowly, if not very quickly, reduced so that they also can have an opportunity of having some railway lines.

MR. DEPUTY-SPEAKER : Let us recall that some hon. Members yesterday mentioned that those who get an opportunity to speak earlier had more time at their disposal and that those who were called later were denied that liberal attitude. Those are some of the remarks that some hon. Members made yesterday and it is one hundred per cent correct. So, let us see that the speakers who speak early stick to the time subsequent speakers also have a chance to speak.

We shall have to sit the whole night. I am putting in such a way so that the feelings of some of the Members should not be wounded. Today, we shall have to sit for a longer time. Therefore, if you adhere to ten or twelve minutes each making very relevant points it will help the Railway Ministry and the Government also.

I call Kumari Uma Bharati. She is absent. So, Shri Kabindra Purkayastha may speak.

SHRI KABINDRA PURKAYASTHA (Silchar) : Mr. Deputy Speaker, Sir, I rise to speak on the Railway Budget; particularly I want to speak regarding the Railway Budget which totally neglected the North East. It is very unfortunate that while going through the Budget it is revealed that the hon. Minister did not find any necessity to think of the North East which is always called to be the most backward region of the country.

At the instance of the hon. Prime Minister, Shri P.V. Narasimha Rao, an 18-member ministerial team was sent to North East to study the problems of North East to find out as to how the socio-economic conditions of the people of the North East can be improved. This ministerial team, while giving their findings, told that particularly surface and air communication should be improved for further improvement of the North East region. We were sure that when the Budget was placed definitely something specific would be done for the betterment of the communication system in the North East. However, when the Railway Budget was presented, it was a great surprise and it was revealed that practically nothing was done for the North East. The only practical and positive aspect of the Railway Budget for North-East is that the Rajdhani Express which was weekly once was made tri-weekly and the Kanchanjunga which was to run from Calcutta to Guwahati was extended upto Lumding.

Thirdly, another short distance train was introduced from Guwahati to Bongaigaon and there was also introduction of halting station for Rajdhani at New Bongaigaon.

As far as expansion of the railway lines is concerned, nothing was mentioned in respect of North East.

Another thing which is mentioned in the Budget is about the exertion of expansion of broad gauge line from Lumding to Dibrugarh and another from Chaparmukh to Haibargaon and it was that they would be completed within 1996.

As far as security measures are concerned, it is mentioned in the Budget that proper security measures will be adopted for the North East express trains. The North East is a terrorists-infested area and the trains run through the terrorists infested-areas and for those trains no security measures are adopted. Recently the bomb blast in the Brahmaputra Mail at Diphu bordering Nagaland shows that no security measure is there in any North East trains.

Besides this, the Railway Minister totally ignored the tourist potentiality of the North-East. We have seen in the Budget that three tourist trains were started in Gujarat, Tamil Nadu and Rajasthan, in collaboration with the State Governments. The North-Eastern region of the country is perhaps the most potential area for tourism, but for that area, no such measures have been adopted. That could have been done by the Railway Minister.

It is quite surprising that in the Railway Budget, there is no mention of extension of the broad-gauge line from Lanka to Silchar. This is a very important railway line. When the extension of broad-gauge line from Guwahati to Lumding was being done, at that time we requested the hon. Minister again and again that the metre-gauge line should not be withdrawn. I had written several letters and I got the reply from the

Railway Minister that his Ministry had decided to have a unigauge system and, therefore, the metre-gauge line could not be maintained. But with much shock, I am to say that when the broad-gauge line from Lumding to Dibrugarh is being constructed, the metre-gauge line also is being kept in. So, where has the assurance of the Railway Minister gone to have a unigauge system? Why did he not keep the metre-gauge line from Guwahati to Lumding also? The extension of broad-gauge line from Guwahati to Lumding could be done, keeping the metre-gauge line also in tact. I have my information that it is only because of the threat given by the Nagaland Government it is being done. The Nagaland Government has told the Railway Ministry that the metre-gauge cannot be withdrawn. So, the metre-gauge has been kept in tact and the construction of broad-gauge line is also being done. Perhaps it was our fault that we could not give any threat to the Railway Minister. Because of the withdrawal of this metre-gauge line, the people of not only Barak Valley but of Tripura, Manipur and Mizoram, numbering about one crore are being deprived of proper running of trains. It is very unfortunate that in the year 1984, a survey was done from Lanka to Silchar but we do not know why that survey report has been kept in abeyance and the work is not being done. But it is more surprising that while the broad-gauge line from Lanka to Silchar, consisting of 208 kilometres, is not being taken into consideration, the Railway Minister in his last year's Railway Budget proposed to conduct a survey for a railway line from Jorighopa to Silchar, having 550 kilometres. That line was to pass through Meghalaya. Perhaps you know, Sir, that the Meghalaya Government is not ready to give permission to have the railway line through their State or in their State. But, the Railway Minister proposed that the survey would be made. Last year he had told this but this year when the Budget was presented, that was not mentioned. So, it seems that he mentioned it in the Budget only to keep the people of the North-East in good humour and not for the practical benefit of the people of that region.

Whenever the question of construction or extension of a railway line comes, the question of funds also comes. We do not say that constraint of funds is not there. But we have been in many places in our country that by creating corporations, funds are being collected and extension work is being done as is done by the Konkan Railway Corporation.

15.00 hrs.

If the Government has no funds for the construction of such an important railway line from Lanka to Silchar, why can the system of Corporation not be followed here? Why was not money collected in that way and the work undertaken immediately? This is the border area and practically there is no communication network, particularly in the rainy season, the whole North East becomes disconnected from the other parts of the country. This has to be done very quickly, but it has been totally ignored.

15.01 hrs.

(Prof. Rita Verma - *in the Chair*)

Sir, I have to say something more about a very great problem and that cannot be ignored in any way. I would like to draw the attention of the hon. Railway Minister particularly to Lanka-Silchar broad gauge line. I have personally talked to the Railway Minister about this line. I hope the hon. Railway Minister knows very well that for this line, a movement has been going on there for the last several years and the whole population of that area is very much eager to see that this broad gauge line is constructed. This line is only of 208 kms. At present, the metre gauge hill section which is there from Lumding to Badarpur has got 580 bridges and culverts and 37 tunnels on the way. All these bridges culverts and tunnels are outlived, as per the North Eastern Railway's Departmental Inspection Report. They have also stated that these have outlived and so, the broad gauge line should be constructed. This is the opinion of the Railway Ministry. But unfortunately the Railway Minister did not pay any heed to it, as if it is the business of the North East and he has nothing to do with the North East. For this broad gauge line, many representations have been given and many movements have taken place.

Regarding this broad gauge line, we talked to the Railway Minister, we had gone to the Division, we talked to the General Manager and we have conducted 'rail roko' agitation. We have done all this only to draw the attention of the Government as regards the importance of this railway line, but nothing has been done by the Railway Minister. First of all, I would like to request the hon. Minister of Railways to review the setting up of the metre gauge line from Guwahati to Lumding. As per the Railway authorities, only Rs 5 crore will be required for this line and if this amount is spent on this, the problem can be solved for the time being. Why can this not be spent for the population of about one crore?

Secondly, survey has already been done for this Lanka-Silchar broad gauge line construction. When I had put a question in the House regarding this, then the Minister replied that it is under active consideration. When it is in their active consideration, I request and demand that the construction work of this broad gauge line from Lanka to Silchar should be taken up and it has to be included in this year's budget. This cannot be deferred. If it is deferred, definitely there will be resentment and law and order problem may be created in that area.

So, I request that this question of construction of broad gauge line from Lanka to Silchar may be taken up in the interests of the people of that region.

Again, regarding security, I am to say that the hill section is not at all secure. NSCN terrorists are on the way and because of this difficulty in travelling by train, the number of buses have increased manifold. People say that perhaps the Railway high ups and the Night

Super lobby has some relationship and to maintain that relationship, the Government is not doing this. Travelling by Night Super is also not safe because almost every week there is a dacoity or robbery case in it. There is no security or no movement facility; nothing is being done. Therefore, I again demand that steps should be taken to see that the travelling by trains is safe. We also request the Railway Minister to extend the Railway line from Dullabcherra to Ranpur. I further request that keeping in view the interest of lakhs and lakhs of people another Railway line - the survey for which has already been done - from Lala to Bairante may be constructed. A Railway division should be created in Badarpur which is the centre of the whole area including Manipur, Tripura, Mizoram and Barak Valley so that the people can conduct their journeys in a smooth manner.

MR. CHAIRMAN : How much more time do you need?

SHRI KABINDRA PURKAYASTHA : Madam, I am concluding. I am practically saying the same thing, again and again, as we are very much concerned about all these problems because these are not only concerned with the people of Barak Valley but also with the one crore people. So, I again request the Railway Minister that the construction work of the broad gauge line from Lanka to Silchar may be included in this year's Budget so that we can also tell our people that the hon. Minister for Railway has included this construction work in this year's Budget itself.

Unfortunately, I have to bring to the notice of the hon. Minister that somebody has informed me that the hon. Minister has written a letter to somebody communicating that it has been included in this year's Budget. Though I am the local representative from that area, this is not known to me and another gentleman - who is a Minister here and who hails from that place - has told the people that the Railway Minister has written a letter to him and has agreed to extend the construction of this broad gauge line. If this is a fact, I will be happy if the hon. Minister for Railways informs me also. This is a unfortunate thing that I am not aware of this even though I am a local representative from that area and somebody else tells me, 'Yes that has been done'. I think, in a democratic set up this should not be done.

Again, I would request that the problems which I have already explained and keeping in view the situation of the North-East, you will please consider it and will take up the construction of broad gauge extension from Lanka to Silchar and extension of the Railway line from Kumarghat to Agartala and Jiribham to Imphal. I will also request you to take adequate measures for the solution of these problems.

[Translation]

SHRI MANJAY LAL (Samastipur) : Mr. Chairman, Sir, this Railway Budget is merely a jugglery of words by the hon. Railway Minister. Every year the hon. Members give their suggestions on the budget but when

the Railway Budget is prepared, no attention is paid to their views. If the Railway Budget is prepared keeping in view the suggestions given by the hon. Members the nation could have benefited a lot, but the same is not being done. My submission is that if he remains the Railway Minister next year also, then he should consider these suggestions and implement them.

He has derived satisfaction by increasing marginally fares of air-conditioned coaches and monthly season tickets. At the same time he has increased freights also by seven percent, which is not good. It will lead to price hike of essential commodities. Shri Manmohan Singh ji says that the rate of inflation is coming down but with the hike in freights it will go upwards and the Railway Budget will be responsible for it.

The hon. Minister has laid stress on electrification, gauge conversion, manufacture of coaches etc. He has assured to introduce 19 new trains. But the seven per cent hike in the freight will nullify all these facilities. He has not made any arrangement to cover this deficiency.

Rail accidents are increasing day by day. The rail passengers are not getting the desired security. On account of it, the loss of both life and property is increasing. An hon. Member has said that the former Railway Minister, Shri Lal Bahadur Shastri had resigned after an accident. I would not urge upon the hon. Minister for resignation since he is running the Department of Railways smoothly. But I would like to submit this much only that he should make the Railway administration active.

The long route passengers have to face a lot of problems in getting reservation. The waiting list is long. We too have to go to the hon. Railway Minister to get reservation for the people of our constituency. Therefore, I would like to submit that maximum reservation facility should be given and the number of the long route trains should be increased.

Corruption is prevalent in the Railway administration. It should be removed. But how will it be removed when corruption is rampant even in the railway recruitments? What is happening in the railway commission, is not hidden from us. When the root is spoiled, how the plant will come out good. While we were taking part in the freedom struggle, we had never thought that corruption will be so rampant in the Railways.

THE HON. MINISTER OF RAILWAYS (SHRI C.K. JAFFER SHARIEF) : You are speaking of corruption but where do you see it? You should agitate against that. It has to be eradicated; mere speeches will not serve the purpose. It should be pointed out and eradicated.

SHRI MANJAY LAL : I have always been saying that atrocities should be fought out. I had gone to jail twice during British regime for opposing their atrocities. During the Congress regime, I have been to jail 17 times. The Railways have done a good job by giving 50

per cent concession to the wards of the registered coolies, while going for an interview in Government jobs but the increase in freight will not allow to highlight such good deeds. The people do not want to send goods by trains since they face a lot of problems. Due to the corruptions and red tapism in the Railway Department the people do not want to send their goods by goods trains. The people prefer to send goods by trucks. Increase the number of wagons and make the administration active, only then you can face the challenge from private transporters. You are not going to earn any revenue and face the private truck owners by increasing the freight.

Madam Chairman, it has been said that the earnings of railway include, 60 paise from freight, 27 paise from passengers and 6 paise from other sources whereas 30 paise is spent on the salaries and allowances of the employees, 14 paise on the fuel and 66 paise on other items. I would like to urge upon the hon. Minister that most of the earning of the Railways should be spent on the facilities of the passengers. Most of the revenue comes from the 1st class passengers. Therefore, more and more facilities should be provided to them, but maximum facilities are provided to those who travel in A.C. class, whereas 1st class passengers should get more and more amenities. I think that if the corruption, negligence, looting, bungling and irregularities are eradicated from the Railways, then there will be no need at all to increase the fares every year. We can improve the railway facilities by improving the efficiency of the officers and staff.

Madam, Chairman, the promotee officers of Railways are kept in group 'B' and they should be there for 3 years only but they remain there for 11 years on adhoc basis. The circular issued by you that they should be made regular after 3 years should be implemented. It will bring an end to the disparity between the officers and other staff members and it will also resolve the resentment among them.

Madam, Chairman, now I would like to submit one or two things about my Constituency, Samastipur. There is an old Railway factory which has been working since 1880 and there were thousands of employees in it. Now the condition of this factory is deteriorating. The valuable machinery of this factory is very old. The employees of the factory had also met the hon. Minister in this regard and had urged him to install new machinery and increase the number of employees but it has not been done with the result that there is resentment among the employees there. I would like to submit that the expansion of this factory should be done, new people should be appointed and the machinery, which is lying idle should be utilised. I would like to urge upon the hon. Railway Minister that in 1990, 50 diesel sets were sanctioned in Samastipur and rupees two crores were also sanctioned but God knows why the work on diesel sets was stopped. Later on it was heard that the D.M. of Gorakhpur laid the stress on the

need of it. I would like to urge upon the hon. Railway Minister that the decision regarding 50 diesel sets which were sanctioned earlier for Samastipur, should be implemented again and those 50 diesel sets should be manufactured at the earliest. I would also like to submit that the Ganga-Saryu Express, which leaves for New Delhi from Muzaffarpur, should be extended upto Samastipur. There is no direct train for the capital of the State i.e. Patna from Samastipur. Therefore, either a new daily train should be introduced for Patna from Samastipur or the Barauni-Patna train, a D.M.U. train, should be extended upto Samastipur. The Railways washing yard in Samastipur has been broken. I request that it should be repaired so that the same can be used for washing the trains.

There has been a long standing demand of a zonal office in Bihar. The hon. Minister had assured that a Railway Zonal office would be set up in Bihar. I would like to submit that the hon. Minister should fulfil this promise and a Railway Zonal office should be set up in Bihar at the earliest.

[Translation]

The North-Eastern states and particularly Bihar have been grossly ignored in this Budget. I would like the hon. Minister to discard the policy of discrimination and pay due attention to the North-Eastern states so as to remove the regional imbalance.

Vaishali is a historical place where there was a democratic rule when autocracy was rampant throughout the world. There is a long standing plan of providing a rail-link for Vaishali. I would urge upon the hon. Minister to connect Vaishali by a rail link and construct the railway bridges over the Ganges near Patna without delay. The scheme of constructing a railway line in Muzaffarpur and Sitamarhi may also be given shape forthwith.

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

SHRI UPENDRA NATH VERMA (Chatra) : Sir, while considering the Railway Budget, the images of such people move before my eyes who have not seen a train so far. There are people who have never boarded a train and then there are hundreds of people who wait for hours together at the stations in order to travel by a train. There are people who travel inside the train, on the roofs of the coaches and also beneath the coaches. There are not a mere 4-5 such people who travel on board, overboard and underboard but their number runs in thousands. People can be seen travelling on roofs and near the wheels of the coaches in trains running from Gaya to Patna and from Patna to Katihar. Such is the rush of passenger in the trains. It seems that this Railway Budget does not pay even a little attention to such people. The hon. Railway Minister is himself a follower of Gandhi but, today, he has turned his eyes away from Gandhi's 'Antodaya'.

Gandhiji used to say that any developmental work should be started from the last man in our society, but the present Railway Budget makes provisions for augmenting facilities for the passengers of A.C. coaches and those of the 1st class coaches, i.e. for the affluent class of travellers but the Ministry and the Minister of Railways have paid no attention at all to the poor men travelling by trains, to those who have never seen a train, to those who have never travelled by train, to those who keep on waiting for trains at the stations in large numbers and also to those who travel overboard and underboard. Therefore, I would say it in clear terms that there is an endeavour in the Railway Budget of beautifying what is already beautiful but nothing has been done, no facility has been given to the average train traveller.

Many train accidents take place from time to time and trains never run on time. There are many reasons behind this, the main reason being that high level officers of the department of Railways are kept at the same place of posting for 15-20 and even 22 years. During the British period, every officer was transferred after three years' period but now the officers of the Railways stick to the same place of posting for 15-20 years looting and sending the booty of loot to the higher echelons. Such officers have started their business at every place. They are more concerned about amassing the wealth by illegal means than augmenting facilities for the average passengers and protecting the Railways. I would like the Government to take immediate decision on transferring such officers forthwith who have created a monopoly of their own at their place of work. There can be no improvement in Railway services, no check on train accidents and no running of trains on time unless such officers are transferred.

There is an organisation called the R.P.F. or the Railway Protection Force in the Department of Railways. The R.P.F. was raised for and entrusted with the job of protecting the Railway property but today, it is resorting to open dacoity and loot of the Railway property. The R.P.F. people plunder crores of rupees every day. If R.P.F. has been raised for resorting to dacoity, loot and destruction of railway property, then I have nothing to say. In fact R.P.F. is playing a role of a dacoit and I think there is no need of maintaining and upkeeping it. If you don't believe me, I challenge the Government to constitute a Committee of Lok Sabha with the Members of all the parties to see for themselves how the R.P.F. people are playing the role of marauders of railway property in our area. You may visit Lathihar railway station of Palamu or go from Lathihar to Tori railway station. Smuggling, scrambling and loot of coal worth Rs. one crore per day is taking place on these stations and about 100 trucks are always there ready to transport the contraband. Coal from trains is loaded into the trucks and transported elsewhere in broad daylight. There are fixed shares for the officers of the State Government and those of the Government of India. The Railway

protection Force also gets a lion's share. From there, if you go towards Calcutta, you can see coal being unloaded in broad daylight at bandhuva and Gurpa stations. The income of one person is about Rs. 20,000 per day. My submission is that by maintaining the R.P.F. you are throwing dust into the eyes of the people of this country. The Government should concede the fact that the country is incurring a heavy loss due to this Force. The hon. Minister has left the House. Just now, he talked about corruption. I say that there is corruption at every step. You might have heard the story of allocation of stalls at railway stations.

Madam Chairperson, on 6.12.94 the Members of Parliament drew the attention of the hon. Railway Minister towards the irregularities committed in the allocation of stalls at railway stations without inviting any applications in this regard, without conducting inquiries by the officers. Anybody who came got the stall sanctioned and went away with the order. This had never happened before. For this, you had expressed regrets before the MPs and said that it would not happen in future. No allotment was made for months but after that same story was repeated and hundreds of stalls were allocated.

Madam, the Railway Reforms Committee constituted in 1985 had recommended that limited stalls should be allocated at Bombay and its suburban railway stations as stalls create congestion because of huge rush of people there. This rule was observed till this Government took over and the present Minister assumed office. Thereafter the decision of not allocating more stalls was overruled. I would like to say it emphatically that there have been hundred percent irregularities in the allocation of railway stalls at Bombay and its suburban stations. Neither were any applications invited nor eligibility was ascertained. These stalls were allocated on whimsical basis in lieu of some amount. You are talking of corruption. What other manifestation of a grave corruption can be there than this process of allocating stalls at railway stations without inviting any applications.

Madam, now I turn towards Bihar and North-eastern States. Why is there a widespread discontentment in Madhya Pradesh? Why does not the Government formulate a balanced budget? Bihar contributes 16 percent of the total Railway revenue but what have you given to Bihar in return? During the British era, there was not only a proposal of laying a railway line from Barbari in district Palamu of Bihar to Chirmiri in Madhya Pradesh, but land was also acquired for the purpose and railway line was laid.

Somewhere, half of the building of the railway station has been constructed. The bridges were to be constructed on the big rivers, but the work was stopped. This railway line reduced the distance between Bombay and Calcutta by 500 kilometers. This railway line passes through the minerals bearing area. It passes through

the mineral belt but Palamu was neglected as a result of which Naxalism in Palamu is growing. Now the people there are taught that this Government cannot make their lot and this system of voting cannot do any good to them. They should take bomb in their hand and decide their fate themselves. So much atrocities are being done. If so much atrocities are done how will it go on. It cannot go on.

The Government has done injustice with Bihar along with the North-Eastern States. Therefore, I would like to submit that this budget is not worth passing. It is an unbalanced budget. Balance it, only then we will support it. My submission to you is that even the smallest work cannot be done. There has been a long standing demand to set up a railway booking office at Sher Ghati, which is at a short distance from Gaya. There is a demand to set up a railway booking office at Chatra but the same is not being done. Chatra is such a district where there is not even a single inch of railway line. Most of the people there have not seen the railway line. It is being neglected grossly. Therefore, we urge upon the Government that whenever the railway budget is presented, it should be balanced one so that resentment may not spread in the country. Therefore, amend this budget. This budget is not worth approving at present. We cannot speak ditto to it.

Madam, in fact it is a budget of the rich and it is good for the areas which are prosperous and where the means of transport are available but injustice has been done with the neglected areas. Injustice should not be supported. Injustice should not be done. With these words, I conclude.

[English]

SHRI NURUL ISLAM (Dhubri) : Madam Chairperson, I rise to support the Railway Budget for 1995-96. The Railway Budget for 1995-96 is a unique and excellent budget. I would like to support it neither with a thesis nor with an antithesis, but with a synthesis.

Madam, during the last four years, the endeavour of the hon. Railway Minister has made the Railway Department a very much vibrant Department. With Ministry has innumerable limitations and financial constraints, Willy-nilly we must admit that the Railway Budget is a performance oriented Budget. The hon. Railway Minister and the Department have left no stone unturned to raise the traffic prospects and the financial prospects of the Department. Besides converting a few thousand kilometres of meter-gauge and narrow-gauge lines into broad-gauge lines all over the country, the Railway Department has started many new lines all over the country which are going to be completed this year and in 1995-96.

By now the Department has introduced electrification in the Railway Department and has completed about 11,793 kms. in the country. The Budget

has envisaged completion of many new lines all over the country by 1994-95 and 1995-96. Moreover, the Department has promised to introduce tourist trains all over the country. However, of late the railway travels entails great security hazard for which under the able guidance of the Railway Minister the Department has introduced instant action force. I would like to suggest that the Ministry should introduce this instant action force in northeastern trains, because the northeastern region is insurgency prone area. For this extraordinary performance I must sincerely congratulate the Railway Minister.

The other aspect which must not be overlooked is the anguish and the discontentment expressed by each and every Member on the Railway Budget. It seems while preparing the Railway Budget, the backward regions have not been taken into consideration. The other day I have heard the displeasure and discontentment expressed by some of the hon. Members from Bihar, even by entering into the well of the House.

The most shocking is the fact that the other day a honourable lady Member from Rajaathan while expressing her displeasure and discontentment against the Railway Budget entered, or rather sat in the well of the House. I am also a victim. I also represent a most backward pocket of the most backward State of Assam. For all the reasons I think it can easily be said that this Railway Budget is not well balanced. For example, I hail from a Constituency which is known as Dhubri, in Assam. Since 1991, I have been crying frantically for restoration of the train service from Dhubri to Guwahati. It was suspended when the railway track was damaged during the unprecedented floods of 1988. I have been approaching the Ministers not once, nor twice, but more than ten times and written to him so letters.

Yes, madam, is my time over?

MR. CHAIRMAN : Ten minutes are over.

SHRI NURUL ISLAM : I have not even started. If you want I will stop.

MR. CHAIRMAN : Okay, you can continue.

SHRI NURUL ISLAM : I have approached the Minister personally for more than ten times. I persuaded him. I met all top officials and convinced them. Yet, neither the Minister, nor the Department paid any heed to it. Ultimately, I have been compelled to approach the hon. prime Minister with a written representation signed by 13 North-Eastern MPs. Then, and then only, the train service was restored between Dhubri and Guwahati. This train is plying without any punctuality, without any regularity and without any amenities. There is no one to look after it because it covers a backward region. I do not understand why the hon. Minister is so allergic to the backward region or to me. It might be because of my height. Madam, I cannot help it is God gifted.

Since 1983, I have been trying for the conversion of a small railway track from Fakiragram to Dhubri. It is only a small distance of 60 to 70 kilometres. The Government are going to convert a few thousand kilometres metre gauge and narrow gauge lines into broad gauge lines throughout the country spending thousand of crores. Why can they not afford to convert this 60 to 70 kilometres? How is it justified?

The Railway Minister was pleased to introduce a chair-car train between Bongaigaon and Guwahati, which could very well be extended upto Dhubri, my constituency. Just for want of conversion of this meter gauge line into a broad gauge line, it could not be extended. The Railway Department has proposed another 'pull and push' diesel engine train. That also cannot be extended upto Dhubri because the Dhubri meter gauge line has not been converted into broad gauge. The Britishers had originally established the Dhubri-Guwahati and Dhubri-Calcutta lines considering the commercial and economic importance. It is a matter of great regret that after independence our own national Government has suspended both these lines. Not only that, even the air communication also was suspended and even the water communication was suspended.

I do not know the reason behind it. Madam, you are laughing at me, I know... (Interruptions) You should laugh at me on seeing my condition. ... (Interruptions) I demand that the Railway Minister must make a commitment on the floor of this House that this small piece of conversion will be taken up within this Budget period. Moreover, commercially it is important for the reason that this district alone produces more than five lakh bales of jute, the cash crop. One bale is equal to four-and-a-half maunds. The huge quantity of jute was being carried by the Railways originally. But now it is being carried by the trucks. What do the traders do? The transport cost is being deducted from the precious price of the growers by the traders thereby we are exploited. Why is the Department not converting this and introducing a direct railway link upto Calcutta, the commercial capital of ours? There is a mystery in this and everybody smells a rat in the deal that the Railway Authorities must have been under the evil influence of the truck owners' association. But I desire that this conversion must be done; it is a very essential one; after the liberalisation policy, the Railway communication has become a must. It is one of the essential infrastructural facilities, without which no development is possible.

The second point is regarding construction of a bridge over the river Brahmaputra at Jogighepa-Pancharatna, which is within my constituency. That was started by the Railway Minister's predecessor, Shri A B Ghani Khan Choudhury. In 1983, the foundation-stone was laid by the then Prime Minister, Shrimati Indira Gandhi. She committed it to the nation and said that this bridge would be completed by 1994. But this has not yet been completed. I am reported that no financial allocation

was there. Over and above, the heavy payment to the contractors has been held up. The payment might be to the tune of Rs. 3 crore. I do not know how far it is correct. I was told that this is the reason for which the constructors have stopped constructing the bridge. The hon. Minister must explain on the floor of the House today as to which one is true.

There is also proposed for extension of Broad gauge line up to Guwahati from Pancharatna. It was announced that it would be completed by 1994 and half the work of this extension was already done. But since 1991, I have noted that there was no progress of work. When I have drawn the attention of the Minister, he denied it. But no work is continuing. It is within my constituency; I have been seeing it every day. When I reported it to him, he said that it is continuing.

In the last Budget also, he has announced that this portion of construction of BG line from Pancharatna to Guwahati will be completed by 1997. Why then it is being mentioned in every year's Budget that the 140 k.m. of broad gauge line will be constructed between Pancharatna and Guwahati, if it is to be completed by 1997. Why it is mentioned in this year's Budget? It is just to camouflage; it is just to show that the backward regions are also covered. So, I am one with the hon. Member from the Opposition side when he expressed his anguish. In this way, the North Eastern Region is being neglected, for which the North Eastern Region is burning; and the Government is sitting on the volcano, expecting eruption. No more negligence will be tolerated, I must caution them. Still there is time to change their attitude towards the North Eastern Region, before it is too late. It is this type of negligence for which it is burning and such negligence, not only widen economic disparity but create discontentment which may conflagrate at any moment endangering the precious unity and integrity of the country. That is why I caution the Government. So, the Railway Minister must take into consideration all these grievances and take up and address at least two of them.

Madam, there are lots of other grievances. I know the constraints of the Government. Government cannot remove all the grievances at a time. But there should be some priority to the backward, burning and discontented regions and due to the transport bottlenecks, the North-Eastern development has suffered a lot. So, I most humbly submit that the Railway Minister must clarify as to whether this extension of broad gauge line from Pancharatna to Guwahati will be taken up or not as it covers the most backward pocket of the most backward State of Assam. ...*(Interruptions)*... Madam, you will be astonished to know there was a proposal for extension of broad gauge line from Pancharatna to Silchar along the Assam-Meghalaya State border. Suddenly, that has been stopped and another friend from the other side is trying for Lanka-Silchar broad gauge. Similarly, other aide is also demanding the railway line because railway communication is the only

essential infrastructural facility through which accelerated and uniform economic growth is possible. So, I want to know from the hon. Minister as to what has happened to this proposal from Pancharatna to Silchar - the broad gauge line along the Meghalaya-Assam border which will also serve as a means of communication on the Indo-Bangladesh border. There are lots of human cries on this border. So, unless and until this communication is developed, it is not possible for our jawans to protect our borders carefully and sincerely.

The people of Tripura have been constantly and consistently demanding for extension of Karimganj-Kumarghat broad gauge line upto Agartala. This extension should be done from Kumarghat to Agartala. The Minister must explain as to whether this will be done or not.

Then, again, there was a long-felt grievance or demand for Railway division at Rangliya-Assam. The then Ministry also assured that a railway division will be established at Rangliya in Assam. What has happened to this proposal and what is the present position of this proposal? Has it been shifted? The hon. Minister must clearly state whether it will be done or not. As the Prime Minister has committed that he will give special attention to all the problems of the North-Eastern region, I also request him to give his sharp and pointed attention to the grievances raised in a short span of time. I also request the Finance Minister and the Planning Minister to enhance the budgetary support to the Rail Budget to do justice to the backward regions by spreading a uniform railway network throughout the country.

I have taken much of your time. Though I have some more points, I will submit them on some other occasion. With heartiest thanks to you, Madam, I would like to conclude here.

[Translation]

MAJOR D.D. KHANORIA (Kangra) : Mr. Chairman, Sir, as far as the question of Himachal Pradesh is concerned, the hon. Railway Minister has shut his eyes towards it. No budget has been presented for increasing railway line in Himachal Pradesh for the last 4-5 years. Not even one inch of railway line has been laid. There are only two railway lines in Himachal Pradesh, one is from Kalka to Shimla and the other is from Pathankot to Baijnath via Joginder Nagar. The same coaches are being used since these railway lines were laid and there is no change in them. The condition of those coaches is very miserable. The trains stop all of a sudden. Seven pairs of train run from Pathankot to Baijnath and the distance is 115 kilometers. There the trains take 8 hours to cover the distance of 115 kilometers. None is ready to board these trains, since these trains run so slow that they take 7 hours while the buses take three and half hours in return journey I had urged upon the Government to introduce a pair of

express train there. These trains used to run earlier but later on the express train was withdrawn. We could not come to know about its reason.

I have talked to the hon. Railway Minister so many times but that express train has not been introduced till date. 15 trains reach Jammu Tawi from the various corners of the country. Those 15 trains go via Chakki Bank and only 6 trains touch Pathankot. Pathankot is such a station from where the people of six districts of Himachal Pradesh board the trains. The fast trains, the trains bound for Bombay, Madras and Calcutta do not touch Pathankot. I have urged so many times that these 15 trains bound for Punjab and Jammu Tawi should touch Pathankot so that the people of Himachal Pradesh do have the facility to go to other States and other big cities but till date no attention has been paid towards this demand. My submission is that if these trains do not touch Pathankot then a railway line should be laid between Pathankot and Chakki Bank. The distance between both these station is only 5 kilometers. Railway line should be laid there so that the people of Himachal Pradesh and Pathankot can board the trains from Chakki Bank.

I had made a demand to the Railway Minister and it was accepted. I had demanded for Patti Railway halt station in Himachal Pradesh for which we struggled a lot. people had gathered there and did not allow movement of trains. Ultimately, the DRM had to come there. We had demanded for a halt station which was accepted. I had received a letter from the Railway Minister in this regard for which I thanked him. Thereafter, I received a letter from the General Manager, Baroda House, New Delhi. It was stated therein that the demand made by me cannot be fulfilled because an expenditure of Rs. 1,35,429 was involved in it. On the one hand, the Railway Minister accepts the demand but on the other hand General Manager denies it. In the meantime, the DRM, Ferozpur started the work. I do not understand why there is lack of coordination. I think that some lacuna in the system is responsible for lack of coordination among Railway Ministry, G.M. and DRM. There will be resentment among public if they do not get the halt station at Patti which falls between Joginder Nagar and Pathankot. Trains will be stopped and it will affect the whole railway department. I demand that this halt station should be constructed as per the letter of the hon. Railway Minister so that it could benefit the public.

16.00 hrs.

Seven pairs of trains do not have the facility of first class. There are only two coaches of first class. I, therefore demand for adding one boggy of first class in each of the seven pairs of trains so that people availing pass facility could travel in these trains. I had also made a demand for construction of a railway line between Una and Jwalamukhi Road which has not been fulfilled so far. I demand for allocation of funds for

this 40 Km. long railway line, which will facilitate the people of five districts i.e. Hamirpur, Kangra, Chamba, Mandi and Una.

16.01 hrs.

(Shrimati Geeta Mukherjee *In the Chair*)

The narrowgauge railway line between Pathankot, Baljnath and Joginder Nagar should be converted into metergauge line and the speed of these seven pairs of trains should be increased so that more and more people could travel on them.

We all know that a large number of tourists visit Himachal Pradesh. Their number may increase with the introduction of high speed trains. The goods which is transported through goods trains remains at Pathankot and do not reach their destination. I request that arrangements should be made for their further transportation so that people could receive their goods in time.

Road traffic has taken over the railway traffic in Himachal Pradesh. It seems that all the trains running in this area are meant for Railway officers and staff only because majority of them will be seen gossiping and playing cards in these trains. The main reason for it is that trains take 7 to 8 hours to cover the same distance which is covered by bus in 3-4 hours. That is why, the trains running on this line are incurring losses.

Department of Railways has not opened any school for the children of railway employees working there. I demand for setting up of a school in this area for imparting education to their children. The distance of new railway line to be constructed between Una and Talwara is 66 Kms. and I have time and again demanded for its construction. I am very sorry to say that only Rs. 1000 were allocated in last year's budget for it. With this little amount you cannot put even ten stones there. Not a single penny has been allocated this year too. I request that the proposed new railway line between Una and Talwara should be constructed at the earliest and more funds should be allocated for it.

Where there are proper railway stations, they do not have waiting rooms and if at some place these are there, they do not have bathrooms. Further if some have bathrooms, there is no proper arrangements for sanitation and cleanliness. They lack even the facility of taps for drinking water. I wish that Railway Minister should pay attention towards it and provide more money for such stations.

Apart from this, I would also like to say that coordination is essential among G.M. and DRM office. I have shown to the public the D.O. letter received from the Railway Minister, as well as the letter received from the G.M. regarding halt station at Patti. There is a great resentment among people over it. I wish that you should talk to the concerned officers in this regard. Our former Chief Minister Shri Shanta Kumar has also received a

letter from the Railway Minister. This kind of things are happening there. In view of this, coordination should be maintained among various offices.

Mr. Chairman, not taking much time of the House, I conclude.

SHRI VISHWANATH SHASTRI (Gazipur) : Mr. Chairman, I am grateful to you for allowing me to speak on Railway Budget. I will not repeat the issues raised by my other colleagues. First, I would like to raise issues of my area and then some other points. I congratulate the hon. Minister for introducing a DMU train for the first time after independence in my Parliamentary Constituency and adjoining four-five other constituencies of other M.Ps. This train has really helped the general passengers. But this train does not reach at the scheduled time. The DMU train plying between Patna and Varanasi also does not reach in time. Earlier its service was greatly appreciated but now its service has become very irregular.

SHRIMATI SAROJ DUBEY (Allahabad) : Mr. Chairman, the hon. Members are having a very serious discussion on Railway budget but the Railway Minister is himself not present here. Then, to whom we are addressing our demands. I have an exception in this regard.

THE MINISTER OF TEXTILES (SHRI G. VENKAT SWAMY) : I am just coming from Rajya Sabha. He is introducing a Bill there and he will come here after that.

SHRI VISHWANATH SHASTRI : In this connection, I would like to say that with the introduction of DMU, all other passenger trains have been withdrawn. In such a situation, DMU should be divided in two parts i.e. from Buxar to Patna and from Buxar to Varanasi so that it could reach at the scheduled time.

Mr. Chariman, in the same way, a survey was conducted for construction of a railway bridge on Ganga at Gazipur and laying a 42 Km. long railway line from Gazipur to Mau but no attention has been paid towards it in this budget. Construction of this proposed railway bridge will lighten the load of traffic at Mughalsarai and it can be made an alternative route. You will be surprised to know that a new railway line is being constructed from Dehari Anson to Mughalsarai. Mughalsarai railway station is already overloaded but on the other hand, load of a new railway line is also being added to it.

Prior to this also I have been writing letters and have met him personally on several occasions to request that first the Dehri-Asansol new rail line should be laid upto Dildar Nagar and thereafter a bridge on river Ganges may be constructed where a rail line from Dildar Nagar to Tarighat is in existence from the period of Britishers. After constructing a bridge on river Ganges and Completion of work of gauge conversion from Odihar to Chhapra upto December 1995 an alternate direct route via Dildar Nagar, Gazipur, Odihar Gorakhpur, Jaunpur and Varanasi will be available instead of going

to Mughal Sarai. Similarly passenger trains can also run there. But where the work is not intended to be done, the excuse of financial crunch is given and it is kept pending. I would like to submit to the hon. Minister of Railways categorically that there has been long pending demand to construct a bridge on the river Ganges. The people are agitated there. When the survey in this regard was conducted, it was hoped that work will certainly be accomplished because the survey was being conducted. But now it seems that the work will not be accomplished at all and the people may again resort to an agitation.

Mr. Chairman, Gahmar is a big village in Gazipur district. Its population is about 40 to 50 thousand. There is hardly any family which does not send a soldier from it. It has been a soldiers village from the time of mutiny in 1857 till date. The Chairman of the Board there, who had earlier been GM also, visited the village and had asked to make a stoppage for the Tinsukia Mail at Dildar Nagar honouring the demand of the soldiers there because they have to suffer of a lot of hardships there. I therefore, demand to make a stoppage of the Tinsukia Mail at Dildar Nagar. Similarly, previously the Upper India Express train used to run from there. But this too has been discontinued. The Delhi bound 12 DN train has been diverted to some other route and it no more comes to Delhi now. This was the only train from that area to Delhi. The Shramjeevi Express which originates from Patna may be provided a stoppage at Jamania which is a tehsil headquarter. A degree college, two intermediate colleges and block headquarter is there. When we go from Delhi we have to go by road there because of the narrow gauge line upto district headquarter. Therefore, I request you to make a stoppage of Shramjeevi Express at Jamania. Similarly, Mail trains running between Varanasi and Bombay or the Durg bound Sarnath Express leaving from Varanasi does not have any pantry car. The distance between Varanasi and Bombay is very long. A large number of people from Azamgarh, Ballia, Gazipur, Bhojpur and their adjoining areas in Eastern Uttar Pradesh proceed for Bombay to earn their livelihood. But they face great inconvenience in their journey. Not only ourselves but the hon. Minister of Railways also has been receiving representations from the people living at Bombay. Similarly, I demand to introduce DMU trains between Ballia and Varanasi; Mau and Varanasi, Bhadohi and Varanasi; and Varanasi and Lucknow.

The G.R.P. accompanying the trains convert a coach into a G.R.P. post. They occupy a coach and help the thieves in the train. They allow passengers to travel without ticket and extend all facilities meant for reserved berths. Thus instead of providing any help to the passengers, they rather become a big cause of their inconvenience. Therefore, the G.R.P. should travel in the train as it did in the past. Their privilege to occupy a coach should be withdrawn. I demand this also that Mechanical workshop at Gorakhpur should be expanded

and all the mechanical works should be done there because many costly machines are lying useless there. The work being got done through the contractors should be handed over to that workshop so that the work could be done at less expenses and of better quality. In this way the staff there will also be adjusted. Similarly take the example of workshop at Gorakhpur manufacturing the spare parts of diesel engine. Shri Manjay Lal also referred to Samastipur workshop. There is a factory at Izzatnagar in Bareilly division, which is on the verge of closure. This also should be modernised. The Samastipur workshop should also be modernised. There is no diesel shed in Eastern Railways in Bihar. I would like to suggest that Gadghara is most suitable and good place for setting up a diesel shed. Retrenchment of 91 parcel porters has been made at Baruni Junction. They were given the assurance that their services will be reinstated but nothing has been done yet.

I conclude with these words and again express my thanks to the hon. Chairman for giving me an opportunity to speak here.

[English]

MR. CHAIRMAN : Thank you Mr. Sahstri for finishing within time. I hope the rest will also do the same.

SHRI YAIMA SINGH YUMNAM (Inner Manipur) : Madam, I have been deputed by the people of Manipur to be their representative in this House and to place their grievances before the august House.

Madam, I have been urging or let me say demanding from the Government, particularly, the Railway Minister, for construction of a railway-line to connect Imphal. I understand that it was being demanded since Nehruji's days when he was the Prime Minister. The representatives of the people in this House had been demanding since last more than forty years for a railway-line to connect Imphal. I have been raising this matter again and again. I wanted to convince the hon. Minister why this demand is necessary. It is necessary not only for the people of Manipur but also in the interest of the country because Manipur is situated in the very strategic border area. Manipur is sharing its border with Myanmar, Bangladesh and even parts of China. So, it is a very important region in the North-East. Imphal is the Capital of Manipur. So, a decision has to be taken politically otherwise, the Government will always say that because of constraint of funds, it cannot be taken up. If such a plea is taken again and again, then I am sure, it will not be constructed for ever.

Madam, I am referring to a letter written by Shri Jaffer Sharief, the Minister of Railways. In response to my demand he said and I quote :

"A survey was conducted for the construction of a railway-line from Dhansiri direct to Imphal from Karong. It will cost around Rs 833 crore. It is calculated that while the present cost may now come to over Rs. 1500 crore, it is

my information that although the project is feasible because of its unremunerative nature and also because of constraint of funds, it could not be taken up."

Now, I am very clear firstly that a railway-line can be constructed up to Imphal. Although it is feasible but it cannot be taken up because the Government has no funds for taking that work. Secondly, it is unremunerative. We are not prepared to accept these two arguments.

It is necessary for the safety and security of the country. From that point of view it is more important to construct the railway line to reach Imphal. Madam, this is a small State situated in the remote corner of the country. This area cannot be developed unless a railway line is constructed to facilitate the people to and fro to Imphal. At this moment Dimapur is the nearest railway station to Imphal. Now to reach Imphal we have to travel by national high ways, via Nagaland and some other territories. These are hilly and insurgent prone areas. It is not safe to travel by these roads at the moment. The militants can impose any amount of ransom on those truck owners and bus owners. The passengers and goods are also not safe. Due to all these the people of this area are suffering. As I have mentioned some time in this House, the price of kerosene goes up to Rs. 25 per litre, the price of petrol goes up to Rs. 40 per litre and the price of salt goes up to Rs. 5 per kilo. So, the price of essential commodities shoot up at any moment because the goods cannot reach Imphal on time as there is no railway line. So, without a railway line to Imphal it is impossible to develop that part of the country. That is why I have been demanding on behalf of the people of the Manipur again and again to construct a railway line to Imphal. Now, it has become a mission of my party and the people of Manipur to have a railway line.

[Translation]

PROF. RASA SINGH RAWAT (Ajmer) : Mr. Chairman, no Minister from the Ministry of Railways is present here in the House. A debate on the Rail Budget is going on but no minister from that Ministry is here. Who is noting down our problems?

[English]

MR. CHAIRMAN : Who is noting all this?

SHRI YAIMA SINGH YUMNAM : Nobody, Madam. This is the state of affairs in this House. Nobody is noting down what we are saying.

[Translation]

THE MINISTER OF STATE IN THE MINISTRY OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI H.R. BHARDWAJ) : Madam, I am noting down.

PROF. RASA SINGH RAWAT : If the hon. Minister of Railways would have been present here he could

understood the problems of railways. Though, the hon. Ministers of other Ministeries are sitting here but what do they understand about the problems of railways. So what can they note?

[English]

MR. CHAIRMAN : The situation is that he has gone to the other House to introduce some Bills. He is coming back

[Translation]

SHRI RAM KRIPAL YADAV (Patna) : Mr. Chairman, the Rail Budget is being discussed here but the hon. Minister of Railways is not present. It shows as to how seriously the Government is taking the business of Parliament

[English]

MR. CHAIRMAN : This question was raised and they said that he has gone to the other House. He is saying that he has already sent a message to the Railway Minister. He has already sent a message to the Railway Minister to come back quickly.

[Translation]

PROF. RASA SINGH RAWAT : Madam, the hon. Minister of Railways be called here.

SHRI SYED MASUDAL HOSSAIN (Murshidabad) : The hon. Minister of Railways is also not present here ... (Interruptions)*

[English]

MR. CHAIRMAN : What do you want? Do you want us to stop the proceedings?... (Interruptions)

MR. CHAIRMAN : I have asked them to call the Minister. They have already sent a word to the Minister. This is the position.

(Interruptions)*...

PROF. RASA SINGH RAWAT : It is very unfortunate on the part of the Government. ... (Interruptions)

SHRI SRIBALLAV PANIGRAHI (Deogarh) : Madam, I am on a point of order... (Interruptions)

MR. CHAIRMAN : What do you want? Do you want us to stop the proceedings till the hon. Minister comes?

[Translation]

PROF. RASA SINGH RAWAT : Today the hon. Minister has gone to the other House... (Interruptions) The treasury benches are lying vacant totally. This shows how serious the Government is on this issue ... (Interruptions). If the hon. Minister remain present here, only then he can hear us. Otherwise who else will hear us?... (Interruptions)

* Not Recorded.

[English]

MR. CHAIRMAN : Do you want us to stop the proceedings? I have already told them to call the Minister.

(Interruptions)

MR. CHAIRMAN : Hon. Members, please listen It is your time which is being wasted. Please sit down

(Interruptions)

SHRI SRIBALLAV PANIGRAHI : Madam, I am on a point of order. ... (Interruptions)

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

(Interruptions)

SHRI SRIBALLAV PANIGRAHI : Hon. Members are well within their right to ask for the presence of the hon. Minister, I am not opposed to that... (Interruptions)

MR. CHAIRMAN : Now, the hon. Minister has come.

(Interruptions)

SHRI SRIBALLAV PANIGRAHI : My point of order is different... (Interruptions) When there is a discussion going on in both the Houses simultaneously, some such situation is bound to be there... (Interruptions)

[Translation]

My point of Order is that Officers have been referred to in it.

[English]

This has to be taken out of the record. Yes, you cannot make a reference to the officers... (Interruptions)

MR. CHAIRMAN : We shall verify the records and if anybody has said something about officers that will be taken out. But the Minister will remain very much present in the House.

THE MINISTER OF RAILWAYS (SHRI C.K. JAFFER SHARIEF) : Madam, I was in the other House to move a Resolution.

SHRI YAIMA SINGH YUMNAM : Madam, I have been referring to a matter which is considered to be very pressing in respect of the affairs in the State of Manipur. Since the hon. Minister has come, I will repeat only one sentence that I have been demanding for the construction of a railway line from Dhanasari to Imphal via Karong.

In response to my demand, the hon. Minister has written me a letter stating that it has been surveyed and according to the report this is found to be feasible. But it cannot be taken up because it will cost around Rs 833 crore.

It is considered to be unremunerative. It will be now more than Rs. 1,500 crore according to the present cost price. This is the information given to me.

Madam, what I am telling is that if it is considered according to the commercial way, that is, profit and loss,

then it will not be taken up. My appeal is that construction of a railway line to Imphal should be taken up not only from the commercial point of view but also it can be taken from the political point of view. That is what I am saying.

You had taken a decision to construct a railway line to reach Srinagar. That is all right. We agree to that. We have been responding to it and we support it. But will it not be unremunerative? Is it not a political decision? That is my demand. Similarly you may take a political decision to construct a railway line to reach Imphal. It will be not only in the interest of the State of Manipur but also in the interest of the country. Manipur borders with Myanmar, which is very much now vulnerable because we have no strong defence line there. So, this railway line will help very much in that way also.

Secondly, Madam, it will be paying after a long time .. *(Interruptions)*

MR CHAIRMAN : Shri Yaima Singh, I hope there is no 'thirdly' and you will conclude your speech with 'secondly'.

SHRI YAIMA SINGH YUMNAM : Madam, as you have just intervened, I shall try to conclude very quickly.

Now the project will be from Dhanasiri to Imphal via Karong. It must be met. We have taken it as a mission. The people of Manipur will urge upon the Government in this regard. We shall appeal to the Central Government and to the Railway Ministry and we shall try our best to get this railway line. Failing all our efforts, what shall we do? We shall launch an agitation to attract the attention of the whole nation why it is necessary. Please consider the grievances placed before this august House. Is it only in the interest of the people of Manipur? Is it not in the interest of the country? This is what I am placing before this august House. The House may please consider about it.

The hon. Prime Minister himself has made an announcement that he is prepared to foster the North Eastern Region personally and he prepares to look after this North Eastern Region because it is in the interest of the country. There is a regional imbalance. If that part is backward, then it will affect the whole country. *(Interruptions)*

MR CHAIRMAN : Shri Yaima Singh, you have made that point quite strongly. Please conclude your speech now.

SHRI YAIMA SINGH YUMNAM : Madam, thirdly, failing all our methods, what the people of Manipur will do? The people will press for reviewing of the merger with the Union of India. Manipur was a sovereign State. It was merged with the Union of India in the interest of the country. Now the people of Manipur have started considering whether we shall secede from the Union of India and whether we shall press for the review of the merger with the Union of India. This circumstance will arise. That is why, I am placing this before this House. It is not too late. Please think over this matter in the interest of the country, not only in the interest of the

small State but also in the interest of the country. I am speaking in the interest of the nation, Madam. So, I am placing this very forcibly so that the hon. Railway Ministry may attend to my request.

I hope he will respond to this. I also consider that the Government may not find fund immediately but please take a decision that the railway line will be constructed to reach Imphal this year or next year or within a reasonable time. I am not asking for providing all the required fund immediately. At least, please show your intention of constructing this line, considering the interest of the nation and the people of Manipur also. If a decision to that extent is taken, that will help in restraining the people from taking extreme steps. The people there will tolerate to that extent only. That is my humble request. I hope our hon. Railway Minister will respond to this.

There is another problem at the Silchar-Jiribam railway line. It transports the bamboo chips in large quantities to supply it to the paper mills at Silchar. But sometimes, when these quantities are collected here, they are not transported because of non-availability of the railhead at Jiribam. They do not reach the area regularly thereby causing heavy loss to the State Government. So, I have been requesting many times that this must be made regularly so that it will be very useful to the people of Manipur also.

Madam, if this railway line is constructed to reach Imphal via Karong, then I shall be very much grateful to this august House and the Government.

With these proposals, I conclude my speech.

SHRIMATI SUSEELA GOPALAN (Chirayinkil) : Madam Chairperson, Railways play an important role in the development of a country. It helps national integration. It moulds the mind of the men. All these things are actually developed by the Railways and that is why, all over the country, all over the world, Governments are playing a big role in developing the railways. Unfortunately, our Government, which was doing, has shirked from this responsibility. Both the Planning Commission and the Government of India are shirking their responsibilities. The Budgetary support as well as the Plan support is being reduced.

In the first Plan, it was 11.05 per cent. Then in the second Plan, it was 15.43 per cent. In the Seventh Plan, it was 15.45 per cent. Now in this Plan, sharply it has come down due to the economic reforms to 6.26 per cent. The budgetary support of 75 per cent has come down to 40 per cent. That means, the strain on the railway will be much more and you will have to take more from the people as fare increase and freight increase. This time, you cannot take from the fare increase because elections are fast approaching. Actually the people will not know the impact of the freight increase immediately. So it will loot the people. But they will not immediately understand. If the fare is hiked, then they will understand. That is why, our Railway Minister, who is a very shrewd man, has decided not to

increase the fare. There is a fall in the budgetary support. That is why we are taking loans by approaching private people. All these things are done.

But, considering the problems of India actually this is a very irresponsible way of approaching a problem, by this Government. Actually, very many hon. Members were speaking about the need for new railway lines, doubling and so many issues. But what can be done? Can anybody do anything? The Prime Minister and the Railway Minister together decided to implement a programme which according to them is the panacea for all the evils of this railway system, that is, gauge conversion. Is it a prudent decision? Because, development does not take place through gauge conversion only.

At least now a sum of Rs. 50 crore has been set apart, very late for a new railway line for Kashmir. After alienating the whole population now the Government has decided to give Rs. 50 crore.

So also, about Tripura. I have been demanding in all the Budgets about Tripura. At that time the Minister was actually really against it. But now it is different. He said that they were having a different view at present. But whatever be the thing, if the major amount goes for gauge conversion, what will happen to new railway lines, doubling and all that?

I will cite the example of Kerala. In these four years when this Government has been in power, how much money was granted to Kerala for new railway lines as well as doubling? Everything put together it is Rs. 40 crore. We, the Members from Kerala together with our Ministers approached the Prime Minister and requested him to start at least one railway line. We placed before him several issues. He asked us to choose one, one railway line or one project for electrification. We mentioned Kayamkulam-Trivandrum line. What has happened to that? I am asking the Minister. The Prime Minister promised us. But what is the result? During the tenure of this Ministry it is not going to be completed. Not only that; another Ministry will be required. The amount sanctioned is remaining like that. Whatever was allotted has not been spent. That is the real thing.

Since I have no time, I do not go into all the details. But an amount of Rs. 34 crore was required for the Kayamkulam-Qullon line. Now the Government will have to spend Rs. 18 crore more. How much has the Ministry spent so far? Of course, a little cost escalation is there. But still, can the Railway Minister say that during his time he has at least completed one railway line? Will it be completed at least up to Qullon? In this House he gave us a solemn promise in 1993 I think, that by next March it would be cleared up to Qullon.

SHRI C.K. JAFFER SHARIEF : Why do you forget the Konkan Railway line? Is it not one railway line which is being completed?

SHRIMATI SUSEELA GOPALAN : I am coming to that. Take the doubling of Mangalore-Trivandrum line which is a lifeline of Kerala. For the development of Kerala it is most crucial. As the Prime Minister promised us all, irrespective of party affiliations we met him and asked him to help us. But was it done? How many more crores are required? They say that land acquisition is taking time. Then so many bridges are there. If the tenders are issued early, then the land can be acquired quickly and within one year a railway line can be completed. A sum of Rs. 5 crore was set apart for the Qullon-Trivandrum line at one time, but it was diverted.

Was it not possible to utilise it? It would have been possible. So, at least Rs. 25 crore will be required for bridges and other things and immediately land acquisition can also be done.

The Railway Officers told us that the acquisition of land upto Mynad is over. But now they say that there is some obstruction in the Qullon town itself. Recently the Chief Engineer told me that in Qullon itself there is some difficulty in land acquisition. We are prepared to help them. But the thing is how long will it take? Now, for the new railway lines of Alleppey-Kayakulam and Trichur-Guruvayur Rs. 2 crore or Rs. 3 crore was required for completion. But it took three years to allot that amount. Only Rs. 1 crore or Rs. 1.50 crore was allotted. However, much more amount is needed and if it had been allotted then the line would have been completed within a year. Actually in completing a line much more amount is required. The cost escalation is taking place due to delay in completing these projects and as a result the exchequer is losing a lot of money. That policy has to be reviewed.

The hon. Minister of Railways promised us last year that Kuttipuram-Calicut line will be doubled. What happened to that? How much money is spent? Let the hon. Minister tell about it in this august House. That is why it is included in this year's Budget. With the doubling of Kuttipuram-Calicut section, the link from Guruvayoor to Kuttipuram is also proposed to be undertaken, subject to necessary approvals, as an alternative to doubling of the track from Shoranur to Kuttipuram. What is the alternative? If you are giving to BOLT then you have to explain what in BOLT. Actually, it is going to be given to the private people. They are also coming in a big way in the railways. We want a categorical answer from the hon. Minister of Railways. Will it be given to the Konkan Railway? The doubling of Guruvayoor-Calicut line will not be necessary. If Mangalore to Shoranur doubling work is given to Konkan Railway, then it will be completed within one and one and a half years. So, for the benefit of Kerala, these lines will have to be doubled immediately. This is the answer given to a question put by Shri Mullappally Ramachandran and Shri V.S. Vijayaraghavan. What is the question? They wanted to know from the Minister of Railways whether the work for the doubling of railway line between Shoranpur and Mangalore has actually started and

included under BOLT Scheme; if so, the details thereof and the amount allocated for the project; the quantum utilised for this project; whether land has been acquired for the project; if so the details thereof; whether the participation of the State Government in land acquisition for this project has been satisfactory; and the reason for not entrusting this work to the Konkan Railway Corporation to which the Kerala Government has already contributed Rs. 36 crores; and if so, the details thereof? What is the reply? The reply is that the information is being collected and will be laid on the Table of the House. What a callous answer? What are they writing? Those officers who are sitting in the office are giving these answers.

Our friends in the Congress were telling us that he gave an assurance that it will be given to Konkan Railway Corporation. So, let him give an assurance on the floor of the House. Actually, it is very cruel not only to Kerala but to other regions also

SHRI BASUDEB ACHARIA (Bankura) : It is cruel to West Bengal also.

SHRIMATI SUSEELA GOPALAN : It is cruel to West Bengal, Tripura and also to the North-East. All those Members who were speaking were telling about it. So much of amount should not be given for gauge conversion.

Otherwise, the Government should give budgetary support. Let them give enough money for gauge conversion or anything else, but new railway lines and doubling of lines is also vital for the development of the country.

There are so many minor points which I want to raise, but because of the limitation of time. I shall not go into the details.

With regard to trains, I am happy that one train, that is, Ernakulam-Trivandram Express, has already been started, though it was promised long time back. Two more Push-pull trains are also going to be introduced in Kerala. We have been demanding for a long time that the Bangalore-Quilon train should be extended up to Trivandrum. Because double line is not provided up to Trivandrum, the train goes only up to Quilon. The hon. Minister is from Bangalore, so he should do it because the very name of Bangalore itself should enthrall him.

I want to know whether there is any criteria for providing the stoppages for the trains. Or is it that there is one criterion for the ruling party people and another criterion for the Opposition parties people?

SHRI C.K. JAFFER SHARIEF : All are equal.

SHRIMATI SUSEELA GOPALAN : Then, I wish to draw your attention to a very very great injustice done to my constituency. In the Executive Express, the stoppages at Varkalai and Chengenoor had been stopped. But after some time, the stoppage at

Chengenoor has been restored. I do not know how this has been done. Varkalai is a very important place because it is a pilgrimage centre as well as a tourist centre. I think the stoppage at Chengenoor has been revived because the ruling party people had raised their voice for this. When it has been restored at Chengenoor, why not at Varkalai also? I can prove that both the places are equally important.

SHRI C.K. JAFFER SHARIEF : We are all comrades. We are one.

SHRIMATI SUSEELA GOPALAN : At the Chirayankeeshu railway station, there is no urinal, and the answer given to the public, including myself, is that there is a comfort station there. Why should the passengers pay and go to the urinal? Even though the traffic at that station has been increasing, there is no waiting room for ladies. Our Standing Committee has criticised that the amount allocated for passenger amenities is not fully utilised. Year after year the unutilised amount has been going up. Even drinking water and so many other amenities are not provided to the passengers.

Kerala is a State where platform shelters are very much needed. For six months in a year, there are rains in Kerala. But how many stations are there in Kerala with full shelters? This is a grave injustice done to that State. I give you the example of the Pettah station near Trivandrum. It was a prestigious station but what is the condition of that station now? If we have to get down there, we have to hang and get down because the platform is so low there. Many old people and VIPs get down at Pettah because they do not want to climb the bridge. But this station is in a very very poor condition. Even the reservation facility there has been withdrawn. There are several prestigious institutions near the railway station, such as, ISRO, Medical College and Sri Chitra. Many people get down there to go to these institutions. At least 1,500 people coming from various places, get down there everybody. I too usually get down at that station. Very cautiously I have to hang and get down. I do not know why the level of the platform there is not being raised. The passenger amenities are also not provided properly.

Like that, I have got so many other grievances also, but I am not going into the details of all those. One point that I want to make is that the railway stations in Malabar region are not being renovated.

17.00 hrs.

When I spoke last time, the officers sent to me a detailed note on the points which I have raised. But that is not going to solve the problem. Most of the railway stations are outmoded and you have to spend money to renovate all these stations. The Parliamentary Standing Committee on Railways has criticised about the doubling, about lack of passenger amenities and

for not spending proper money for new lines. But still the Government is not taking any notice about it.

So, the Ministry should have an outlook for the country, as a whole and see the backwardness of each region and take up the appropriate projects. If the backwardness of a region continues, it will be disastrous for a country like India. Then, the increase in the suburban railway fares should be withdrawn. It is getting a revenue of Rs. 48 crore only to the railways and it is nothing for them. Then, the increase in the fares of season tickets should also be withdrawn. The Minister should take into consideration all these things.

Madam, one good thing with this Minister is, once he decides, he does it. But he should take interest in all the aspects of the Railways and take India, as a whole. Anyhow, I will not be able to support this budget, as such. Many good things are there in this budget, but the overall impact of the budget is not conducive to the development of this country. So, it should be drastically changed. When it is changed, we will see whether it can be supported or not. But at present we oppose the Railway Budget tooth and nail.

SHRI SRIBALLAV PANIGRAHI (Deogarh) : Madam Chairman, I rise to support these four items from 13 to 16 in the List of Business which are taken together for discussion. They are General Discussion on the Railway Budget, Resolution with some recommendations contained in the Ninth Report of the Railway Convention Committee, Demands for Grants for 1995-96 and also Demands for Excess Grants for 1992-93.

Madam, I do not understand as to why these Demands for Excess Grants for 1992-93 took such a long period of more than two years to come before the House together with the year's Budget. I understand that under compelling situation and due to unforeseen reasons, some expenditure in excess was incurred and was quite likely to be incurred. But why should it come to the notice of the railway authorities so late and why should it come before the Parliament after two long years?

Madam, so many learned speakers have already spoken before me and as you know, they have highlighted various demands relating to their constituencies. This is quite natural.

The Railways has a very important role in our economic development. It is rather the central point of infrastructural development. When we talk of infrastructure, there is no good infrastructure, no entrepreneur comes there, infrastructure is lacking. There are no industrial projects being taken up in industries, etc. When we talk of infrastructure, the first thing which comes across our mind is the Railways. The States have to play an important role in the growth of infrastructure, particularly, the Railways which is fuel efficient, environmental friendly and comparatively a safer mode of transport.

The Railways also bears the social burden worth more than Rs. 2000 crore per year for building the infrastructure for the nation's economic development and also for movement of essential commodities. Therefore, expansion of Railway network is very important. I need not emphasise upon it as it goes without saying. In view of the dimension of our country which is of continental dimension with so many problems, like language and culture, the Railways assume great importance. The Railway also plays an important role of strengthening the much needed national integrity etc. That is why, from the social and economic development point of view and from the national integrity point of view, the importance of the Railways cannot be undermined.

Therefore, Madam, for such an important area, that is, the Railways expansion etc., there should be liberal budgetary support. Unfortunately, the Budget of the Ministry of Railway is being dwindled from year after year. At one point of time, the Budgetary support to the Railways was to the extent of more than 75 per cent and it has now come down to a mere 18 per cent or so. Keeping in view the economic scenario when there is a resource crunch, this year's Budget has to be commended. We have to appreciate the way in which this year's Budget has been prepared and presented before the House. It is a soft Budget and a balanced Budget which contains many good features also. There are very welcome features, like the families of the Railway coolies will be entitled to free treatment in Railway hospitals and their children are now entitled to get free of cost education in Railway schools. Again, unemployed youth can now go to different destinations to appear in interviews at 50 per cent cost of the tickets, something like that. The Railways have not only performed very well but also exceeded the targets which were fixed in respect of gauge conversion which was the thrust area.

Gauge conversion is the thrust area of the Eighth Five Year Plan. We are having three types of lines — narrow gauge, metre gauge and broad gauge. In several areas in the absence of broad gauge, we are having the remaining two types of railway lines — narrow gauge and metre gauge. This was a slur on our system that we have three types of railway lines. The trains that move on the narrow gauge are just like the toy trains and people used to laugh at it. But now this is going to be eradicated by this gauge conversion programme. That way, this gauge conversion is very welcome and it is a commendable thing. This could be possible due to the strong determination of the present Railway Minister.

Regarding electrification and renewal of tracks etc., last year, they have done very good work.

With regard to payment of dividend, the Railways have not defaulted. Earlier, there was a tendency not to make the payment of dividend.

It is a heartening feature to note about the performance of the public undertakings under the Ministry of Railways. There also, the performance is not only satisfactory, but they have also exceeded their targets fixed for the year.

Madam, everything is not good. There are certain pitfalls and there are certain dark areas in respect of certain targets in terms of passenger traffic and freight etc. It could not be fully achieved. Of course, all the demands of goods traffic were complied with. This is, at least, a consolation. All the demands of goods traffic were complied with. But certainly there was a drop in the revenue earnings from passenger and freight traffic. Why it was so? This should be analysed and this should be reviewed as to why it was so. When you are having some sort of planning, why these shortfalls were there?

Madam, I must also congratulate the hon. Railway Minister and his officers in the Ministry as well as in the Railway Board for the excellent industrial relations that are prevailing in the Railways. I must say it is excellent. As you know, there has always been a demand on the floor of this House from all corners of this House that participatory democracy should be ensured in all spheres, particularly in industry the workers' participation should be a must. And that way, the Railways have given the lead in this particular aspect of workers' participation in the management and the workers, by and large, are happy. They are quite happy. Even today, in the morning, I had a discussion with one of their Federation Presidents, Sharmaji, belonging to Delhi INTUC. They demand that the dearness allowance should be merged with regular pay and that the second interim relief that is going to be due should be given.

As I told you, Madam, this is a soft Budget. When there is a situation like this where the rate of inflation is 11 per cent, the hon. Minister has very carefully proposed some hike in freight and fare. Of course, while doing so, he has taken care to see that the poor passengers, the second-class passengers are not at all affected.

Even long distance Second Class passengers are not touched. Those who are going by Mail etc., in First Class and AC we have to pay something higher and also in freight there is a hike up to 7.5 per cent. As a whole, this hike is coming to about 3 per cent as against the earlier hike of last year which was 6 per cent or something with very insignificant impact, very minimal impact, little or no impact, on the overall price situations or overall price index or wholesale price index. This is the situation. This way, this is a very balanced Budget and, of course, from the long-range viewpoint, there remains a lot of scope for improvement. How could it be improved? As I said, the liberalisation policy is in vogue in our country now and it is being implemented in our country now. In the Hon. Minister's Budget speech, it is mentioned that the railways have to make preparation for such growth rate which will create a situation in our

country that we are in tune with the global situation. And again, whatever industrial development will be there, the railways will be able to cope up with the situation even after five years, in the 21st century. It will not be possible unless there is proper planning right from now about growth. There is enormous growth in the transport sector and in other areas. Traffic freight is on the enormous increase everywhere and there should be some planning from the beginning, and proper assessment, on how to cope with that and, therefore, how to arrange funds for that. Simply saying that we do not have funds will not do. They are going to different financial institutions. Again also, they are going to the market for borrowing etc. They are doing all those things. But that way, I would say it is a disappointment to see that in certain areas, there is not enough importance given, that is, in the matter of new railway line. I would like to refer to the Standing Committee Report on Railways. They have analysed this year's Demands for Grants and on p.49, the Committee says :

"Though the new lines play a significant role in enhancing the network capacity of railways, this area is turning to become a low priority item in the railways' investment planning is evident from the decreasing annual targets fixed by the railways in recent years as may be seen from the following Table."

17.15 hrs.

(Shri P.C. Chacko *In the Chair*)

They have given all these things. This is the last year of Eighth Five Year Plan and by the end of this financial year, the entire target fixed for the whole Eighth Plan should be completed. But if you look at the target fixed under these Heads, that is, new railway line, the performance is one of disma. I do not know how it happens. In this year's Budget, there is a provision of only 17 KM new railway line. This is as against the target of 165 kms. fixed for this year in the Eighth Plan of 165 KM. Where is 165 KM that is the plan figure that was proposed while drawing up the Eighth Plan while now in real terms, they have taken 17 KM?

I do not know how the entire thing is going to be topsyturvy. What sort of planning is it? Again, when the Ministry people appeared before the Committee and when asked by the Committee Members, the explanation that they gave was :

"The target for 1994-95 with the Budget outlay of Rs. 193.61 crores was 155 KMs..."

Against the target of 155 KMs., what is the real target achieved? What is the physical performance? About that, they have not indicated till today. Again, it was stated :

"And for 1995-96 it was projected as 165 KMs. In the Annual Plan for which a budgetary support of Rs. 325 crores was

asked. The Planning Commission could not find the resources for providing the level of budgetary support required."

This is the reason given by them. I would like to know from the hon. Minister one thing. I wish he was here at the crucial moment. I would like to hear from him in clear terms how their Plan is prepared. When they formulate the Annual Budget, besides the Five Year Plan, when they draft the Plan, they do it in consultation with the Planning Commission. They get a clear indication as to what would be the level of budgetary support. Then, why is there such a difference in real terms? Till yesterday, they were going everywhere, throughout the country saying that these were going to be completed by December, 1995. And, Sambalpur-Talcher line was one such line to be completed by December, 1995. What happened to that line now? They have provided a mere Rs. 24 crore. For the last two years, we have been saying that they cannot complete it with this rate of plan allocation. What are they saying? They are saying: "Do not bother. Do not worry. We will arrange funds. We will do it at any cost." Is it not a fraud that way? Who are the officers misleading the hon. Minister? Therefore, I would say that it will not be an exaggeration to say that this is not the right type of planning that they are having. By giving clear-cut assurances everywhere, on the floor of the House that certain projects will be completed by a certain deadline, now they say that only 17 KMs. will be completed. Part of this line is in my constituency in Orissa. I feel if the Railway, have decided to keep one area neglected, whatever might be the reason, probably they have chosen Orissa to neglect all the time.

Sir, about this project, the foundation-stone was laid thirteen years ago by the late hon. Rajiv Gandhi ji. While laying the foundation-stone, Rajiv ji had stated very clearly - after making enquiries from the Railway Minister who was present there, from the Railway Board Chairman who was present there that in five years time, they would complete it. Have they met the deadline? Now, not even one-third of the work has been completed there. So, I condemn this type of lethargic attitude, the negligence on the part of the Railway authorities as far as Orissa is concerned. I would only request the hon. Minister that he should visit Orissa as early as possible. In today's scenario, it is very important. The point is that two days after the Orissa elections, this budget has been presented here. I accuse the Railway Board. I accuse the Railway Officers. With a great deal of pain and anguish, I make this minimum demand that the hon. Minister should visit Orissa at the earliest opportunity, study things for himself, feel the pulse of the people there, come back and take immediate corrective measures. Otherwise, it will not be proper. The injustice done should be corrected...*(Interruptions)*. I would say that certainly when Shri Lanka was there, certain initiatives were taken.

As I said, priority should be given to Sambalpur Talcher line. Whatever was the commitment of the Railway Minister and the Railway Board in Parliament, they should try in all possible ways to see that those things are fulfilled. I gave this as an example. Otherwise, it will be a mockery. They are having a Plan, they are having a Budget; they are coming to the Parliament for taking approval; they are making solemn assurances and thereafter they merrily say that they could not do anything. And money is being diverted from one head to another. They should not do these things. Therefore, my request to the Government is that they should do all that is possible to honour their commitments made on the floor of the House not only in respect of Sambalpur-Talcher but in respect of all such projects.

About the Railway Division at Sambalpur, I say that this should be fulfilled. Again, this is going to be a victim, is a victim of the conspiracy in Garden Reach and also here in the Rail Bhavan. From the Rail Bhavan, certain areas were carved out in 1983 by the Railway Board to be included under the jurisdiction of a new railway division. That has been squeezed. Some areas have been left out here and there because some officers of the South Eastern Railways do not want certain areas to come under Sambalpur Division. Although the industrial belt, the mineral belt is near Sambalpur yet that comes under Chakradharpur and Bilaspur. What is the logic about it?

I welcome the proposal which is under consideration by the Railway Board about formation of some new zones. The way the traffic has increased, the freight has increased, the workload has multiplied, we want more divisions because of the enormous task ahead of us and also from the point of view of expansion activity. There has not been a new zone since 1983. When they do it, they should do it very carefully. They should take an objective view of that. Orissa merits to have a separate zone. Two thousand route kilometres of South Eastern Railways spread over Orissa and Orissa is the heart of S.E. Railway. But ironically, it is controlled from the Garden Reach which is outside the jurisdiction of South Eastern Railways.

SHRI M.V.V.S. MURTHY (Visakhapatnam) . What about the earnings?

SHRI SRIBALLAV PANIGRAHI . Industries and natural resources can justify it that way. Again Banspar-Dwaltari, Koraput-Raigada, Langigarh, Junagarh, Khurda-Bolangir have been allotted meagre funds in this year's Budget. Any way work should be started on all these lines and in the Supplementary Budget, more money should be provided. About gauge conversion, besides Roopsa-Bangirpasi, Polassa-Parlakpheimindi should also be taken up. Doubling of Talcher-Cuttack-Paradeep line should be taken up not only from the point of view of Orissa's interest but also because it has one third of total recoverable coal reserve of the whole country. One-third of the total coal reserve is available

in Orissa alone and that too in my constituency. This coal is required to run a large number of power plants in the Southern States. Even in Kerala, power plants are linked with the Talcher coal fields. And the Chief Minister of Tamil Nadu is fond of getting some coal from Australia by way of imports whereas it is available in plenty in Orissa.

This line should be doubled. Terminal facilities in different places, namely, Puri, Bhubaneswar, Rourkela, Jharsuguda etc. which were initiated, have to be built up. I request that necessary steps should be taken up in this regard.

Though the railway electrification of Kharagpur-Bhubaneswar-Waltair line was also there in the programme, but in practice we do not find any work being in progress. It should be given priority. As I told you, there are several very good features in this year's Annual Budget. About 19 new trains including four Shatabdi express trains, which are prestigious trains and a large number of trains have been introduced, four unreserved trains in new core sector, are also going to be introduced. Several new trains are also going to be extended to new places. That way, Cochin-Bilaspur Express which comes up to Bilaspur from Cochin should be extended up to Jharsuguda. There should not be any difficulty if it is extended up to Jharsuguda. This will serve the whole of western Orissa. Jharsuguda being the gateway to western Orissa, this train should be extended up to Jharsuguda. Some time before the Railway Board was agreeable to this proposal but I do know why it could not find a place in this year's programme.

One Allahabad-Banaras bogie should be attached to the Utkal Express. When some bereavement takes place, people go for *shradh* or go for *asthi pravah* etc. by this train to Sangam, Allahabad. This is an essential and important demand. Sambalpur-Nizamuddin Express should be made operational daily. It is running thrice a week. The rest four days it can take a new route to come to Delhi and that route is *v/a* Ranchi, Bihar etc. Bokaro-Allepey Express, as you know, is a very long distance train.

MR. CHAIRMAN : The rest of the suggestions you may submit to the Minister.

SHRI SRIBALLAV PANIGRAHI : This passes through very hot zones of the country. Particularly peasants in large numbers from western parts of Orissa take advantage of this train to go to Madras for treatment as also to other places. There is neither a pantry car nor an AC sleeper coach in this train.

I request that the hon. Minister continues meeting Members of Parliament State-wise so that all these small demands can be highlighted there and whatever is possible, could be done.

I am delighted to find a reference in the Railway Minister's speech about the priority given to the

passenger amenities. It will also get more attention this time. Orissa stands nowhere from the point of view of platforms, facilities etc.

Regarding MP's spouse travelling in trains....

MR. CHAIRMAN : That point has already been made in this House very effectively. I think you can conclude now.

SHRI SRIBALLAV PANIGRAHI : Let me repeat it and close.

When Members of Parliament are allowed to travel by Air with one attendant, what can be the objection or how can there be an objection or why should there be an objection in an MP travelling with his spouse or an attendant in AC First Class?

SHRI SYED MASUDAL HOSSAIN (Murshidabad) : I oppose this. This is too much.

SHRI SRIBALLAV PANIGRAHI : You oppose everything but when it comes to reality you are the first to enjoy the facility. I had seen that. In Assembly or in Parliament some friends oppose just for the sake of opposition or for outside consumption but when it comes to enjoying those benefits they also do not lag behind. They enjoy these benefits.

I would like to compliment the hon. Minister regarding all those things. As I said, there are several good features, there are several welcome features in this year's Budget. But at the same time there are also dark areas which should be taken care of. Particularly as regards Orissa, I made an appeal as to how proper justice has not been done in this year's Budget. I would request your good self to visit Orissa and also make an on-the-spot study, feel the pulse of the people and in the light of the solemn assurances given in different fora, including the floor of Parliament, take corrective measures required for that purpose.

I thank you again. With these words, I lend my support to this year's Budget and the Demands.

17.36 hrs.

(Mr. Speaker in the Chair)

MR. SPEAKER : I have specially come to the Chair now to seek your cooperation. I have a list of 93 Members wanting to speak. Each of the Member is taking more than ten minutes, fifteen minutes, twenty minutes, repeating the same points. How do you suggest we should conduct ourselves, so that tomorrow the reply can be given by the Railway Minister?

(Interruptions)

[Translation]

SHRI KAMLA MISHRA MADHUKAR (Motihari) : Everybody should be allowed to speak for 5 minutes each. (Interruptions)

SHRI SHIVRAJ SINGH CHAUHAN (Vidisha) : We will sit here the whole night and complete this business.

PROF. RASA SINGH RAWAT : Those who want to speak here will sit late in the night.

[English]

MR. SPEAKER : I think you are very kind to suggest that each Member should be given five minutes. It is a very reasonable suggestion. I hope that those Members who have given this suggestion do consider that many Members should speak and should have the opportunity to speak.

The second suggestion very kindly given by you is to sit late in the night today and to complete the business. We can sit up to any time. We will make arrangements for meals and all those things.

SHRI K.P. REDDAIAH YADAV (Machilipatnam) : How can we complete in five minutes time?

MR. SPEAKER : You suggest to me how do we manage 93 Members wanting to speak.

SHRI K.P. REDDAIAH YADAV : You can cut short the list.

MR. SPEAKER : Okay, then we will cut short the names of those Members who are wanting to speak for more than five minutes.

SHRI K.P. REDDAIAH YADAV : This is a budgetary speech and within five minutes how can we present our views? Just in thanks giving five minutes will be over.

THE MINISTER OF WATER RESOURCES AND MINISTER OF PARLIAMENTARY AFFAIRS (SHRI VIDYACHARAN SHUKLA) : There is another suggestion that I have made. A Ruling Party Member should be called after each Opposition party Member because we are a little more than half in the House and that would be equitable distribution. Otherwise our Members do not get any chance.

MR. SPEAKER : That is right. I think that is the procedure we shall have to follow because the time given to the Members is in proportion to their strength in the House. Whatever proportion is there, I think we shall have to consider it. So, it would be just to allow one Member from the Ruling Party and one Member from the Opposition Party. The Members should realise that the time given to the different parties is in proportion to their number. In spite of this, we have been considering and allowing the Members to take more time than actually can be given to them. It should not be misused also.

SHRI RAM NAIK (Bombay North) : There is one more point. That is also to be remembered. On our side in the BJP, we are 116 Members. That proportion should be followed here also. Otherwise what happens, we are at a loss.

MR. SPEAKER : You are perfectly right. The rule provides that the Members get the time in proportion to

their strength in the House. The same principle applies to the BJP as well as to JD, Communist Parties and other parties also. By and large, on that it will be very difficult. Giving one minute to one Member will be very difficult. But we will consider that.

SHRI RAM NAIK : And the Railway Minister would reply tomorrow.

MR. SPEAKER : Yes, he will reply tomorrow.

[Translation]

SHRI SYED MASUDAL HOSSAIN : Mr. Speaker, Sir, there are certain hon. Members who want to sit here the whole night and conclude this business. But there is one problem here. Nobody from that side responds to the debate being held during whole night. It is not covered by the media also. The media do not cover it after 8 p.m. The hon. Minister should assure at least this much that those who conclude within five minutes will be replied to here.

[English]

MR. SPEAKER : How is it possible? Ninety-three Members speaking and ninety-three points made; and you expect the Minister to reply to each of the points on the Floor of the House. I would expect the Minister to note down the points and if he has not replied to the important points in his statement on the Floor of the House, he may write to them.

(Interruptions)

MR. SPEAKER : I think you have been very considerate and kind. Let us follow that method. We will be sitting late in the night today. I think the arrangement for the meals will be made for the officers, for the Press people and for everybody.

SHRI VIDYACHARAN SHUKLA : Yes, Sir. This stipulation of five minutes should be applicable to everybody including the Leaders.

[Translation]

AN HON. MEMBER : The other of Members have spoken half an hour each.

[English]

SHRI VIDYACHARAN SHUKLA : Now, the Speaker has arranged. He has given the direction.

[Translation]

The direction from the hon. Speaker has been received just now.

SHRI CHHEDI PASWAN (Sasaram) : Mr. Speaker, Sir, I rise to oppose the Railway budget presented by the Railways Minister. The reason for it is that the mineral resources of Bihar are exploited at a large scale but Bihar Government does not get due royalty for it. The mineral resources of Bihar... (Interruptions)

PROF. RASA SINGH RAWAT : At the end of the round it should be B.J.P's turn after the Congress party.

[English]

MR. SPEAKER : Not always, but it is on the basis of proportion.

[Translation]

SHRI CHHEDI PASWAN : The mineral resources exploited from there and the goods transported through Railways are neglected. Around 2 crore people live on this rail section but even then, it is neglected. I, therefore, oppose this budget. I can support it if the hon. Minister takes appropriate measures to solve our problems.

Local people as well as tourists face great difficulties due to less number of passenger trains and non-availability of reservation facility and proper arrangements for stoppage of trains at main railway stations on Mughal Sarai-Dhanbad railway line. Our main problems should be solved

17.44 hrs.

(Mr. Deputy Speaker in the Chair)

A large number of tourist places are situated on this route. In view of the large number of tourists and also for facilitating the local people, a new train should be introduced under the name of Buddha Express. Bodh Gaya is a religious place for Buddhists. There are other several religious places between Bodh Gaya and Sarnath. Keeping this in view, Buddha Express should be introduced from Delhi to Gaya.

In view of shortage of passenger trains, EMU service should be introduced from Gaya to Mughalsarai to facilitate the local people. Local people have been demanding it since long and hon. Minister and Chairman of the Railway Board had also assured to start it at the earliest.

In view of the problem being faced by the local people, it should be introduced immediately. A direct train should be introduced from Gaya to Patna via Mughalsarai. During the regime of Janata Dal, 349-350 train used to run between Patna and Mughalsarai via Gaya. People felt relieved when this train was extended upto Patna but it was discontinued when the present Minister took the charge of this Ministry. New trains are being introduced everywhere in the country but in my area, even the existing trains are being withdrawn. I would like to make a humble submission that since Independence we have not been given a direct train for Patna which is the capital of Bihar. Therefore, such a train should be introduced immediately.

In addition, Rohtas district headquarters-Sasaram section is of historical importance. Several religious and historical places like 'Shershah ka Roza' 'Salimshah ka Roza' 'Shergarh Fort' 'Rohtas Fort' 'Tarachandi' 'Guptadham' and 'Dhuankund' and lakhs of tourists keep

on visiting this area. I demand that stoppages should be provided for Poorva Express, Gwalior Express and Shipra Express. I have written about hundreds of letters to hon. Minister on this subject but have not got any satisfactory reply. I, therefore demand stoppage for 'Poorva Express' at Sasaram. It stops at Dalmia Nagar, where earlier there was Rohtas Industrial complex but at present all the factories are lying closed. Therefore, there is no justification to stop trains there. I demand a stoppage for 'Poorva Express' at Sasaram which is a religious place and is also a district headquarter. If there is any difficulty in doing so, then at least there can be a stoppage for two days in a week. Shershah ruled this country for years but now people are facing difficulties in visiting his place. I, therefore, demand stoppage for 'Poorva Express' at Sasaram.

In view of the heavy crowd in 'Purshottam Express', arrangements should be made for reservation of at least ten seats in II class, and four seats in Airconditioned Second class from Sasaram railway station.

Ludhiana-Dhanbad Express running on this line should be given a stoppage at Kudra railway station. No other train stops here and there is a station between Gaya and Mughalsarai from where a large number of people board trains.

It will be very kind of you if a stoppage of Ludhiana Express is provided there at Kudra. Besides Sasaram, a light rail should be converted and constructed into a broad gauge railway line.

It was heard that whenever a new work is launched, its foundation stone is laid and when the work is completed, it is inaugurated but it was difficult for Shri Ram Lakhan Babu to visit his constituency after he defected from Janata Dal to the Congress. So, in order to keep the people of his constituency in dark, he gave a false assurance and inaugurated the survey work. We had never heard that a survey is inaugurated but he had to inaugurate a survey in order to find entry into his constituency. I demand that in view of laying new railway lines at all the places, the train service that was being run between Sasaram and Ara, which was subsequently withdrawn, should be resumed without inaugurating a survey thereof and light railway line be converted into a broad gauge line. An estimate of Rs. 85 crore for this has been made but this amount has not been included in the Budget. It is a long standing demand of this area to accomplish this work. Without demanding too much I would like to make one more demand.

The headquarters of Northern Chhota Nagpur Commissioner is situated at Hazaribagh but the sad part of it is that the people of the area are totally unfamiliar with a train or a locomotive till date. It is a mineral rich area but there is no transport facility so far. Mr. Deputy Speaker, Sir, through you, I urge upon the hon. Minister that since it has not been connected with a railway link, new railway lines should be laid from Kodarama to Ranchi via Hazaribagh and from Patratu

to Hazaribagh, Kodarama via Ramgarh. So far as Zonal headquarter is concerned, there is not one in Bihar. This is also a long standing demand and you keep on giving assurances but we demand that a Zonal Headquarter be positively set up anywhere in Bihar you deem feasible.

Besides, there is a long pending proposal of my constituency sent by the Government of Bihar for laying a line upto Madhya Pradesh via Pehle, Bhavanathpur, Raghunathpur. I demand that this proposal of laying a new railway line be given shape.

Sir, lastly while supporting the question raised by the hon. Member from Manipur, I would like to demand that Manipur was given the status of a state in 1949. It is a very sensitive area. Such a huge budget was passed but provision of not even a single penny was made for Manipur in it, so far. I would like to urge upon the hon. Minister that Imphal should immediately be connected with a railway line with the least possible funds so that the people of Manipur also get the benefits of railway service. It is a sensitive area and, thus, is prone to move away from the national mainstream anytime. Therefore, it should be protected. With these words, I thank you and conclude.

[English]

SHRI A. CHARLES (Trivandrum) : Sir, I stand to support the Railway Budget for the year 1995-96. The overall performance of the Indian Railways during the last four years of the present Government has been really commendable. Railways has to play a very important role in the economic development of the country and a review of its functioning during the last four years would show that in spite of various problems that the country was facing like riots, resource crunch, etc., the overall development is very encouraging. I must congratulate the hon. Minister who has given a direction to the Railways during the last four years. But in a vast country like that of ours, with a large network of Railways, it is really impossible to satisfy every nook and corner of the country and the aspirations of the people cannot be met. But one thing has to be commended. Instead of going in for soft options like borrowing money and fulfilling the immediate needs, the whole thing was planned in such a way that ultimately, in due course, the whole network of Railways will be strengthened. The progress, economic development, industrialisation of the country, the passenger traffic, the freight movement and everything has been planned in a way that is good for the country.

I know that time is very much limited and I am sorry that I cannot speak in detail. I was hearing the speech of the hon. Member of my State, Shrimati Suseela Gopalan. It was a very fiery speech befitting her party. But I would request you, Sir, to verify the records regarding the last sentence of her speech. She has said that in spite of the fact that there are various good

things in the Budget, she is unable to support the Budget. It is obviously because she does not belong to our party...(Interruptions)

SHRIMATI SUSEELA GOPALAN : I said so because I do not agree with the approach...(Interruptions)

SHRI A. CHARLES : Sir, she has said that though there are various good things in the Budget, she is unable to support the Budget. And my assessment of that observation is she said so because she is not of our party and I stop there.

When the unusual task of gauge conversion was taken up, I remember the criticisms which the hon. Minister had to face like whether that was the right priority under those circumstances. But now we know that even during the first four years, the Eighth Plan target of 6000 kilometres has been exceeded. Now everybody knows that gauge conversion is the right thing for the whole Railways to develop.

Another challenging change that has been taken up is that the steam engine has been eliminated totally from the broad-gauge. In electrification, we have gone a long way. We are coming from Kerala. We have grievances. The progress is very slow. But we hope that in the current year that will be given priority and the long-standing aspirations of the State will be met.

About the Konkon, I will not comment. It is being completed as per the target and this year it is going to be done and I am sure, with the innovation of the Konkon Railway, the whole traffic of the South will be improved. There also, Kerala has contributed its share to the Konkon Railway and if we have to get the benefit, the Mangalore-Shoranur line has to be doubled. That is one of the basic needs of our State, and if that is met, our participation in the Konkon Railway will be fruitful and we will get the benefit out of it. So, I plead that share has to be given priority.

Sir, to the hon. Members on the other side, especially from the Left, Front - I must say - what is their reaction about the workers participation?

17.56 hrs.

(Shri P.C. Chacko in the Chair)

MR. CHAIRMAN : Your time is over.

SHRI A. CHARLES : No, Sir. It is only two and a half minutes.

MR. CHAIRMAN : No, it is four and a half minutes. Now, you should conclude.

(Interruptions)

MR. CHAIRMAN : Madam, there is no time for arguments. I will not allow that.

SHRI A. CHARLES : Sir, about the workers participation, it must be one of the most challenging decisions that has been taken and I congratulate the hon. Minister for that.

Sir, because of the time constraint, now I concentrate myself on some of the minimum needs. In two minutes time, I will conclude.

MR. CHAIRMAN : In one minute, please.

SHRI A. CHARLES : Sir, Trivandrum station was declared as a modal station in 1989. It was Rs. 6.5 crora Project. When the work was tendered, the work was going on but quite surprisingly, in 1992 it was temporarily stopped and even the concrete pillars are there. I request that the model Station of Trivandrum, as planned earlier, should be continued and taken up this year. It should be completed within the time frame. So, it was then said that Trivandrum-Nagercoil-Tirunelveli-Madurai-Madras Project should be taken up. The original plan was that it should come upto Trivandrum. But now, it comes only upto Nagercoil. Kanyakumari was part of Kerala and now under various constraints it has been extended upto Trivandrum. Then also, the doubling of Quilon to Trivandrum is pending for long. But there is a pilot project from Thambanur to Kochavelli about 4.5 kms. Not even an inch of land has to be acquired. The whole land is there and if that portion of land is doubled during this year, 40 per cent congestion on the long distances can be avoided. So, I plead that Thambanur to Kochavelli line should be taken up first. There are several bridges in between Quilon and Trivandrum. Work on those bridges shall be started now so that the land acquisition is completed and we will get the doubling of railway lines done immediately.

Sir, about the Theta Railway Station, it is a small station but all the on-going trains stop there. It has to be improved. Smt. Sushila Gopalan, the M.P. has been very kind to highlight it.

Sir, with these minimum needs - because of the time constraints - I conclude my speech and once again thank you for the time given. And, I request the hon. Minister to consider the needs of Trivandrum and save me also because I know in the Capital there is a feeling that I am here to help them. I congratulate the hon. Minister for his dynamic leadership he is giving and I wish him well.

MR CHAIRMAN With the permission of the hon. Members, the Chair will be very strict about the time. It is only five minutes.

[Translation]

PROF. RASA SINGH RAWAT (Ajmer) : Mr. Chairman, Sir the Railways are the veins and arteries of the nation through which flows the blood of national unity. Railways has an important place in the development of our country.

18.00 hrs.

Sir, our railway organisation occupies second position in the world under solitary management service. From this point of view, too, there is a great significance

of Railways for our country. The hon. Minister of Railways is present here. I would like to tell him that :

"Bulbul ki zindagi hai chaman ki bahar par,

Shrief saheb ki wazarat hai railway ki raftar par."

The credit of his success depends on that I come from Rajaasthan. He has paid his kind attention to Rajasthan since the Government of India proposed to bring the whole country under a unigauge system, the broadgauge. Many of our hon. Members complained that undue advantage is being given to Rajasthan but let me make it clear that prior to this Rajasthan had been grossly ignored. The question of country's defence was involved there. Rajasthan has a 700 Kms. long international border contiguous with Pakistan and there was the question of the speedy movement of army personnel and goods from one place to another. This necessitated the laying of a broad gauge line. Therefore, at first, it was resolved to link Jodhpur and Jaisalmer with a broad gauge. For this, I express my gratitude to the hon. Minister of Railways.

Earlier, there was a meter gauge line from Delhi to Ahmedabad via Ajmer. It linked two capital cities, Jaipur and Ahmedabad and it was the life line of Rajasthan. It was necessary to pay attention to it as well. Though, work on broad gauge line from Delhi to Ajmer has been completed, work is going on on Ahmedabad Mehsana line and the whole line is expected to be converted into broad gauge by the next year. Why a train is not being run on the broad gauge line between Delhi and Ajmer which has been completed? One month has passed since, the vigilance test has been completed, the technical report has also been obtained and yet no train is being run. While delivering his speech on the railway budget, the hon. Railway Minister had announced the extension of Shatabadi Express scheduled for Jaipur upto Ajmer. The people of Ajmer are looking with dilated eyes for the Shatabadi Express to reach their place. The Pooja Express running from Jammu Tawi to Jaipur should be extended upto Ajmer. Ajmer is an internationally recognised city. There is situated the most pious pilgrim centre of Islam after Mecca-Madina, the Dargah Sharief which is visited by lakhs of people. There is also the greatest pilgrim centre of Pushkarraj. It is said that one pilgrimage to Pushkarraj is equivalent to many pilgrimages to other pilgrimage centres. An intercity express should be run between Ajmer and Jaipur in order to lighten the pressure of traffic movement on National Highway No. 8 between Ajmer and Jaipur.

Since the unigauge work has been started, the passenger train running between Delhi and Ajmer, meant for the poor and the ordinary passengers, has been withdrawn. Because the Jodhpur Mail and Ahmedabad Mail or Superfast trains have no stoppage at small stations in between due to which the rural people cannot get the benefit of these train services. A broadgauge line has been laid between Ajmer and Delhi, so, a passenger train should be run between the

two stations or at least from Ajmer to Rewari with a stoppage at every station so that the problems of the common passengers can be solved. There is now the unigauge system. Long distance trains are being run in which all the coaches are reserved. There is no room for the common passengers in these trains and have to travel like herds of cattle in the second class. More coaches should be added to the long distance trains for the 75 per cent people who travel by second class when the number of luxury coaches is increased and more facilities given to first class and A.C. passengers.

Mr. Chairman, Sir, the present Railway budget has been framed keeping in view the ensuing Lok Sabha elections but I would like to say that though you have exempted certain items from freight increase yet the ones the freight charges whereof have been increased will be instrumental in price-rise. The wholesale price index will register an increase by enhancing freight charges on these items. As a result of this, the people will have to face the crisis of inflation. I demand that the increased freight rates should be withdrawn.

I am sorry to say that the target fixed last year for the revenues to be earned by freight charges and of goods carriage has not been achieved. I, therefore, would like to know from the hon. Minister as to what measures have been taken by the Government to decrease the pressure traffic on roads and to achieve the targets regarding transportation of more and more goods. The train accidents are increasing continuously whereas the new technology has come and new machines are being manufactured. What are the reasons behind an increase in rail accidents? Has the Government enquired about the train accidents which took place during the last one year from now? Whatever be the reasons of the accidents, be they manual, technical or relating to signal, those must be removed.

Mr. Chairman, Sir, there are 100 year old railway loco and carriage factory at Ajmer where 13 thousand employees are working. Right from the starting of the uni-gauge work the number of Ajmer is after Bombay in Western Railway. During the first and the Second World War and whenever need arose after the Independence these factories manufactured equipments used in railway and warfare. The employees there have achieved spectacular success in this regard. But now these factories are facing grave crisis. In view of the gauge conversion and requirements of laying broad gauge line the Government has sanctioned Rs. 4 crore for the carriage factory after much persuasion. But I demand the Government to approve funds in commensurate with the requirements of broad gauge line for loco factory where 6 thousand employees are working.

Mr. Chairman, Sir, the Ministry of Railways is going to set up new zones. Ajmer is a core city of Rajasthan. If new zones are likely to be set up, Ajmer should be made the zonal headquarters. Similarly Agra-Bandikui metre gauge should be converted into broad gauge so

that Ajmer-Ahmedabad may be linked with Lucknow in Uttar Pradesh. Otherwise, it will prove to be intermingling of heterogenous elements. Similarly the Rewari-Rings metre gauge should be converted into broad gauge. The Kachiguda-Khandwa-Chittorgarh metre gauge linking Ajmer with South should be converted into broad gauge. Udaipur - the city of lakes - is a historical place and is linked by broad gauge from Kota. But a great historical place, Chittorgarh is not yet linked with Ajmer. I demand to conduct a survey and convert it into broad gauge line so that the Unigauge achene in Rajasthan may become successful otherwise the entire Mewar region will remain neglected. Similarly the Marwar-Jodhpur metre gauge needs to be converted into broad gauge line. Sir, I would like to tell one thing more.

[English]

MR. CHAIRMAN : You have taken 12 minutes. Please wind up.

PROF. RASA SINGH RAWAT : I would like to make my last point.

MR. CHAIRMAN : You may finish your speech in one sentence now.

[Translation]

PROF. RASA SINGH RAWAT : The hon. Minister of Railways is making an arrangement to hold a meeting of railway officials with hon. Members of Parliament and the representatives of people at division level and zonal level and thereafter at headquarters level and Ministerial level from time to time. Sir, the Government have introduced Rail Passengers' Insurance Scheme also. One or two meeting were held and thereafter the zonal officers convene meeting once a year and fulfill the formalities. The meeting of the Representatives of people should be held at least once in a quarter. Similarly concerned M.P. must be included in Passengers. Advisory Committees and information should be sent to him regularly. We always lack such information. Sir, efforts should be made for the protection of life of passengers who sometimes become the victims of bomb explosion by terrorists or while carrying such explosives or become victims of any other accidents.

After the introduction of computerised reservation centre at Ajmer, it has been linked with Delhi. Similarly, it should be linked with Ahmedabad, Secunderabad and other place because persons from every corner of the country visit Ajmer. Thus the computerised reservation system will prove more competent Passenger. Trains should be introduced from Medta to Ajmer and from to Rewari.

With these words I conclude and thank you for giving me an opportunity to speak here and request the Government, not to neglect Ajmer at all which was earlier known as city of trains.

[English]

MR. CHAIRMAN : After every four minutes, I will ring the bell and after the fifth minute the speeches will not go on record. It is the decision of the House and the Chair is only trying to implement it.

[Translation]

SHRI SUDHIR SAWANT (Rajapur) : Mr. Chairman, Sir, I rise to support the Rail Budget. First of all I would like to thank the hon. Minister of Railways who is at the helm of the Konkan Railway Project at a time when the country is passing through a crucial time. There was also a time when the gold of the country had to be mortgaged. Therefore, people are filled with apprehension as to what will be the fate of Konkan Railway Project. Especially, in my constituency this issue took a serious turn when the officials of the Konkan Railway came to us and informed that they did not have funds for that Railway project and consequently it will have to be closed down. I remember it very well that in June 1991 many hon. Members approached the hon. Minister of Railways and requested him that though the country was passing through a crucial phase, but the long standing demand of the people to complete this project should be met. The hon. Minister of Railways assured us that he would mobilise funds by sprunning expenditure in certain departments whatever they may be and complete this project. Thus he took the helm of this project. No funds were earmarked by the Union Government for this project at that time. The Ministry of Finance did not even permit to float the bonds of the Konkan Railway. The hon. Minister of Railways has taken initiative for completion of this Project and the long standing demand of the people of Konkan is likely to be fulfilled in next one year. I, therefore, on behalf of my constituency and the people of Konkan thank the hon. Minister of Railways. But we have to think further. We have to think as to what will be the set up of the Konkan Railway Project after the railway line is in operation. First of all I would like to request the Government to maintain the sui-generis nature of the Konkan Railway Corporation. This corporation should be operated as a joint venture of the State Government and the Central Government. Four months back many hon. Members of Parliament from the Konkan area met the hon. Minister and demanded employment in the Konkan Railway for those persons whose land has been acquired for this Project. The hon. Minister readily accepted the demand and issued orders to this effect. We are thankful to him. But I demand that in future only persons belonging to that area from where the Konkan rail line passes should be employed in the Konkan railways. I, therefore, demand that the Government should constitute a Konkan Railway Recruitment Board for those four States and include distinguished persons of these four States in the Board so that the people of those areas may get employment.

My third demand is that henceforth the people of the commercial areas/around the railway station in Konkan area should be given opportunities and the areas of the cooperative society should be divided into areas of various jurisdictions, so that maximum people may be benefited.

My fourth demand is that the Port cities in the Konkan area should be developed and linked with the Konkan railways. Therefore in one or two port cities of my Sindhudurg district may please be surveyed. Moreover, the port cities from where the rail line is far off should also be linked with it.

Kolhapur has great importance in Maharashtra. Therefore, this too needs to be linked with it. Therefore, I demand to conduct a survey of the rail line from Kolhapur to Kankoll. I also demand that all contracts in the Konkan Railway Project should be awarded to local contractors. Therefore, while taking decision in this regard the opinion of the local MPs must be sought.

While talking about Maharashtra, Bombay emerges as the most important city. The sub-urban trains are the means of communication in this city. But usually there is huge rush in sub-urban trains, therefore decision should be taken with farsightedness. Moreover, the Union Government should readily accept the scheme referred by the State Government and the suburban train facility should be provided in Bombay properly.

Sir, Pandharpur is an important place in Satara which needs to be linked with the Konkan railway, 25 MPs from Maharashtra had demanded that a railway line should be laid between Lomen-Faulton and Pandharpur but nothing has been done so far in this regard. My submission is that work should be undertaken by the Government on priority basis. Secondly, Purna and Akola lines need to be converted into broad gauge line. Parli-Beed-Nagar rail line should also be laid. After all the Government will have to think about tourism. The facilities of tourism should be given to the tourists in those places which are linked with rail line. Therefore, the Ministry of Railways should take certain steps and it should provide assistance to the maximum number of cooperative societies. Such an important work done for Konkan railways will be recorded in history and once again I express my thanks to the Government. But I would like to make a complaint also that the hon. Minister has never gone to the area from where the Konkan railway passes. Therefore, you are requested to visit Sindhudurg and Ratnagiri districts to inspect the work being carried out.

[English]

SHRI M.V.V.S. MURTHY (Visakhapatnam) : Mr. Chairman, Sir, it is indeed a privilege for the hon. Minister to present this Budget without much additional burden on the travelling public. But, however, there are certain shortfalls. Unless the Railways take care of the heavy goods traffic and also the interests of the

travelling public, in course of time, the Railways will end up in shortage of funds and consequently there may not be any developmental work. If that happens, then they have to increase the fare and freight charges at regular intervals. That should not happen.

The Indian Railways are the largest State enterprise in the world. We have the honour of having a separate Budget also for the Railways. So having taken the Railways to the extent of monopoly, the hon. Railway Minister should think of taking certain steps for improving its efficiency on goods traffic.

Last year viz., 1994-95, the Budget for transport of goods was about 318 million but it ultimately ended up at around 260 million. This year, viz., 1995-96, the Budget is 398 million but the target is very high which in actual practice the Railways will not be able to achieve it. So, there must be some sort of modernisation on the movement of traffic. There are certain things that are to be thought of. You have 'Own-Your-Wagon Scheme'. There is a great demand now-a-days for the container service. If the container service is taken care of by the private enterprises, the traffic on this front will greatly improve and ultimately, the Railways will be able to achieve the target of 398 million in 1995-96. The target should be achievable. Otherwise, there is no point in having a target and not achieving it with the result that you will increase freight charges again to bridge the shortfall.

There are certain areas where the passengers are not being given their due share. Wherever there is a congestion of trains, the Railway Minister should think of de-congesting that place. Take the example of Visakhapatnam. Visakhapatnam comes under South-Eastern Railway. It is one of the Divisions which gives a good amount of revenue but the passenger amenities are very very limited. At one point of time it was thought that that station should be modernised. Last year, the hon. Minister had also visited Visakhapatnam. We thank him for his visit. He had made several promises. Out of several promises that he had made, one is the introduction of inter-city Express between Vijayawada and Visakhapatnam viz., Rathnachal Express. At that time, we had requested him to provide another inter-city Express between Madras and Visakhapatnam. There is no train available for going to Madras after 1 o'clock with the result that the passengers have to wait till the next day for catching the train.

You have introduced a number of Shatabdi Expresses to several important places.

We request the hon. Minister to consider our just request to introduce the Shatabdi Express - a train which will start at Madras in the evening to reach Vizagapatnam early in the morning; again a train which will start in the evening at Vizagapatnam to reach Madras early in the morning. Vizagapatnam is on the map of industrialisation. It is attracting several foreigners and Indians for establishment of industries. But there is a

problem of reaching that place. This should be sorted out by the hon. Minister so that the people around will be benefited. We have also requested for the introduction of Rajdhani Express from New Delhi to Vizagapatnam. At that time the hon. Minister said that he would consider that request. Computer facilities have been introduced at Vizagapatnam. But the reservation to other metropolitan cities like Delhi, Bombay, Calcutta and Madras has to be connected. Unless this facility is extended, it will be very difficult for the people. The hon. Minister has sanctioned more money this year for completion of modernisation of Vizagapatnam railway station. There is one railway crossing at Kothavatsa between Vizagapatnam and Vijayanagaram. There is a need to build a flyover there because it is a business centre. There is a provision in this year's budget for constructing rail hotels at important places. It is a very good move because the travelling public will utilise the facility. There is no place in important places to construct rail hotels. But in Vizagapatnam there is a large chunk of open space available. I request the hon. Minister to build a rail at Vizagapatnam and also at Vijayawada and Arupuvalli tourist centre. We thank the Minister for sanctioning the Kakinada - Kottapalli rail line which was removed during the Second World War. We request the hon. Minister to complete it in the next two years on time bound basis as it is very useful to the goods traffic. This line goes through the oil area of Amalapuram. Passenger amenities have to be improved in Waltair division. If these things are improved, naturally the finances of the Waltair Division will further improve. If Duvvada and Simhachalam stations are improved, congestion could be removed which will result in increased movement of passenger and goods traffic. I request the hon. Minister to provide some funds. Since there is only one line at Vizagapatnam, the in-coming trains are delayed. There are facilities to increase this to four lines. If there are two lines two trains can come and two trains can go. This will avoid delays. In Vizagapatnam vast railway property is lying unused. I request the Minister to think of putting it to use.

With these words I thank the Railway Minister and I extend my support provided he attends to all these things.

SHRI K.P. REDDAIAH YADAV (Machilipatnam) : Mr. Chairman, Sir, whatever demands that all have to make, kindly permit me to give them to the Railway Minister.

Sir, I rise to support the Railway Budget.

Sir, I seek your permission to lay these papers on the Table of the House.

MR. CHAIRMAN : No, that is not permitted. You have wasted your valuable time. It is not permitted to place these papers on the Table. If you want, you can send it to the hon. Minister. He will reply.

SHRI K.P. REDDAIAH YADAV : All right, Sir.

MR. CHAIRMAN : Okay. Now that you have submitted all your demands, I think you can conclude in one minute.

SHRI K.P. REDDAIAH YADAV : Sir, it is painful to note that for the last four years I have been seeing that the persons who are concerned with the problems of the downtrodden are not being heard here. Only the front benches take 99 per cent of the time.

MR. CHAIRMAN : Please do not go into those details. You speak about Railways only.

SHRI K.P. REDDAIAH YADAV : Sir, how can the toiling masses make their voices felt to be heard here? It is left for the hon. Chair and the people will decide this.

Anyhow, so many hon. Members have spoken on the Railway Budget and I am not going to repeat whatever has been said. With great difficulty our hon. Prime Minister has brought funds from abroad, from within the country and resources have been mobilised by our hon. Railway Minister, Shri C.K. Jaffer Sharief. Members have said some good and bad points which I am not going to touch. But for any nation or any family or any organisation there should be some accountability, there has to be some transparency.

Why our hon. Prime Minister has brought new economic policy, new industrial policy and liberalisation in this country and why the whole House has passed this? It is only to remove some redundant organisations, to eradicate corruption, to make every organisation *jawabdar*. But are we accountable to whatever money that the people of this country have put into our hands? That is the main question.

Sir, a wrong impression has been created in the minds of the people of this country for the last 45 years. The main thing to know is how the Budgets are being made; with whose money these are being made. Out of the annual budget of the Central Government, i.e. Rs. 1,13,000 crore, Rs. 86,000 crore are being collected by way of excise duty from 90 crore people of this country. It comes to 30 per cent or so. Whatever you produce here is being consumed by the 90 crore people and it is this money which is a major part of your budget of this country. For the States, it is the sales tax which is the main contribution towards their Budget. Therefore, big men like Vajpayeeji, hon. Prime Minister and the Central Ministers are not contributing anything in this. A common man is contributing towards it.

The people should understand how the Budget is made. It is not the IAS Officers or the bureaucrats or the Prime Minister of the country who are making more contribution than a Harijan or a Muslim in a village. We must understand that by their taking bread or cigarette or bidi or anything, they are contributing to the Central Excise... (Interruptions)

MR. CHAIRMAN : Do you have any point on the Railway Budget?

SHRI K.P. REDDAIAH YADAV : We must understand that the major contributor towards our Budget is the common man of this country. Whatever the *Rajas* and the *Maharajas* pay is only collected from the common masses and then they are paying to the Central Budget. This should go in the mind of the people. Then only, we will come to know about it. Sir, 30 per cent of the Railway Budget is going towards wages and salaries. Out of the thirty per cent of the expenditure of Rs. 15,000 crore, nearly a sum of Rs. 5,000 crore goes towards wages and salaries. Out of this, what is the share of the Muslims and the backward class people? The percentage of the Muslim employees and the backward class employees are only two and five respectively. That is why, I am concerned about this expenditure. That is why, I have been telling the hon. Railway Minister and the Officers to have accountability, to correct your laundering of money in railway gauge conversion, doubling and so many other things. Even today, Sir, you go to Igatpuri. The railway wagons carrying oil and diesel are being unloaded in day light. You are paying crores of rupees to the oil companies towards compensation... (Interruptions)

MR. CHAIRMAN : You are dealing with general issues. If you have any point on the Railway Budget, please come to that and conclude your speech in one minute.

SHRI K.P. REDDAIAH YADAV : Mr. Chairman, Sir, we have to go to the core of the functioning of the Railway Department and not telling 'Badhai hena, Badhai Dena'. This is not ... (Interruptions)

MR. CHAIRMAN : You will have other opportunities to say all these things.

SHRI K.P. REDDAIAH YADAV : Sir, you understand the feelings of the persons and how the toiling masses are suffering. Sir, in gauge conversion, I have got an authentic information, which was notified by the Government and the Railway Minister that nearly 200 per cent had been spent in excess. By whom? It had been spent not by the Minister or by the House or by the Parliament. It had been spent by some engineers-cum-contractors-cum-middlemen consisting of 40 persons. Here a message goes from the Railway Board (Member Engineering) that you give upto Rs. 50 crore without any tender.

The very idea of our Prime Minister bringing liberalisation in the New Economic Policy is to have transparency, openness and competition. Where is the competition? You have given all the work only to the limited tenders, special limited tenders. Where is the competition? Where are we going? Where are we leading this country? You kindly understand this. Only Shri Murthy and some front benchers may join hands with the bureaucracy. But we are not going to join hands with the bureaucracy. It is the people's money. A day will come when we will rise and see the end of this situation.

MR. CHAIRMAN : Shri Reddaiah, thank you very much. Now, Shri Shivraj Singh Chauhan.

(Interruptions)

SHRI K.P. REDDAIAH YADAV : Sir, please bring it on record that I have handed over the papers containing 20 pages to the hon. Railway Minister...*(Interruptions)*

MR. CHAIRMAN : Please resume your seat. Do not speak now. Now, Shri Shivraj Singh Chauhan.

[Translation]

SHRI SHIVRAJ SINGH CHAUHAN (Vidisha) : Mr. Chairman, Sir, the hon. Railway Minister has presented his 5th budget in a row. However, this budget is not a dynamic one. It is directionless and unimaginative. Further, there is no provision for new schemes in it. It has been prepared keeping in view the ensuing general elections and therefore, hon. Railway Minister has taken pity on the unemployed people. They have been given 50 per cent concession on presentation of their interview cards. I am thankful to him for it.

It is a fact that the second class fare has not been increased. It has been done keeping in view the ensuing elections. However, during the last four years, he has already put a burden of Rs. 4595 crore on the poor people and now he is saying that he has not increased the 11nd class fares this time. It is a fact that he has not increased the fare but the freight charges have been increased by seven per cent, which will directly hit the poor people. If the freight is increased by one single paise, then by the time it reaches the common man, it increases to 10 paise. I would like to say that what was the need to increase the freight charges. The railways had not been able to achieve its target of carrying goods in the past also. Who will get the goods transported through Railways since neither the goods are loaded in time nor the wagons are supplied in time. Corruption is at its peak in supplying wagons. The people have to wait for 2 to 4 months for wagons at several places. The items booked are stolen on the way. Bribe is given for loading and releasing the goods.

I would like to cite an example of Kandla. Hon. Atal ji, the Leader of opposition, had been to Kandla recently. There salt is produced in large quantity. Around 50 thousand people, belonging to Scheduled Castes and Scheduled Tribes are engaged in this vocation. They need wagons to send salt to far-flung areas but many a times they are required to wait for six long months to get railway wagons. Further, tonnes of salt is destroyed by the rain. They are demanding that at least they should be made available wagons in time. I would like to urge upon the hon. Railway Minister, through you, that if the irregularities and corruption prevalent in loading of goods are done away with then there will be no need at all to increase the freight even by seven per cent.

Madhya Pradesh has been totally neglected in this budget. I do not understand, why the hon. Railway Minister is so averse to Madhya Pradesh. In 1994, 12

new trains were introduced. Out of them, not even a single train was introduced in Madhya Pradesh. During 1995 also, 19 new trains have been introduced but not a single train has been provided for Madhya Pradesh. Madhya Pradesh is the biggest State of the country. Seven crore people live in Madhya Pradesh. The people of Madhya Pradesh have been demanding for years that Bastar district, which is even bigger than Kerala in area, should be connected with Dalli-Rajhara. A survey for the same was conducted years back. The hon. Minister only gives assurance to lay new railway lines but no work has started there. Likewise, there is no mention in the budget to lay Godhra-Dewas railway line, Lalitpur-Khajuraho-Mahoba-Sidhi-Singrauli railway line and Bastar-Sarguja-Ambikapur railway lines. As far as survey of new railway lines is concerned, we have been demanding for it since the time of Shri Madhav Rao Scindhia. He has also declared that a survey would be conducted to lay new railway line between Indore-Khategaon-Naslaganj-Budhni-Bari-Bareilly and Jabalpur but there is no mention of it in this railway budget. The people of Madhya Pradesh have also been demanding for survey of a new railway line from Salamatpur to Raisen via Gairatganj, Begumganj and Sagar. The hon. Minister has not mentioned anything about this survey.

As far as gauge conversion is concerned, conversion of many railway lines is to be done in Madhya Pradesh. But there is no progress in the gauge conversion work of Gondia-Jabalpur railway line.

So far as provision of new stoppages is concerned, there is an industrial place, Mandideep in my Constituency. At least 50,000 people commute daily there. There are 500 industrial units but only one passenger train stops there. The people of that area have been demanding for years that at least Pathankot and Dakshin Express should be stopped there. Recently, a vigorous agitation was launched there, which lasted for 18 days. On 10th, there was the Rail Roko agitation. I had been there on that day. I asked them not to do so. The D.R.M. of that area also came there. I assured them that let a discussion be held with the Railway Minister and if even after that the trains do not stop there, we will resort to agitation. Our aim was not to disrupt train services. I would like to urge upon the hon. Minister, through you, that he should at least accept my suggestion of providing stoppages to Dadar-Amritsar Express and the Dakshin Express there. Likewise, Dadar Amritsar Express used to stop at Gulabganj in 1966-67. After cancellation of this stoppage the people have launched agitations so many times and I have also taken part in the demonstration. The dharna continued for several days but despite that stoppage was not provided for Dadar-Amritsar Express at Gulabganj. Likewise, the people of Vidisha have been demanding for years that the Mahamaya Express should be stopped at Vidisha but that demand has not been met till date.

Vidisha is an important place from the point of view of tourism. The hon. Minister has not accepted the demand to provide a stoppage for Mahamaya Express

there. I had sent him a letter in this regard but his secretary replied that such and such trains stop there and therefore there is no need to provide additional stoppage there. In the adjoining areas, stoppages for several trains have been provided. The people have been demanding for years for providing stoppage to Jhelum Express and Shipra Express at Basoda and Dakshin Express at Budhn and Obedullahaganj but the hon. Minister has not accepted our justified demand till date. My humble submission to the hon. Minister is that he should stop giving step motherly treatment to Madhya Pradesh. He has introduced several trains in the South. However, we have no objection to it but he should at least give Madhya Pradesh its due. The people of Madhya Pradesh have sent a proposal for linking backward areas of Madhya Pradesh with new railway lines. And I have also written to the hon. Minister for its acceptance. The justified demands of the people should be accepted. With these words, I thank you.

[Translation]

*SHRI HARADHAN ROY (Asansol). Mr. Chairman, Sir, at the outset I must thank you for giving me a chance to speak on Railway Budget. I have already moved the cut motions on the Railway Budget. But, I would like to add something more on the Budget presented by our Hon'ble Railway Minister. Firstly there are many wagon factories both public and private sectors in my area. I must say that these wagon factories are there not only in my area but also in the whole of West Bengal and outside West Bengal as well. These factories especially in the public sector are not getting any order. As a result they are on the verge of closure. The workers are not getting salaries and are being deprived of facilities and opportunities. Although the proposal for making wagons was there in Eighth Five Year Plan, but now the number of making wagons has been reduced. As a result, the factories will naturally be closed for want of order. Through you, Sir, I urgently request the Railway Minister to place order for making wagons so that the factories do not stop working. Keeping in mind the interest of the workers and the Country and smooth running of the factories, the Railway Minister instead of importing must place order for making wagons in these factories. In my area, we have the Chittaranjan Locomotive Factory. Previously, the complain was that the workers do not work there. There was total lack of work culture. They have made about 135 locomotive engines this year. They are supposed to make 200 locomotives by 2000. Now, according to the Railway Ministry, only 117 will suffice. There is no need to make 135. So the order for engines has also been reduced as engines are being imported from outside. For the interest of the workers, and factory protest against the import. The order for locomotive engines must be given to Chittaranjan Locomotive as they have

immense potential to make locomotive engines. The order for 150 should be increased upto 200. They have the installed capacity to make 200 by 2000 with the help of modern technology. They are capable of manufacturing 6000 horsepower engine. As it is at present, they are manufacturing 5000 horse power engines. Sir, I would also like to point out that my area is an industrial area. Asansol has coal fields and various other factories and industries and as such a good number of wagons are required there too.

I want to raise one more point. I had discussed with the Hon'ble Railway Minister and have written several times to the Railway Board for a stoppage at Asansol of Rajdhani Express which goes via Patna. Rajdhani Express has a stoppage at Madhupur. But for the convenience of the people of my area it should stop at Asansol also. We do not have any regular Rajdhani from Asansol to Delhi. We have to go to Dhanbad or Howrah for coming to Delhi. The only Rajdhani going to Orissa has stops at Asansol otherwise not other Rajdhani train stops there. That is why we urge upon the Minister to consider our difficulty and provide stoppage of Rajdhani train at Asansol. Secondly, Sir, we do not have any train from Raniganj to Delhi. I have requested several times that Kalka and Poorva Express must stop at Raniganj. We cannot travel from Delhi to Raniganj. So, I request the Railway Minister that Kalka and Poorva should have a stoppage at Raniganj so that journey from Delhi to Raniganj becomes easy. Previously, there was 11 UP train. Now, the service of that train has been withdrawn.

It was unanimously resolved twice in the West Bengal Assembly to declare Asansol and Burdman as Suburban Railways. But it has not been done so far. Now only two pairs of MEMU are there. We want more MEMU trains between Asansol and Burdman and Burdman and Asansol-Bardman section must be declared as Suburban section.

Besides all the Platforms in our area are very low and the aged and children have difficulty in getting into the train. The platforms should be raised for the convenience of the passengers. There are many platforms without shades electricity, waiting room or drinking water. This is the situation of platforms from Bardhaman to Dhanbad and Bardhaman to Madhupur. These platforms should be raised and provided with electricity, waiting room shade and drinking water.

The next thing, I would like to point out is that although Asansol is an industrial town, it lacks the necessary infrastructure.

It has been recognised as Additional District. The Office of the DRM is there. Although it is an Additional District, the Station has no facilities for the people. There is no proper shade waiting and retiring room, no provision for adequate drinking water. If anybody wants to halt in the Station, there is no facility to stay. I request

* Translation of the speech originally delivered in Bengali.

the Railway Minister kindly to look into this and provide facilities required in such a big city station. Asansol should be developed and the Railway Station should also be developed and modernised so that people in our area are benefitted. The proposed Shatabdi Express to be introduced recently should have a stoppage at Raniganj, Durgapur and Asansol. The condition of Burdwan station is also very bad. Developmental work should be undertaken for Burdwan station also.

Moreover, I would like to say something about the hawkers who are self-employed and doing small business. They should be provided licences so that they can earn decently. They have been at the mercy of the Police. They loot their commodities, beat them up and they suffer a lot. This should be looked into so that the small traders and hawkers earn their livelihood without any hassle.

Sir, there has been no recruitment with Railway Deptt. The vacant posts should be filled up. The quota of the SC/STs should be filled up as there has been backlog. People who have been retrenched for long should be re-instated. This is my demand. Many people have been retrenched during locomen's agitation. They should be called back and re-instated immediately. This is my demand. With this I conclude and thank you for giving me an opportunity.

[English]

SHRI SANT RAM SINGLA (Patiala) : Mr. Chairman, Sir, I am grateful to you that you have given me the time to speak on the Railway Budget.

First of all, I congratulate the Railway Minister for doing commendable work during his tenure in the last three or four years, whether it was in respect of the Konkan Railway Project or whether it was not putting any additional burden on the travelling public, whether it was a rail link to Kashmir or whether it was conversion of metre gauge into broad gauge. I really feel that lot of efforts have been made by the Railway Minister in this regard.

But, Sir, I want to bring to your kind notice that Punjab has been completely neglected. Ever since Independence, not even a single inch of railway line has been laid in Punjab. Punjab is the bread basket of India. It is the sword-arm of India and it has contributed a lot in the nation-building and national reconstruction. But so far as the railway is concerned, it has been completely neglected. I had been bringing to the notice of the Railway Minister and of the Chairman of the Railway Board every time that a rail link is needed between Patiala and Jakhai and Patiala and Narwana. I have been raising this demand in all forums pressing upon the Government that this rail link is very vital for the development of this region and would benefit both Punjab and Haryana. This area, at present, is very backward. With this rail link, industry, trade and commerce would flourish in this region, which would also open up vast opportunities for employment.

When I raised this demand in the last meeting of the Informal Consultative Committee of the Members of Parliament Northern Railway Zone, the Chairman of the Railway Board agreed that the survey work would be started. I am thankful to the hon. Minister that in this year's Budget he has announced that the survey work of Patiala-Jakhai-Narwana new rail line would be undertaken, since in this area nobody is coming forward to set up any new unit. Moreover, this area is economically viable. But whenever I have raised this issue of rail link, I have been told that due to financial crunch, the Government of India cannot take up this work. I may mention that there is a great resentment and agitation amongst the people of this region as they have been crying for this rail link ever since Independence. I would press upon you that this work should be taken in hand. If the Government cannot complete the whole work at stretch year, it may take up this work in phases. In the first phase, Patiala and Samana should be linked with rail and in the second phase, the rest of the work can be completed. Or, in the alternative, I would suggest that private companies may be invited to take up this work. A world tender should be floated. People would no longer like to listen to this excuse of lack of funds. Their patience seems to have been exhausted. They have genuinely started believing that it would probably not be a reality for many more years to come. This survey work, it has been mentioned in the Railway Budget, was also done about twenty years back, but so far nothing substantial has been done. It is only on paper. I suggested some alternatives but I would definitely request that the survey work, and the acquisition of land, should be done in this year. It will just give satisfaction to the people of my Area. Since we have exhausted all the remedies and since my people are very much agitated, I am afraid, they may not go in for *dharnas* and hunger strikes because this rail link is very vital for them.

Secondly, I had also been requesting that Rajpura and Chandigarh should be linked with the railway line. I am told that in this Budget also some money has been provided. I was informed by the Department that the survey work on Rajpura-Chandigarh rail line has already been completed, but still no work appears to have been started on the ground. I further learn that the Department proposes to link Rajpura to Chandigarh via Shambhu. It would be a sheer wastage of funds. I would suggest that the rail link between Rajpura and Chandigarh should be done by the shortest route. I raised this issue in the meeting of the Consultative Committee held in September, 1994. I would, therefore, press upon the Railway Minister that Rajpura and Chandigarh should be linked by the shortest route. Linking it via Shambhu would just be a wastage of funds. And for that, some concrete time frame should be chalked out so that this rail link becomes reality.

19.00 hre.

Sir, my parliamentary constituency is Patiala and Patiala is a very important place, and is the second capital of Punjab. Many offices of the Government of India and Punjab are located here. It has been also declared as a satellite town. Northern Zone Cultural Centre, DCW, National Institute of Sports, Punjab University are some of the important offices which are located here. But there is no adequate railway facility to this town. I would suggest that Uchahar Express that runs between Ambala Cantt and Allahabad and starts from Ambala Cantt at 5.20 p.m. may originate and terminate from Patiala. This would require terminal facilities to be provided at Patiala Railway Station. Since washing line is not there, there is a difficulty for this train to be started from Patiala. Under new instructions maintenance can be done after train covers 2,500 kms. Since the distance between Patiala and Allahabad is about 1,700 kms. (both ways), the train can originate and terminate from Patiala merely by issuing administrative instructions without any extra expenditure. Rather, it would add to the income of the Railway Department.

Secondly, I would also press upon the Government that a new Inter City Express between Patiala and New Delhi may be started, because there is a great rush. Patiala is an upcoming town and it is the hub of the PEPSU State. In the entire area, there is no good network of roads also. Therefore, I would request that a new train should be introduced to Patiala from New Delhi. Moreover, there is no improvement in the Railway Station at Patiala. Patiala was Princely State. If you go there, you will find that not even one rupee is spent. Face lifting and modern facilities like computerised booking service may be provided at Patiala Railway Station. Passenger Shed need to be extended and adequate passenger amenities should be provided. Then, return journey booking facility may also be provided at Patiala.

They, Sir, I would like to bring to the notice of the hon. Minister that whenever new trains are introduced, they always follow the G.T. Road route, that is, Jalandhar-Ludhiana-Rajpura-Ambala Cantonment, and on this route there are a large number of trains. I would suggest that the route of some of the trains be diverted from Ludhiana via Malarkotla-Dhuri-Nabha-Patiala-Rajpura, so that this area is not neglected and proper regional balance of rail service is maintained.

Sir, Jammu-Madras Janata Express which, at present, runs thrice a week may be run on a daily basis to cope with the rush of traffic. There is a great demand of the people of this area that it should start running daily.

Similarly, Rajpura is also a very important town in Punjab and an industrially developed town of Punjab. It is about 25 kms. from Ambala and Patiala. During recent years, the city has assumed great importance. It

is proposed by the Government to set up a dry port at Rajpura. Many big industrial units like Sriram Group are also establishing their industrial estates there. Besides, it is a junction station serving as a terminal for the passengers going towards Patiala-Dhuri-Barnala-Bhatinda-Malarkotla and on the other directions for Sirhind-Ludhiana-Amritsar-Nangal Dam etc. Since at present very few trains are available in the Rajpura section, a large number of passengers have to come all the way from Nabha-Patiala-Dhuri-Barnala-Malarkotla to Ambala Cantonment for catching the trains going to Delhi and Amritsar because of the non-availability of stoppage of some trains at Rajpura. Therefore, I would press upon the Government that for Amritsar-New Delhi Shatabdi Express, a stoppage should be provided at Rajpura. Then for Shan-e-Punjab Express also, a stoppage should be provided at Rajpura.

Sir, Sheikh Baita Farid was a great Sufi Saint and I would request that in his memory an Express train should be named between Delhi and Ferozpur.

Then, I would like to bring another thing to your kind notice. Bhatinda and Ropar Thermal Plants of Punjab are facing shortage of coal due to non-availability of railway wagons in sufficient strength and the need for power would be maximum in the next two or three months due to paddy sowing and summer seasons.

The rakes are not available to the Coal India and PSEB. Therefore, I would request the Railway Minister to take into consideration more rakes be provided so that there is no shortage of coal and there may not be any difficulty in the generation of power.

In the end, while I am grateful to you, I would impress upon the Railway Minister that this very important railway line—the new railway line i.e. Patiala-Jakhal and Patiala-Narwana should be taken lightly as it is very vital for the development of this area. There is a great resentment among the people. If there is a financial crunch, you may float global tender, many multinationals will be coming. Now, nobody is attracted to this area because there is a lack of communication facility. Therefore, nobody is coming there to set up industries. There is a total unemployment and backwardness. So, I will humbly request that it should be taken up on a priority basis.

[Translation]

SHRI KASHIRAM RANA (Surat) : Mr. Chairman, Sir, the hon. Minister of Railways has not suggested any concrete steps for passenger amenities in the 1995-96 Railway Budget. There has been an effort of contributing to price hike by putting a burden of Rs. 625 crore in the form of increase in freight charge. No justice has been done to the country with regard to the Railways. Therefore, I rise to oppose the Railway Budget. Before I proceed further, I would like to thank him for making a provision in the budget for running three EMU type trains in order to mitigate the sufferings of seasonal

Ticket holders from Balsar to Ahmedabad, a section with ever-increasing traffic rush. The running of these three trains between Surat and Balsar, Surat-Vadodra and Vadodra-Ahmedabad would, I suppose, provide some relief to the problems of the passengers or the seasonal ticket holders if not totally solve them. Therefore, I thank him for this and hope that these trains would be running from 1st of July.

Surat is a vast city where lakhs of people from North India are settled. Tapti-Ganga Express runs twice a week for their convenience. A large number of passengers travel between Varanasi and Surat. I demand that Tapti-Ganga Express be run four days a week and run via Allahabad to Varanasi. We have been repeatedly making such a demand. On submitting a memorandum to the hon. Minister in this regard, he had promised to consider our demand. I am sorry to say that two-three years have passed since then but the Railway Minister has not conceded to it. I hope that this train will be run for four days a week in place of two days a week and it will be run via Allahabad.

I would also like to thank you for having made an announcement in the railway budget about running a train each between Surat and Varanasi and Okha and Puri once a week. But it is sad that both these trains are unreserved which have to cover a distance of 1500-2000 kilometers. There is no arrangement for reservation in trains there and I am afraid it will lead to skirmishes amongst the passengers. Therefore, my request is that the concept of running unreserved trains between Surat-Varanasi and Okha-Puri is a wrong one. This will cause a great loss to the department of Railways. I demand that reserved coaches should be attached to this unreserved train.

Mr. Chairman, Sir, Surat is a great industrial centre where lakhs of people from Bihar have come to live. They have been demanding for many years now that a direct train should be run from Ahmedabad-Surat to Patna. Recently thousands of people of the Bihar Parishad came out on the roads to press their demand for running this train. I request the hon. Minister of Railways to consider this demand.

19.12 hre.

(Shrimati Malini Bhattacharya in the Chair)

Mr. Chairman, the present railway budget provides for laying of a railway line between Gandhidham and Bhuj but the Minister of Railways has put a condition in this regard which gives birth to a doubt whether this work will be accomplished or not? I would request the hon. Minister that this budgetary provision of a railway line between Gandhidham and Bhuj should not be reduced to a mere announcement as it has not been implemented during the past 4-5 years. Therefore, I demand that the promise made in this announcement should be fulfilled.

There is a rampant corruption in the Railway Department because there is not the required check on the railway officers and staff. The chair-car of the August Kranti Rajdhani Express running from Bombay to Nizamuddin carries no passengers. People want to buy tickets to travel by this chair cars, but there is some arrangement which bans the passengers from travelling by this car. It is seen that the officers and the staff of the Railways allow the passengers to travel by this coach after charging some extra money. I demand that the Railway department should pay attention to it. There is an allied factor that the quota of August Kranti Rajdhani Express from Surat to Delhi and back is very less which should be increased. Then, there should be an equal quota from Surat to Delhi and from Delhi to Surat. As this train terminates at Nizamuddin, the passengers have to face difficulties. I urge upon the Railway Minister to run this train between New Delhi and Bombay stations. It is a prestigious train and the hon. Railway Minister should pay attention to it.

Mr. Chairman, Sir, 70 per cent of the rail lines of Western Railway passes through Gujarat. We have several times demanded that the Western Railway Headquarters should be shifted from Bombay to Ahmedabad because 70 per cent action is taken from there. I hope that the hon. Minister in his reply will announce the shifting of Western Railway Headquarters from Bombay to Ahmedabad.

Mr. Chairman, demand had been made for making several divisions of Railways. Many committees were set up and the recommendations made by them were accepted. Railway divisions were set up in Bhopal and Ambala but no decision has been taken so far by the Railways to set up a Railway division in Ahmedabad. I demand that Ahmedabad should be given the status of a Railway division. If somebody wants to lodge a complaint from Surat, Jalgaon or Bhusaval, he has to cover a distance of 400 kilometres to reach Bombay. Therefore, Surat should be given the status of a division so that it cover an area upto Bhusaval and Valsad. The Railways should take a decision in this direction.

I agree to the observation made by Prof. Rasa Singh Rawat that the work relating to conversion of metre gauge to broad gauge between Ahmedabad and Delhi is going on very slow. The Railways should expedite the work. I demand that the hon. Minister of Railways should announce as to by when the work of gauge conversion is going to be completed and by when Delhi - Ahmedabad Rajdhani Express is going to be introduced so that we may feel that he has firm determination in this regard. There is single line between Surat and Tapti and Surat and Jalgaon. Several trains have been introduced for South but due to single line there, passengers face many problems and trains are late. I demand the doubling of this single track. I am constrained to say that only Rs. 17 crore have been allocated for laying new railway lines in this year's Railway Budget against the allocation of Rs. 147 crore last year. This is totally inadequate amount.

MR. CHAIRMAN : Please speak briefly.

SHRI KASHIRAM RANA : In order to develop the tribal area of Surat and Jalgaon, the single track should be converted into double track.

Lastly, I would like to submit only one thing that Awadh Express should stop Valsad also because quite a large number of people who travel to Uttar Pradesh live there. The hon. Minister should make an announcement in this regard.

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

SHRIMATI KESHARBAI SONAJI KSHIRSAGAR (Beed) : Mr. Chairman, I rise to support the Railway Budget for 1995-96. I would like to speak in Marathi.

[Translation]

*Madam Chairperson, I rise to support the Railway Budget for 1995-96. I would like to speak in Marathi. Railways occupy an important place in today's world and Indian Railways particularly occupy a significant place. Hon. Minister has made an attempt to spread the network of railways in the country. Gauge conversion, passenger amenities and freight traffic are some of the areas where Indian Railways have made progress. I thank the Hon. Minister for taking these steps. Hon. Minister has totally withdrawn the hike in Second Class fares. This has given relief to the poor passengers. Hon. Minister has given 50% concession in the fares to those unemployed educated persons who want to appear for an interview. This has given relief to poor students who are seeking jobs.

Madam Chairperson, three new railway lines have been sanctioned this year. One of the new railway lines is Ahmednagar-Beed-Parali railway line which falls in my Constituency. The length of this railway line is 250 Kms for which Rs. 353 Crores have been allocated. Out of this amount Rs. 1 Crore have been earmarked for conducting survey.

Madam, Beed is the most backward district of Maharashtra. The population of this district is 25 lakhs. This railway line was being demanded for the past 50 years. Since I have been elected as Member of Parliament, I have been demanding this railway line for the past 15 years. Hon. Railway Minister, Hon. Prime Minister Narasimha Raoji, Hon. Deputy Chairman of the Planning Commission Shri Pranab Mukherjee took keen interest in sanctioning this railway line. I thank and congratulate all of them for this purpose. Beed district is going to find a place on Railway map for the first time. It is going to be recognised as historic district. I request you to take up the work of this railway line expeditiously.

Konkan Railway Project has been sanctioned and the work also has started. That is why I thank Hon. Railway Minister and all the officials.

* Translation of the speech originally delivered in Marathi

Bombay-Siddheswar Express is being run for a long time now. But it has to pass through Ghat section. The engine of this train is of small capacity and size. The engine generally falls in the Ghat section. The train has to wait for hours together in the Ghat. The train gets delayed. Therefore, a strong engine of higher capacity should be provided for this train so that the train will not run late causing in-convenience to the passengers. The Railway administration should pay attention to this problem and provide sturdy engine for this train.

Ahmednagar railway station connects three districts. There are three MPs who come from this area. But reservation is not available at Ahmednagar railway station for going to Delhi or for coming back from Delhi. Reservation of three seats should be provided at Ahmednagar railway station for Nizammudin Goa Express and Karnataka Express so that it will be convenient for us to travel. There is Military Cantonment. It will also help those persons staying there.

As you have allowed raising of funds through debentures in respect of Konkan Railway, you should allow the same in respect of new railway lines also. The people are prepared to purchase debentures. This will help in mobilising resources for the new railway lines and work on the new railway lines can be started expeditiously.

Just now an Hon. Member belonging to the opposition said that the Survey should not be made public. But I feel that if the survey is made public, the work starts immediately and the people of that area come to know that the work of project has started in their area. The people are enthusiastic to know about it. That is why the project should be formally inaugurated. The Survey of Ahmednagar-Beed-Parali railway line has to be made public. I request the Hon. Minister to come there for inaugurating this survey as early as possible.

"Parula" is one of the 12 "Jyotirlingas". It is a place of religious importance. I request that this railway line should be completed within 5 years.

The present railway Budget provides Rs. 7500/- crores which is highly inadequate in my opinion. Several new projects and works like gauge conversion have to be taken up. The demand for this and other work is ever increasing. So at least an amount of Rs. 10,000 crore should be provided so that all the above works can be completed without delay. It will also enable us to sanction new railway lines.

The Hon. Railway Minister comes from Karnataka. I also come from Karnataka as my parents hail from there. I repeatedly requested the Hon. Minister not to give anything to his sister as "Kanyadaan" except this railway line Ahmednagar-Beed-Parali. The Hon. Minister has been gracious enough to accept my request. I thank the Hon. Minister and his officials for this graceful "gift". I also thank the Hon. Prime Minister Narasimharaoji, Deputy Chairman of Planning Commission Shri Pranab

Mukherjee for sanctioning this railway line. With these words I thank you for giving this opportunity and conclude my speech.

SHRI RAJESH RANJAN ALIAS PAPPU YADAV (Purnea) : Mr. Chairman, Sir participating in the discussion on Railway Budget, through you, I would like to tell the hon. Minister of Railways that though a poor State but Bihar has produced several Central Ministers of Railways like Shri Lalit Narayan Mishra, Shri Kedar Pandey and Shri Babu Jagjiwan Ram but in spite of this and in spite of several requests made by various hon. Members including myself and Shri Ram Sewakji whose name was mentioned here just now, Bihar has remained neglected till date in the matter of Railways. Bihar is the second largest state of India after Uttar Pradesh, but in spite of this, the State has always remained neglected.

I hail from an area in northern Bihar which falls on the borders of Madhepura, Saharsa, Supaul, Araria, Kishanganj, Katihar, Purnea, Nepal and West Bengal and has produced dignitaries like Shri Bhupendra Babu, Shri B.P. Mandal, Shri Dhanik Lai Mandal, Jan-Nayak Karpoori Thakur. This area has been the field of work of such great men, yet it is our bad luck that no train has been introduced so far to link Madhepura, Saharsa, Supaul, Araria, Kishanganj, Katihar and Purnea with the capital of the State of Bihar, i.e. Patna. May be, the hon. Minister's State, Karnataka or the other areas from where other Minister have come, have got independence in true sense of the term, though it is also a fact that in spite of persons like Shri Lalit Narayan Mishra having adorned the office of Railway Minister, districts like Madhubani, Saharsa and my home district Purnea have remained neglected. Though house of Late Shri Lalit Narayan Mishra is just 65 or 70 kilometres away, yet the poor people of northern Bihar are still eagerly awaiting to have a direct railway link with the State capital. The people of our area are so poor that they cannot afford to travel to the State capital by making their journey by bus from Katihar or Sonapur.

Mr. Chairman, through you, I would like to put forth two or three issues before the hon. Minister of Railways. Bihar has been neglected in Union Railway Budget. At the same time those areas and provinces have also been neglected where population is large and people are poor and backward. No new train or new scheme has been included in this Railway Budget for Bihar.

Mr. Chairman, I would like to caution the hon. Minister of Railways that if the present trend of neglecting Bihar continues, the MPs and people of Bihar will be compelled to launch agitation. Bihar is a State where the number of the poor is the largest in the country. But the hon. Minister has no love, no feeling for the poor in Bihar and he does not pay attention to them at all.

Sir, I would like to draw the attention of the hon. Minister to northern Bihar. Broad Gauge line has been provided upto Katihar. A scheme for broad gauge was undertaken on the Purnea-Madhepura-Saharsa-Mansi railway line during the tenure of Shri Lalit Narayan Mishra. But after Lalit Babu, no hon. Minister or the Government has undertaken this scheme. After the formation of the Janata Dal Government, this scheme would have been implemented but the Janta Dal Government fell before the start of this work. Through you, I would like to submit to the hon. Minister that barring one or two passenger trains no other train runs on Katihar-Purnea-Saharsa-Khagaria metre gauge line and people in this area remain quite eager to see trains like the North-East Express and the Rajdhani Express. In spite of Patna being the State capital, Rajdhani Express crosses Patna only three days a week. But no direct capital bound train like the North East Express or the Rajdhani Express crosses our area. I, therefore, request the Government to include the schemes for broad gauge line in this year's Railway Budget itself.

Then, I would like to state that the 'Hariharnath Express' originating from Sonapur, Bihar terminates at my home district at Banmankhi junction. But almost every day, robbery is committed in this train. It is usually heard that robbery has been committed in the Hariharnath Express either before its reaching the Sonapur junction or immediately after leaving it. In spite of all this, no security measures have been taken till date. Hariharnath Express starts from Banmankhi junction and passes through Purnea junction and goes upto the border of Nepal.

There is the Jogbani junction which is a border station. Trains cross Purnea to reach Katihar. The people of Purnea have to come to Katihar for travelling to Patna. But the poor people do not have so much money that first they come to Katihar by paying bus fare and then catch the train from there. I, therefore, would like to request the hon. Minister to start the Hariharnath Express from Purnea junction so that those poor people, farmers of middle class and the people doing petty business like selling bangles, banias or 'pan' sellers who want to come to Patna, the capital of Bihar may reach Sonapur from Purnea junction by the Hariharnath Express and could reach Patna. I, therefore, request the hon. Minister to start the Hariharnath Express from Purnea so that the people of Araria and Kishanganj in Bihar and those of West Bengal and Nepal may be benefited.

Sir, I would like to draw the attention of the hon. Minister towards Purnea court station in Purnea. There are two stations. One is Purnea junction and the other is Purnea court. Purnea court is in the centre of Purnea. The court is there and office of the Commissioner is there. It is a big town. But you will find that no sitting arrangements for the passengers have been made at the platform there, not even the provision of waiting room or public lavatory. They have to ease themselves in the open. This is very embarrassing particularly for

women. I would like to request the hon. Minister to make provision for waiting room at the Purnea court station. There is no shed also. This should also be constructed.

Secondly, I would like to submit to the Government about a scheme for laying railway track from Katihar to Kursela station which is on the border of Katihar and Purnea and a rail line from Kursela to Badhara. This scheme is lying pending with the Government. It touches Badhara, Bihariganj and Banmankhi Madhepura also. There is no railway line. I would like to submit to the hon. Minister that it is an important line which links Madhepura directly otherwise one has to cover the distance of 100 kilometres to reach Madhepura via Katihar. If the railway line from Kursela to Badhara is laid I think we can reach the border of Madhepura or Saharsa within a quarter to an hour or half an hour. Moreover, the people of Dhamdaha, Badhara, Bhawanipur, Bihariganj will be able to board the train for Patna at Kursela itself.

I would like to request the hon. Minister to undertake this scheme positively. Under a new scheme launched by the Central Government a new express train has been introduced from Katihar to Jogbani, the Nepal border town. There are commercial towns Kasba and Jalalgarh between them. The Government has made a plan to set up industries at 5 or 6 places in Bihar. Kasba is also one of those 5 places, where the Government has announced to set up industries. The train running between Jogbani and Katihar and passing through Kasba and Jalalgarh goes to Katihar and Nepal also. You please provide a stoppage of that trains at Kasba and Jalalgarh.

I would like to put forth a very important issue before the hon. Chairman. The Lunknow bound train originating from Katihar used to take the poor people of Saharsa, Khagaria, Begusarai, Purnea, Madhepura, Katihar, Araria and Kishanganj in Northern Bihar to Punjab or other States. But this train has been withdrawn three days back. Leave aside the talks about launching new schemes in Bihar, the trains running there, the scheme lying pending with the Government are also cancelled by the Central Government. I am failed to understand what kind of step-motherly treatment is meted out to Bihar. My senior colleagues and other hon. Members are here from the very beginning. I am just a new comer in this august House. But I would like to submit to the hon. Minister that schemes to which I am going to refer are very important.

I would like to request the Government that the trains should not be cancelled. They should certainly be restarted in public interest. Through you I would like to point out a very important issue that Gulab Bagh is the biggest market for the traders in Purnea junction. Gulab Bagh is the second biggest market only after Ranchi in Bihar. Traders from Nepal to West Bengal, Saharsa to Katihar, farmers and labourers of Saharsa, Araria and Kishanganj are benefited from the Gulab Bagh market.

The distance between Gulab Bagh and Purnia is 7 kilometers. A railway line passes through this area. The people have to face a lot of problems due to the closure of the gate at railway crossing. Either the businessmen are looted or somebody or the other is killed by the criminals. Unfortunately, even the police takes three hours to clear such a big traffic jam and by the time the traffic is clear, the other train comes. It is the most important scheme for us. It is lying pending with the Central Government and till date, it has not been cleared though the Government is not against the scheme. A bridge should be constructed between Gulab Bagh and Purnia so that the poor and the businessmen can have a sigh of relief. Such towering personalities like Shri Lalit Narain Mishra and Shri Jagannath Mishra belonged to Saharsa city who became Minister and Chief Minister respectively. A train should, therefore, be introduced from Saharsa upto Mansi via Supaul, Forbesganj Purnia, Katihar and Khagaria or it should reach Mansi via Katihar, Purnia, Forbesganj, Supaul and Saharsa but it has not been done. Broad gauge railway line was to be laid. Lalit Babu had given due regard to the big schemes but till date neither a single railway line has been laid nor the broad gauge railway line has been laid between Jogbani to Purnia via Forbesganj. The Northern Bihar is called the heart of Bihar; a heart from where the hon. Member like Devendra Babu comes. It is only 45 minutes journey from Madhubani district to Saharsa but it takes 24 hours time at present. If any woman's time of delivery is due her child would die in her womb in those 24 hours. Please keep the distance between Madhubani and Saharsa in mind in public interest. A new railway line from Saharsa to Madhubani should be laid ...*(Interruptions)*

MR. CHAIRMAN : It is your maiden speech. Therefore, I did not like to interrupt you. Please conclude within short time.

SHRI RAJESH RANJAN ALIAS PAPPU YADAV : Singheswar in Madhepura is a big religious place and I used to be the M.L.A. from that area. After Baidyanath Dham in Sonpur, Singheswar is the place where the temple of Baba Bholanath is situated. Pilgrims in lakhs come to this place but no railway line has been laid there uptill now. I would like to urge upon the hon. Railway Minister, through you, that a new railway line should be laid from Madhepura to Singheswar, Singheswar to Triveniganj and Triveniganj to Forbesganj. More than ten thousand people go to Singheswar on every Sunday to offer water. On every Sunday and Monday, the Hindus, the Muslims, the Sikhs and the Christians go there to offer water. On Mondays mothers, daughters and sisters assemble there, while on Sundays the men folk gather there. Our sisters and daughters do Somwari, while our brothers and guardians do Raviwari. Therefore, I would like to submit that this scheme must be taken up so that lakhs of people can be benefited by it.

When I was the Member of Legislative Assembly from Singheshwar. I has written to the Government many a times but today I am the Member of this House and therefore, I would like to urge upon the Government through you, on behalf of the people of the North Bihar that the schemes which I have put forth are very important for us. These should be implemented. Unfortunately, the people of our region are not provided any facility. I would like to submit that the hon. Minister had announced it in the House that Rajdhani Express would pass through Katihar thrice a week but till date it is deprived of this facility.

I would like to submit to the Government, through you, that the office goes leave for office between 8 to 10 and D.M.U. train for these have been provided from Khagaria to Patna but there are no local trains from Katihar to Patna or Khagaria. On account of it, the poor have to suffer a lot for travelling from one place to another. A large number of people go there to sell milk and to do labour. Between Diara to Ganga, mothers, sisters and daughters come from villages. You may recall that once the policemen opened fire on the milk sellers. It was said that they were resorting to dacoity but it was not so, the milk sellers were getting down from the train by opening the vacuum pipe of the train and the policemen opened fire on them. In this way, the common man becomes the victim of bullets but today there is not even a single local train available in this area. I would like to urge upon the hon. Minister, through you, to provide at least one local train so that the labourers can travel from one place to another and the people who are working in Katihar may also get the facility. It is very important in the interest of the poor and the common people.

I would like to draw the attention of the hon. Minister towards one other thing that on the Katihar, Purnia, Madhepura, Saharsa track, there is no direct train which touches Patna. I would like to submit that unless the broad gauge is laid, at least an express train should be provided for Katihar, which may pass via Purnia Madhepura, Saharsa, Mansi and Sonpura so that the people can easily reach Patna.

Lastly, I would like to submit through you that if the hon. Minister neglects the demand of Northern Bihar, then we will launch an agitation there in June after the adjournment of the House. That agitation will be started in a phased manner and if the Government do not accede to our demands, then the agitation can take a violent turn. If the life of the Members like Pappu is sacrificed, I will not care at all but we will not let the Northern Bihar be neglected. My submission is that if the Northern Bihar is neglected then the House, the hon. Minister and Mr. Chairman will be held responsible for it.

Mr. Chairman, I am thankful to you and I would like to submit that a Member like me should be given an

opportunity to speak sometimes so that I may be able to express the sentiments of the people of the Northern Bihar. Alongwith it I am thankful to the House also.

With these words I conclude.

SHRI BHERU LAL MEENA (Salumbar) : Madam Chairman, I would like to draw your attention towards the brave land of Rajasthan and would also urge upon the Government that at the time of the budget speech of the hon. Railway Minister, we had staged a dharna. Why we did so? Ever since I became the Member of Lok Sabha, I have spoken several times in each budget about the conversion of Udaipur-Delhi railway line into broad gauge and also to introduce a fast train. In this budget also there is no mention of Udaipur division. Taking it into consideration, we staged a dharna. Girija also took part in it. I hope that keeping in view the brave land and our sentiments, the hon. Railway Minister would get it converted into broad gauge. Maharana Pratap has earned a great name and fame not only in our country but also in the world. He never accepted slavery. He ate grass. That land belongs to such a person. The foreign tourists come to visit that place. I also belong to that area. The foreign tourists go there by bus or taxis and they have to face a lot of problems. There is no facility of going there by air. There is only one train named Chetak Express. The name of the horse of Maharana Pratap was also Chetak and he fought with the Mughals riding on it. The Chetak Express has been named after that very horse. This train has been running since British period. No other train has been added. Though the train is called express train, yet it takes 16 hours to reach Udaipur from Delhi. Sometimes it takes 24-26 hours. This train has an old engine, which does not function properly. It has many stoppages. The tribal people live in Udaipur Division. Due to lack of means of transport, they are unemployed.

After the policy of liberalisation was adopted by the hon. Prime Minister, many indigenous industrialists and foreign industrialists want to invest there. As there is no facility to transport machinery in Udaipur region none can set up an industry. If broad gauge railway line is laid there, the heavy machinery can be transported there and the industrialists will be able to set up the industries. It will help in the development of the tribal area and the tribal youths will be able to get employment. All of us know that unemployed youths indulge in untoward activities and spread chaos. The tribal youths are peace-loving by nature but they follow the wrong path in the absence of employment. They have not done anything wrong till now. When the country is on the path of progress and the railway lines are being laid then our area also should be paid attention to.

The hon. Railway Minister handed over to me the papers of railway budget in the morning. There was a mention of introducing 3-4 Shatabdi Express and Inter-City Express trains but Rajasthan was not mentioned therein. When I met the hon. Railway Minister in this

regard, he replied that maximum investment has been done in Rajasthan. I agree with him. This investment has been done because the border of Rajasthan touches Pakistan. From the point of security, laying of broad gauge railway line was a must here. The investment has not been made for the developmental works or for the development of the area. The money has been spent there from the point of security of the border. We should not be denied funds by merely saying that more money has been spent in Rajasthan.

I would like to remind you that underground minerals like marble, zinc, soft stone and many others types on minerals are found in Udaipur region, which can be exploited. But due to the lack of means of transport, these cannot be exploited. I urge upon the Government that the meter gauge in Udaipur should be converted into broad gauge and the hon. Minister in his reply should assure us in this regard. The whole of the Southern Rajasthan comes under Udaipur Division, which also includes Dungarpur, Chittor and Bhilwara. Besides this, it is linked with Ahmedabad. You have connected Jaipur with Shatabdi Express. This Shatabdi Express should be extended upto Ajmer, Bhilwara, Chittor, Udaipur and Himmat Nagar so that there can be a direct link between Ahmedabad and Udaipur.

Once more I would like to urge upon the hon. Minister that of the announcement regarding conversion of broad gauge in Udaipur is not made and if we do not get any satisfactory reply, I will go on a hunger strike before the seat of the hon. Speaker till Udaipur is given with broad gauge line.

With these words I conclude

[English]

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) : Madam, I will request the hon. Member not to say something like this in the House and create some wrong precedents and commotion. Naturally, the Government will be taking full note of the suggestions which he has made. But I will request that he should not insist on making this type of statements in the House.

[Translation]

PROF. RASA SINGH RAWAT : It is his agony ... (Interruptions)

SHRI DEVENDRA PRASAD YADAV (Jhanjharpur) : The hon. Minister should not show his wisdom unnecessarily... (Interruptions)

SHRI MUKUL WASNIK : It seems that someone is being compelled to go on a hunger strike (Interruptions)

SHRI DEVENDRA PRASAD YADAV : The hon. Minister should not show his wisdom unnecessarily ... (Interruptions) The hon. Member has not used any unparliamentary word... (Interruptions). There is a style of expressing one's views in public interest ... (Interruptions)

DR. LAXMINARAYAN PANDEYA (Mandsaur) : Mr Chairman, Sir, the Railway Budget presented by the hon. Railway Minister is being discussed in the House. I would like to give stress on the cut motions moved by me.

It is a fact that the railway is abiding by its social responsibility. Railway has its own detailed network. Indian Railways have their own place in the world railways. Our Railways have earned name and fame during the last few years. It is certainly a thing of honour for all of us. But it is a must to improve the railway management keeping in view the growing scope of the railways. The necessity of the railways is being felt in almost every fields.

Just now, the hon. Members, who hail from different areas have laid the stress on the need of the railway in their constituencies, whether they belong to Bihar, Rajasthan or Madhya Pradesh or any other State. Railway is the only means of transport which is economical in comparison to any other means.

20.00 hrs

The present Railway Board has a limited number of members. Keeping in view the expansion of the railway, the Railway Board needs to be reconstituted so that we may manage properly and come to the level of the expectation of the people. In the present set up, it seems that the number of high officials has gone up and the number of the staff members is less. It should also be looked into.

At present, I do not know what order has been passed by the hon. Railway Minister recently but the people who have been selected 1-2 years back by the Railway Boards, have not been called even after their selection while these people are needed keeping in view the load of work. Recently, few conductors met me and told me their painful story that they have to work on 4-5 bogies simultaneously. One of them said that being alone he cannot manage his assigned job and by the time he reaches the last coach, the train reaches its last station. This is just one such example indicating that there is a need of more people to be employed. Likewise, the guards and TTEs have their own such experiences. This needs to be looked into.

In view of the increasing needs, utility and expanding area of operation of the Railways and with a view to organise the whole Railway network, there is a need to reconsider and reconstitute the Railway management. I would like to say that there are some Zonal Committees or Divisional Consultative Committees consisting of

some hon. Members of Parliament or the people working in the trade sector or other sectors. I am sorry to say that during the last two years, the working and performance of these Departmental Committees or Zonal Committees could never be taken up for discussion. There is need to frame the criterion for selection of members to the Zonal Committees. This also needs to be considered from the angle of the usefulness of its members in the functioning of the Railways, the amount of time they can devote, rather than on purely political basis, or from the point of view of obliging or honouring some persons. These aspects should be taken into consideration while constituting such committees.

As I have said, the speed of trains has definitely increased. There is also need to augment other allied works and facilities. Now 18 to 19 bogies are attached to the trains but the platforms are long enough to accommodate 13 bogies only. How and when will these platforms be expended? In the absence of the expansion of platforms, the people are forced to disembark in total darkness or away from the platforms. Similarly, there is a need of expansion of sheds at the platforms because alongwith the increase in the number of bogies there is need to give adequate facilities also. I hope the hon. Minister will keep this in mind. There is an arrangement of displaying reservation charts at some stations but it is regrettable that there is no proper facility of displaying the reservation charts at stations like Ratlam, Indore, Gwalior and Jabalpur etc. Sometimes these charts are displayed sometimes these are not displayed and when displayed, these are in English...*(Interruptions)* My submission is that alongwith English, the reservation chart should be made available in Hindi also so that everyone may be benefited. There is no such facility available today. Contrary to their claims, the charts are not displayed. I would like you to pay attention to this aspect also.

As I have already stated gauge conversion is being done wherever necessary. Recently, with a view to link Rajasthan with Madhya Pradesh, a railway line was laid from Kota to Chitore to Neemach as has been mentioned by our friends Bheru Lal Ji and Rasa Singh Rawat ji. If a rail link is provided from Neemach to Ratlam, as has been proposed, then the same will join broad gauge line at Ratlam. Similarly, another line has already been laid upto Ajmer. If that line is extended upto Chitore, then there will be a double line available right from Ratlam to Kota or Ajmer which will be very useful from the point of view of transporting goods and passengers. There are seven cement factories, two or three textiles factories and many soyabean and solvent plants scattered around this whole area which send their goods and products by Railways because this mode of transportation is normally convenient for them and also suits their security requirements. The gauge conversion process from Neemach to Ratlam had been approved in the last budget but the pace of work is so slow that I doubt whether it will be completed well on time.

I have received a letter from the Ministry of Railways saying that the work of gauge conversion from Neemach to Ratlam will be completed during the financial year 1995-96. I wish that the assurance given in the letter be fulfilled. I have also raised this issue in many meetings requesting the hon. Minister to complete it on time. As I come from Madhya Pradesh, I would like to say something more about the state. Much is talked about Indore-Dahod line but there is no trace of it in the state. Construction of Delhi Ujjain line has been announced but there is no mention of when, how and with what amount will it be completed. I have made a general mention of trains in Madhya Pradesh. There is no suitable train service from Ratlam to Bhopal. The train leaving at 2.30 a.m. reaches there at 10 O'Clock. A direct train service should be provided for this route.

Rajdhani Express reaches Ratlam station at 1.30 and Meenakshi Express comes there from the other side but the two trains are not connected there. If the Meenakshi Express is late, Rajdhani is gone. The passengers wishing to go to Indore or Khandawa by Rajdhani miss the train. I would request that the time table should be changed in such a way that link facility of these two trains is made available. The Ratlam is a link station between Khandawa and Indore and there is no AC 2 tier quota from Ratlam for Delhi. It is available from Baroda only. I would request that there should be some quota for Ratlam also.

There has been a long standing demand of constructing an over-bridge on the Mandsaur, Neemach, Jawara section. I would like you to consider over and fulfill this demand. Jaipur-Banda train should stop at Shamgarh also.

The condition of employees is very bad in Ratlam. There is no education facility for their children. No other facility is available to the railway staff. The hon. Minister had made a mention of setting up new railway zones. I would like to know what facilities will be given to Madhya Pradesh under this scheme. I would like him to pay attention to Madhya Pradesh which is devoid of railway facilities and also to the suggestions made by me regarding my constituency.

With these words I conclude and support the cut motions proposed by me.

[English]

SHRI KODIKKUNIL SURESH (Adoor) : May I take this opportunity to heartily welcome the Railway Budget presented by the hon. Railways Minister, Shri Jaffer Sharief.

[Translation]

SHRI HARI KEWAL PRASAD (Salempur) : I am on a point of order. According to the Business Advisory Committee, after the time allotted for different parties, the Speakers should have been invited according to

the number of Members of each party. In the time allotted for this item, only one Member from our Samata Party has spoken. The arrangement was that after one Member from that side one Member from this side will be given the opportunity. I would like to know as to when my turn to speak will come.

MR CHAIRMAN : You will definitely be given an opportunity if your name is there in the list.

[English]

SHRI KODIKUNNIL SURESH : Madam, this Budget has been heartily accepted by people from all walks as it does not put heavy burden on the common man. Shri Jaffer Sharief has earned credibility as the Railways Minister during the last four years. He has not only started a number of new projects but he has also completed several projects which were lying incomplete for several years. As the Minister he has made substantial changes in the Railways. He has given special attention to the States which were neglected so far in terms of railway facilities. The Minister has given utmost importance to gauge conversion and this perhaps is the biggest achievement of the present Government. But the goal of gauge conversion, from meter gauge to broad gauge, is yet to be achieved. For this purpose sufficient funds had been earmarked by the Minister about three years back.

The construction of Konkan Railways has been given the top priority. The special interest taken by the Hon. Minister in this regard deserves appreciation of the general public. I urge upon the Minister to ensure the completion of balanced work on Konkan Railways so that the South Indians are not put to any difficulty.

I am not going into the details of other matters and prolong the discussion. But I want to draw the attention of the hon. Minister to the long standing demand of the people of Kerala. I thank the hon. Minister for showing interest in providing better facilities to the people of Kerala. The people of Kerala are very much happy on the inclusion of several new developmental works in this year's Budget. After the gap of so many years, the people of Kerala now feel that they are getting some justice. But still there are a number of problems.

The Ministry of Railways made several announcements about the doubling of Shoranur-Mangalapuram line but it has not got the light of the day so far. The State Government of Kerala had given its share for the Konkan Railway project. The Konkan Railway is not passing through Kerala but it is a fact that the Shoranur-Mangalapuram line is connected with Konkan Railway. If the people of Kerala are to get the advantage of Konkan Railway, the Shoranur-Mangalapuram line has to be doubled at an early date which is a long standing ambition of the people of Kerala. This is essential for improvement of the Malabar region. In this regard, the recent statement of the hon. Railway Minister has put energy and hope in the minds of people of Malabar region. I urge upon the hon. Minister to give some concrete solution to this problem in his Budget reply.

Secondly, electrification of the Erode-Ernakulam line is still in slow motion. The present Budget is silent on this. The Ministry has to take effective measures to fulfill the ambition of electrification of Erode-Ernakulam line in a very short span of time.

Thirdly, doubling of Kayamkulam-Quilon line is also in slow motion. Acquisition of land for this line is creating problems. The employees and the contractors are fighting each other for quite some time. The Railway authorities should intervene to find out some solution.

Fourthly, doubling of Quilon-Trivandrum line is also to be speeded up. Railway authorities have to take special care to avoid delay of acquisition of land and other problems and have to take the help of the State Government.

Fifthly, construction of overbridges is a long-standing demand. The oldest one is the one at Varkala and Quilon. On Quilon-Madras line, there is a demand for renovation of the overbridge at Mylom which is still in cold storage. The decision of formation of a separate corporation for the catering section is fully welcome. The survey of the Kottayam-Punalur Sabari Railway is now extended up to Trivandrum which is fully welcome. Upon completion of the survey, the Ministry should take immediate steps for construction of the line on top priority as Sabarimalai temple is one of the biggest pilgrim centres in India. More than 1.2 crore pilgrims worship at Sabarimalai every year and the only means of transport available for them is road. As a result, there are large number of accidents on the way. Due to exorbitant crowd, accidents are on the extreme side and hundreds of Ayyappa devotees are dying every year.

I take this opportunity to bring to the knowledge of this house that this is the only pilgrim centre which has no railway connection. The other pilgrim centres like Tirupati, Varanasi, Haridwar, Guruvayoor, Madurai, Agra and Puri are well-connected with railway lines. As such I urge upon the hon. Minister to give top priority to this line and ensure completion of construction of this line in a very short span of time. I also urge upon the hon. Minister to take steps to form a corporation of this line, on the lines of Konkan Railway, and collect consortium from the State Governments of Kerala, Tamil Nadu, Karnataka, Andhra Pradesh and Maharashtra and complete this Sabari railway.

Finally, regarding gauge conversion of Quilon-Madras metre gauge line, Madras-Virudunagar section, that is the first phase, is already taken up during 1992 onwards. But no action has been taken so far. No adequate funds have been allocated. It is a long pending demand of the people of my area for conversion of metre gauge line into the broad gauge line. It is one of the oldest lines in the country, therefore, I urge upon the Government that it should be considered positively.

Madam, I want to draw the attention of the hon. Minister to one very important point.

MR. CHAIRMAN : Mr. Suresh, your time is over.

SHRI KODIKUNNIL SURESH : Madam, I am coming to my last point.

I want to draw the attention of the hon. Minister towards safety and security of the passengers of long distance trains like Kerala Express. Recently, the Kerala Express has witnessed an ugly scene. One MLA was attacked and a lady was killed on board. My request is that the Railway should ensure safety and protection of the passengers.

[Translation]

SHRI KAMLA MISHRA MADHUKAR (Motihari) : Madam Chairman, I agree with all those colleagues from Bihar who just now discussed the Industrial development, mineral resources and other things about Bihar. I feel what they have said is correct and I associate myself with the feelings of all the Members of Bihar on the issue of paying attention to the requirement of Bihar and removing its backwardness. You must pay attention to Bihar.

I must thank you for deciding to construct a broad-gauge line from Muzafferpur to Narkatiyaganj and from Muzafferpur to Raxaul. In fact the line from Muzafferpur to Raxaul has been constructed. Now the people of that area are very impatient to know as to when will it be inaugurated? We would like to know from you about this. We have heard that an official is demanding money from contractors to get it technically approved. Though it is not substantiated. You must look into it and ensure that this line is inaugurated in time. This line will benefit the public of Champaran which is famous for an agitation started by Mahatma Gandhi. If you expand this line upto Gorakhpur by constructing a bridge from Sugauli to Narkatiyaganj and Chittoni then in a way you will be making it a gateway to the development of entire Uttar Pradesh. We have heard that the schemes are likely to be completed in 1996. The hon. Minister Shri Shariff justifies his name which means a gentleman not only in letter but in spirit also, at least, for us he is a through gentleman that is why I hope that he will get this work completed soon.

Besides, I would also like to say something about some other demands. The platforms should be renovated and Motihari, Raxaul and Sugauli stations should be developed. Regarding Mehisi station, about which Maliniji may also be aware that two districts of Bihar i.e. Muzafferpur and Mehisi are famous for the production of 'lichi'. A large quantity of 'lichi' is exported every year from there but no decision has been taken to construct a godown at that station to store the goods. It should be ensured that a broad-gauge train stops at that station and a godown is built there. I would like to repeat a long standing demand as some Members from Bihar have also pointed out that a broad-gauge line should be constructed from Hajipur and all the commercial centres, like Vaishali, Laiganj Paar, Sahebganj, Kesaria etc., should be connected with Sugauli.

20.25 hrs.

(Mr. Deputy-Speaker in the Chair)

The local public desire it for Champaran, Muzafferpur, Chhapra divisions. I have corresponded also in this regard and I have received a reply that there is financial crunch but it would not be proper if the public grievances are not resolved for want of funds. Please give attention to that. A survey had been conducted long back. A new survey should now be conducted and a proper attention should be given to this issue. You have got the line expanded upto Raxaul. Now, you must formulate a scheme and link Nepal and Veerganj also. The Nepal Government can be consulted on this matter. If it is done then this part of our country will be benefited and it will strengthen Indo-Nepal friendship also. I urge that this work must be done. There has already been a long-standing demand of the Chambers of Commerce that a Zonal office should be set up in Muzafferpur. I have also been demanding and I repeat it again that a Zonal Office should be set up in Muzafferpur, as there are several commercial centres in Northern India and the local public is making this demand.

I demand that the Railway employees should be given a representation in the management. Shri Basudeb Acharia had also put a question in this regard and he even had a confrontation also. I also demand that they should be given a representation. When a broad gauge line has been constructed from Muzafferpur to Raxaul, then attention should be given to the educational, health and other facilities also to the railway employees. Therefore, I demand that efforts should be made by the Department of Railways to open a high school in Motihari.

The hon. Members of all the parties have opposed the hike in rail freights. I would also like to say that this has not been a welcome step. It will increase the burden on public, shoot the prices up and increase inflation. If you are planning to cut down the prices, then please state the extent of the cut proposed, during your reply on the debate so that some respite could be given to the inflation hit public. With these words, I would like to say that Shri Jaffer Sharieff has made efforts to fulfill the expectations of the people and I would like to thank him on behalf of the people. But I oppose this Railway Budget.

[English]

SHRI SARAT PATTANAYAK (Bolangir) : Mr. Deputy Speaker, Sir, since the time given is very short, I will confine myself to my constituency and to some points only. I must congratulate the Railway Minister for the Bolangir-Khurda line. He has given a good project to the people of western part of Orissa. Bolangir-Khurda line covers about 300 kilometres. The survey of Bolangir-Khurda line has already started but it has started from the Khurda side. I request the Minister to start it from both the sides, that is from the Bolangir side also.

Sir, one Hirakud Express was started from Hazrat Nizamuddin Railway Station to Sambalpur last year. It runs only for three days a week. All the Members of Parliament from Orissa have signed and given a memorandum to the Railway Minister. The Railway Department has given a train to the people of Orissa but in the name of Orissa it is covering only one district of Orissa, that is, Sambalpur. We have given a memorandum requesting the hon. Minister to extend it to Titlagarh.

The South Eastern Railway Manager has given a report that they have to set up infrastructure first in Titlagarh and that it will cost Rs. 20 lakhs only. So my request to the hon. Minister is that this train should cover Titlagarh and Raigarh so that minimum five or six backward districts of Orissa will be covered.

The Railway Minister has declared one DMU. It runs from Katabandi to Raipur. It has already been announced by the hon. Railway Minister but I am sorry to say that it runs from Raipur to Khariaroad but not to Katabandi. So one station has been left and it comes under my constituency. My request to the hon. Minister is that he should keep his words and that the DMU should be extended from Khariaroad to Katabandi.

The Hon. Minister also assured to start a train from Titlagarh to Jarsiguda but till today we have not received any information.

I would also like to tell you something about the passenger train which runs from Raipur to Waltair and Titlagarh to Jarsiguda. I was once travelling in III Tier passenger train from my village. I could not get a seat in the compartment because it was all packed with firewood. The Conductor came and requested me to sit in the First Class Compartment but I insisted on travelling in the same compartment only. It was full of firewood and I must tell you that if it goes on like this the whole deep forest of western Orissa will be finished. So the Railway Police should take care of this to protect the environment. It is a very important point.

The Sambalpur division covers more than 100 kilometers, but in that division my constituency covers 96 kilometers as most of the areas of Sambalpur division come under my constituency. When they are going to give employment to people, I would request that the first preference should be given to the local people so that they can earn their livelihood.

SHRI C.K. JAFFER SHARIEF : I have a request to make. You just now mentioned about the firewood being carried in the train. This matter need not wait for Budget. This matter should be taken up at any time. You can come to the Department or tell the local officers. You can even come to me. You are telling me this today, I do not know since when it is going on.

SHRI SARAT PATTANAYAK : Sir, two-three years back we have given a memorandum regarding this. I have also brought it to the notice of the Superintendent of Railways and the General Manager.

We have not received any information in this regard from the Railway Department. No doubt it is a small

matter. But it is a very serious matter concerning environment. That is why I raised this point. Within five minutes I cannot express all my views on the Railway Budget. So, I was compelled to disclose all these things.

Nawapara is a new district. Sir, you cannot see the condition of the railway stations and the railway lines from Loisingha to Titlagarh and from Titlagarh to Nawapara. The railway stations should be maintained by renovation. Also the double railway lines from Raigarh to Raipur and from Titlagarh to Jharsuguda should be established.

I would like to make one point about the Sambalpur Railway Division. Those who are getting employment in the Sambalpur Railway Division are from only one District. In the name of backward district, in the name of the people of the western part of Orissa, the people from one backward district should not get the benefit. The people from all the backward districts should get the benefit in this Division.

Sir, I know that you have done maximum things for the country through the Railway Budget. This time also you have done very good things for the people of the country and particularly for the backward districts of this country. Specially I must congratulate you for having given a good look to the backward district of Orissa, that is, western part of Orissa.

With these words, I whole-heartedly extend my support to the Railway Budget.

MR. DEPUTY-SPEAKER : You are literally strict to the time also. I should congratulate you for that.

[Translation]

SHRI HARI KEWAL PRASAD (Salempur) : Mr. Deputy Speaker, Sir, in a way this Railway Budget is an electoral budget. A person like me would have supported this budget, had the hon. Minister made some arrangement for the people who are compelled to travel on roof tops so that they may not have to travel on the roof tops of the coaches of the trains in future. But as I said, this is an electoral budget and no such arrangement has been made in it. Therefore, I find it difficult to support it. I have a feeling that the hon. Minister is surrounded by a bureaucracy supportive of a 'Manuvadi' system of society and where, contrary to the wishes and intention of the hon. Minister, there is rampant corruption in the Railway Board and all the rules and regulations are thrown overboard. As such, I am unable to support this budget.

Mr. Deputy Speaker, Sir, through you, I would like to draw the attention of the hon. Minister towards two or three points. One, this budget speaks of manufacturing airconditioned coaches and devices the procedure therefor. In this connection, I would like to say that no arrangement has been made for the common passengers who travel on roof tops of the coaches, whereas arrangement should have been made for them first. Therefore, I would say that the Railway officers sitting in the A.C. rooms of the Railway Board office,

where a portrait of Mahatma Gandhi, one who always talked about the rights of the common man and about improving their lives, is hanging on the wall, seem to have been disuading and misleading the hon. Minister. Therefore, I would like the hon. Minister to consider this issue also. I am of the opinion that people will praise the hon. Minister if he works from his own point of view without paying any attention to the reports submitted by the officers sitting in the air-conditioned rooms, as the hon. Members belonging to the treasury benches as well as the opposition benches have equally commended the work of granting facilities to the coolies on railway platforms. Today, conditions of reservation are not being fulfilled in the Railways according to rules. The officers fulfil these on papers alone. There are nine railway zones in this country and I would like to say that so far no person belonging to scheduled caste has been appointed as a Chairman of the Selection Committee. At least, during reply on this railway budget, the hon. Minister should announce the appointment of a person, covered by the provisions of reservation, to the post of Chairman.

I would also like to make two or three points about my constituency, Salempur, located between Varanasi and Gorakhpur division. When Shri Janeshwar Mishra was the Minister, he made changes in the non-profitable places because he had won Lok Sabha elections. Thereafter, I have been constantly writing to the Railway department. My demand of extending a train from Barhar to Gorakhpur has not been conceded to. I would like to reiterate my demand. The train starting from Durg terminates at Varanasi. If this train is extended upto Gorakhpur, the people of the area will be benefited. I would like to congratulate you for your brave deed of completing the incomplete work of Bagaha-Chhitauni railway line which the local inhabitants did not even dream of, being a jungle area, but I would request you to get the different projects completed in a phased manner during your tenure only.

Then, there is a Bhatani railway junction which joins Bihar on one side, Varanasi on the other and Gorakhpur on yet another route. Vast stretch of costly railway land is lying there. Today, it is being encroached upon. I have been repeatedly writing letters to the Ministry, demanding the setting up of a factory there for manufacturing spare parts for the Railways, which will benefit the people of that area.

I would urge upon you to conduct a survey there in your own way and consider over the matter. Bhatani railway station is very useful for the Railways. The quota there is of only two seats. We want this number to be enhanced to four. The trains have a stoppage there. We would also like the platform of the Binasa Road railway station to be raised.

Although there is a ban on fresh recruitments, yet recruitments are made but when certain irregularities are brought to your notice, you evade it entrusting it to your officers. I have cited the examples of Manocha

and Panna Lal etc., I do not want to mention more names, who are scavengers with the Railways. Nine people were retrenched together. Later on, two people were not taken back but the rest were regularised. Similar is of corruption. You have asked me to restrict my speech to and focus on railway staff only. I ask you where will the 16 lakh railway employees go today when they are subject to persecution from all sides?

A person working in Ghaziabad workshop committed suicide on 14-2-94 because no action was taken on his application. He was a 'Dalit'. What will be the fate of his family? The person who lodged the report, was transferred but his transfer order was very kindly withdrawn on my instance later. Similarly, when a selection list is released, all but one are appointed and the position of that left out person remains unchanged.

You belong to Moradabad. You are the protector of Dalits. My point is that the deserving employees are not given promotions and the ones, who should not have been promoted, are promoted. One, Mr. Bhardwaj was promoted... (Interruptions)

MR. DEPUTY SPEAKER : Hari Kewal Prasad Ji, our commitment is that each Member will speak for five minutes.

SHRI HARI KEWAL PRASAD : I will not take much time. Corruption is rampant in Railway Board today and the hon. Railway Minister is either a docile, noble being or submits to the corrupt officers. I would like to submit to the hon. Minister that the railway officers conduct an inquiry into his own orders. To the unequivocal orders of the hon. Minister about taking action, the railway officers respond by saying that they will first conduct an inquiry. I would like to ask him whether it is he who is the Minister or it is the officers. As per the rules, one member of the family of a railway employee, who dies in harness, should be given employment in place of the deceased. In case, such a member of the grief-stricken family is not absorbed, they approach you with their application and you have to listen to their complaint. I am aware that many officers will be implicated. The whole army of corrupt officers and their agents approach the hon. Minister. A representative of the people has no say whereas they have their say.

I would only hope that the hon. Minister will protect the interests of the Dalits, minorities and honest employees working in the Railways. Those employees who have an approach in the Railways do not get transferred whereas the ones having no approach are frequently transferred.

I will conclude by citing an example. Shri Khema is a promotee officer. The hon. Minister ordered for his promotion but the Railway Board did not implement the Minister's orders. I would like that the hon. Minister's orders should be implemented. There was the supply of earth at Budaul-Sitapur section. Then there is the Jotpur division of Northern Railway where earth was supplied

for the purpose of gauge conversion. There were irregularities and several officers were found guilty. What was the action taken against them? The corrupt officials were punished with a simple transfer. I have certain proof in this regard. I will send it to you for your examination. If a person is found guilty of corruption and is awarded the punishment of a transfer, then it is a matter worth pondering. Secondly...

MR. DEPUTY SPEAKER : Hari Kewal Singh ji, you have taken 15 minutes. You had promised to conclude in 5 minutes.

SHRI HARI KEWAL PRASAD : I am concluding.

A Brahmin was appointed as a sweeper in Moradabad. The report was submitted to the hon. Minister and the investigations proved that he was not a sweeper but a Brahmin but the officers who had appointed him were rewarded with a promotion.

I would request the hon. Railway Minister to do justice to the people right from improving the passenger amenities of the general compartments to eradicating corruption.

With these words, I would like to congratulate the hon. Minister of Railways without supporting his budget proposals.

[English]

SHRI UMRAO SINGH (Jalandhar) : Sir, I rise to support the Railway Budget and also the Demands for Grants of the Railways.

There are about two dozen trains which are being introduced. I think, for the first time, such a big number of trains is being introduced by the Ministry of Railways in this country.

There is a rise in the passenger traffic and also in the goods traffic. At the same time, there is no increase in the fares especially for the second class passengers. I think, these are good features of the Railway Budget.

Besides these, I would like to bring a few issues to the notice of the hon. Minister of Railways.

The Railways have done very well in sports and they have recruited good national and international level sportsmen. But I do not know why our worthy hon. Minister of Railways is angry with the sportsmen from other parts of the country. Sportsmen used to enjoy railway concessions of 50 per cent in second class fares while travelling to participate in the national and international competitions, attending national camps and also zonal competitions. Now, this concession of 50 per cent has been reduced to 25 per cent. In our country, we are trying our best to improve the standard of sports and by increasing the railway fare, it will greatly affect the participation of our State teams and other teams in the national and other competitions.

So, I humbly request the hon. Minister to review and restore the concession of 50 per cent to our sportsmen. Otherwise, it is going to hit hard our promotional sports activities in the country. The

Government is doing their utmost. The Sports Associations and the Indian Olympic Association are trying to do their best to improve the standard of sports in the country and come to the international standards. However, by increasing the railway fare to 75 per cent, the participation will greatly be reduced because ours is a big country and many a time our sportsmen have to travel a long way from North to South or from South to East. It is also difficult for the sports associations to pay the fares. So, by increasing fares, our sports activity will be hit hard.

The Hon. Minister of Railways has given concessions to the unemployed youths who are going for attending interviews. At the same time, he has withdrawn certain concessions to sportsmen, who are mostly university and school students. The withdrawal of concessions will greatly hit our sportsmen in the country.

As regards new trains, I have just mentioned that about two dozen new trains have been introduced. Our Railway Minister had been very kind to Punjab by giving us the Shatabdi train last year. But this time I think he has totally ignored Punjab, maybe because last year he visited Punjab but this time we could not take him there. I am trying to take him to Jalandhar next week and I hope he will review the situation and also give one or two more trains to Punjab from Delhi.

Certain Members from Bihar also have raised this issue that there are thousands of people coming to Punjab from Bihar and U.P. They help us in farming and also help us in our factories. They are facing lot of difficulties in coming and going because there are very few trains which go from Punjab to U.P. and Bihar. A bi-weekly train is being introduced from Amritsar to Barauni but that is not enough.

MR. DEPUTY SPEAKER : Umrao Singh Ji, your time is up.

SHRI UMRAO SINGH : I am just trying to speed up, Sir.

Lakhs of people from Punjab, especially from my constituency, are settled in U.K. and U.S.A. All the flights from those countries come here during nights but there are hardly any good trains going to Punjab in the morning. We requested last time also for introducing a return Shatabdi from Delhi to Amritsar in the morning and the Railway Minister had agreed to give a train by naming it as Golden Temple Express. I hope, as agreed last time, the Railway Minister will accept this demand, especially for the people who are coming from abroad because they need a Shatabdi train in the morning. The Railway Minister promised to open a railway reservation terminal at the International airport but, in spite of that assurance, it has not been done. I hope, it will be done soon and reservation facilities will be provided at the International airport. When we can have reservation for all European and other trains in Delhi itself, why can our Railways not have a reservation office in London or at other places where they can get the reservation,

because when they reach here, they face lot of problems. They do not get ticket for any train. It is a pitiable situation for our people who are helping us by sending foreign exchange to our country. They are sending lot of moneys to their relatives here, thus improving our foreign exchange position. But when they come here, they face lot of difficulty in getting the railway tickets from Delhi for going to Punjab and other places. I hope, the Railway Minister will look into it.

I shall like to point out another difficulty. Now we are going to have a bumper crop of wheat. All the godowns in Punjab are now full. There is hardly any storage capacity available in Punjab. I do not know where the Food Corporation and other organisations are going to keep the foodgrains. Unless the present stocks are moved to other States, it is not possible to store any further stock. So, I request the Railway Minister and the Food Minister to look into this problem. They should move the present stocks from Punjab and make the storage of new crop possible. Otherwise we have to use the premises of schools and other buildings to store foodgrains which are very much needed for the country.

One of our long-standing demands has been the linking of Chandigarh with the rest of Punjab, either through Ludhiana or, if that is not possible, through Rajpura. I think this demand has been accepted by the Railway Minister and also by the Prime Minister. Steps should, therefore, be taken immediately for linking Rajpura with Chandigarh so that we can have a direct link from Punjab to Chandigarh.

MR. DEPUTY-SPEAKER : Please wind up now You have already taken ten minutes.

SHRI UMRAO SINGH : I shall take only one or two minutes and finish, Sir.

The first multiple diesel unit was introduced in Jalandhar and we were promised by the Chairman of the Railway Board, who was kind enough to inaugurate that unit, that more and more units will be sent to that place because that has been proved to be very useful to the passengers for their speedy transportation.

21.00 hrs.

Jalandhar being a very busy station, I hope we will get more DMUs for Jalandhar.

Similarly, as I said, Jalandhar is a district from where a lot of people have gone abroad. They come here and after seeing the miserable conditions of the railway station there, they feel pity on us. I hope that the general conditions of the railway stations would be improved.

The electrification work which has been sanctioned upto Ludhiana should be taken upto Jalandhar so that the trains can be speeded up further. Then, the catering services have been withdrawn from Shan-e-Punjab Mail. We have the Pantry Car in the Frontier Mail, but from Delhi to Amritsar there is no catering service. So, the

passengers are facing a lot of difficulties. So, fully functioning Pantry Cars should be started both in the Shan-e-Punjab Mail and the Frontier Mail, which is the most prestigious train.

Sir, it has been stated in the budget that the production of railway coaches has been decreased from 18,000 to 12,000. When we request the Railway Minister for introducing new trains, he says that there is shortage of coaches. But at the same time, the production of railway coaches has been reduced. The Rail Coach Factory at Kapurthala has produced the finest coaches in the country. I hope they can give us more coaches. The production capacity of the Rail Coach Factory should be increased so that the country can have new and good coaches for our trains. Then, few over-bridges are pending to be completed in Jalandhar and I hope that they would be completed soon.

SHRI MUKUL WASNIK : Mr. Deputy-Speaker, Sir, I just want to inform that hon. Members that the food is ready for them. If they feel hungry they can go and have their food in Room No. 70 and for others, the Staff members, the Press and everybody else, for them also the food is ready which is being served in Room No 73.

MR. DEPUTY-SPEAKER : I think it is properly audible to everybody. The food is ready. We all can have food. But I would request the hon. Members to stick to the timing. Each Member will get five minutes literally.

SHRI C.K. JAFFER SHARIEF : Sir, food is alright. But after eating, sitting late is also bad.

MR. DEPUTY SPEAKER : From the hygienic point of view, it is a good suggestion.

SHRI MUKUL WASNIK : Sir, the Railway Minister is prepared not to have food, so that he can sit late.

MR. DEPUTY SPEAKER : Now, Shri Surendra Pal Pathak will speak. Since you have all committed to speak for five minutes, I think, it is not fair for the Chair to go on ringing the bell every now and then. So, please be brief.

[Translation]

SHRI SURENDRA PAL PATHAK (Shahabad) : Mr. Deputy Speaker, Sir, the Railway Budget presented this year is the most imbalanced Budget.

Uttar Pradesh is the most populous State of the country but it has been neglected very much in this Railway Budget. A narrow gauge line is there in teral region of Uttar Pradesh which passes through Lucknow Sitapur, Lakhimpur Khiri, Pilibhit, Lal Kuan and Bareilly. During the discussion held on the previous Railway Budget, the hon. Minister of Railways had assured to convert the narrow gauge line into broad gauge line. But no action has been taken on it so far.

I am constrained to state that there is no mention of gauge conversion in this year's Railway Budget. My submission is that if this narrow gauge is converted into

broad gauge, this area will develop tremendously because it is an agricultural area and agro based industries can be set up here. There has been a long standing demand to lay railway line between Gola Gokarannath and Shahjehanpur. But I am constrained to state that the hon. Minister of Railways has not paid attention in this regard also. I demand that a new railway line from Gola Gokarannath to Shahjehanpur via Mohmadi should be laid. Similarly in my constituency, the broad gauge line laid from Roza to Sitapur in Uttar Pradesh also needs to be renewed, so that fast trains can run thereon. Similarly, the railway lines from Sitapur to Balamu and Balamu to Unnau need to be renewed. The Lucknow-Kanpur railway line is a very busy line. It needs electrification. The electric engines of the EMU trains coming from Delhi to Kanpur are replaced. With diesel engines. But the electric engines can go direct to Lucknow, if the track is electrified. It must be electrified. Similarly, the Lucknow to Moradabad-Saharanpur railway line needs electrification.

In the same way electrification of Moradabad-Ghaziabad railway line is necessary. I demand from the hon. Minister that electrification of all above mentioned railway lines should be done. The Ghaziabad-Moradabad railway line is a very busy one. Doubling of the line is needed. The hon. Railway Minister has undertaken a part of it. But I want that the work of doubling Ghaziabad-Moradabad railway line should be undertaken at the earliest. Similarly, there is a line between Moradabad and Bareilly. The work of doubling that line is going on for a long time, but it is yet to be completed. I would like to request the hon. Minister of Railways that the doubling of the Rampur-Bareilly railway line should be completed at the earliest so that smooth running of trains can be ensured.

Naimisharanya is a famous pilgrimage in Uttar Pradesh. Previously there was Abida Express which was running between Balamu and Delhi via Naimisharanya-Sitapur. Now the Sitapur Burhwal narrow gauge has been converted into broad gauge and the same train which was running between Balamu and Delhi via Naimisharanya-Sitapur is now running between Gonda and Delhi via Sitapur-Naimisharanya, the most famous pilgrimage of north India, is no more directly linked by train service with Delhi. I demand from the hon. Minister that a new train between Sitapur and Delhi via Naimisharanaya, Balamu and Hardoi should be introduced so that the people of Naimisharanya may get direct train for Delhi.

A new train between Kanpur and Moradabad via Balamu, Hardoi is also needed because Kanpur is a very big commercial city and people in thousands go to Kanpur from Moradabad, Bareilly, Shahjahanpur, Hardoi every day in connection with their business. There is no direct train for them. I would like to demand from the hon. Minister that a new train should be introduced

between Moradabad and Kanpur via Bareilly, Shahjahanpur, Hardoi, Balamu. A new train between Bareilly and Bombay via Hardoi is also needed. It is a long standing demand and it must be considered favourably.

An unreserved train between Lucknow and Delhi via Moradabad is also needed because a large number of passengers travel for Delhi from Lucknow, Bareilly and Moradabad and they fail to get reservation. If a new unreserved train is introduced there, it will be very convenient for the train passengers of this route. A new DMU train between Lucknow and Shahjahanpur is also needed. One more new train needs to be introduced between Gorakhpur and Delhi via Sitapur. The Department of Railways had assured to do so but this has not been mentioned in this current Railway Budget. The hon. Minister of Railways should look into this matter also.

There is a train which runs between Delhi and Shahjahanpur. It should be extended upto Lucknow so that the passengers of Shahjahanpur and Lucknow are facilitated. Similarly, an express train runs between Delhi and Bareilly. It should be extended upto Lucknow. My constituency Hardoi has always been neglected. The recently introduced Howrah-Kathgodam Express and Lucknow-Saharanpur Express do not stop at Hardoi station. I request the Government to provide their stoppage at Hardoi railway station. I request the hon. Minister to provide stoppages to Sadbhawna Express and the Lucknow-Bareilly Express at Anjhi, Sahabad stations. As the platforms at Hardoi railway station are small, the coaches of trains remain out of platforms, and in a bid to board the trains, the passengers get injured. Therefore, the platforms at the Hardoi should be widened and amenities for passengers should be increased. The number of unreserved coaches in the Mail and Express trains should be increased for the convenience of the poor passengers. More and more second class coaches should be attached to these trains. Mr. Deputy Speaker, Sir, you gave me an opportunity to speak, I thank you for that.

[English]

MR. DEPUTY SPEAKER : Now Shri Gopi Nath Gajapathi to speak. You have to stick to five minutes time limit.

SHRI SYED MASUDAL HOSSAIN : Sir, we are not getting our chance. Our last speaker spoke at 6 O'Clock.

MR. DEPUTY SPEAKER : You will get a chance.

SHRI GOPI NATH GAJAPATHI (Berhampur) : It is rightly said that the Railways are the life-line of the people. Indeed, the Indian Railways occupy a unique position in the socio-economic map of the country. Energy efficient, economical in land use and with a high degree

of operating efficiency, the Railways are considered a vehicle of growth, contributing to rapid industrial and infrastructural development of the country. The Indian Railway system is the second largest in the world, under a single management. It is a rare multigauge system operating on three different gauges.

Our ever-popular Union Railway Minister, hon. Jaffer Shariefji, despite severe resource crunches, has presented a soft Railway Budget for 1995-96 to Parliament. He and his able team-mates deserve to be complimented on this particular score. There are, however, certain burning issues of the respective areas, particularly Orissa State, that do not find a place in this year's Railway Budget. These are as follows :

Firstly, the unigauge system was justified on the grounds of energy conservation and minimising of transport bottlenecks, transshipment hazards etc. There has been a glaring omission which I specifically wish to bring to the attention of our Hon. Minister.

Regrettably, like the previous Budgets, the Railway Budget, 1995-96 has also glaringly omitted the announcement of the long awaited conversion of the Naupada-Parlakhemundi-Gunupur narrow gauge line with extension, for commercial viability, up to Rayagada in Orissa State, falling under the South Eastern Railway.

There have been lot of public agitations till now for improvements of the sentimental rail line, which was laid by the late Shri Krushna Chandra Gajapathi, the first Premier of Orissa, with much personal and financial involvements.

The survey work of the aforesaid project was initiated by the former Minister of State for Railways from Orissa and is understood to have been completed at present. The non-implementation of this project adversely affects five M.Ps namely, Hon. Shri Giridhar Gamang, Shri Kishore Chandra Deo, Shri Vijayarama Raju, Dr. K. Viswanatham and me. In fact, the hon. Prime Minister, Shri P.V. Narasimha Rao had also very kindly recommended the implementation of this project and necessary funding to the Planning Commission, on my personal representation to him last year.

I would, therefore, request and demand the immediate announcement of implementation of the long-awaited aforesaid project, catering to the travelling needs of basically the tribals and the deprived lot of the border areas of the two States of Orissa and Andhra Pradesh.

Secondly, there are many on-going projects in my home State of Orissa for which very scanty funds have been allocated.

Thirdly, certain sanctioned projects of the past of Orissa State have not been allocated any funds at all for commencing implementation of the projects even.

Fourthly, there is strong need for terminal facilities like coaching-cum-berthing as well as mechanical-cum-electrical workshop at the important Railway Station of Berhampur in the South Eastern Railway.

Fifthly, improvements in the Chhatrapur Railway Station in the South Eastern Railway, being the Headquarters of Ganjam district, should be carried out and the Railway Station developed with better amenities expeditiously.

Sixthly, decent retiring rooms at both Berhampur and Palasa Railway Station in the South Eastern Railway must be provided.

Seventhly, a Railway Booking Counter should be opened at Parlakhemundi town, the Headquarters of the new Gajapati District, coming under the South Eastern Railway jurisdiction.

The eighth point is introduction of an Inter-City-Express train, linking the two important cities of Visakhapatnam and Bhubaneswar of the two neighbouring States of Andhra Pradesh and Orissa which is warranted urgently.

The ninth point is better catering facilities should be provided in the South Eastern Railway's coastal zone.

Tenthly, one of many trains from Orissa to New Delhi must originate and terminate at the important Berhampur Railway Station of South Orissa.

The eleventh point is the quota of berths for Berhampur Station should be increased in the New Delhi bound trains, as well as in trains bound to Hyderabad, Bombay and Ahmedabad.

Lastly, concessional rail travel facilities should be extended to ex-servicemen, the disabled, sports and media persons in particular.

Before concluding, I would urge our dynamic Union Railway Minister, hon. Shri Jaffer Sharief ji to be magnanimous enough to provide better railway network and service amenities particularly in the underdeveloped State of Orissa which contributes the major share of revenue income to the South-Eastern Railway. A separate Railway Zone for Orissa, at Bhubaneswar, is warranted. I commend the Railway Budget 1995-96 and lend my full support to it.

MR. DEPUTY SPEAKER : Thank you very much. You are able to stick to the time. Now Shri Sivaji Patnaik to speak.

SHRI SIVAJI PATNAIK (Bhubaneswar) : Sir, very correctly, an hon. Member who spoke before me a little while ago termed this Budget as an election year Budget. But in spite of it, the privatisation programmes are there in various sectors of the Railways. I am opposed to this privatisation. In spite of the rosy picture presented by the Railway Minister, the fact remains that the construction of new railway lines is only to the

extent of 17 KMs. There is no effort to look at the root of this state of affairs. Orissa has been affected most by this state of affairs and meagre allotments were made. Even when allotments were made earlier, they were not spent, they were diverted elsewhere. This has been the case with regard to the Talcher-Sambalpur line and the Daitari-Banspani line. These were pointed out repeatedly. Shri Sriballave Panigrahi also brought to light some facts with regard to these projects, how funds are not spent, how they are diverted elsewhere.

Sir, in the budget proposals for 1995-96, only Rs. 24 crores have been allotted for the Sambalpur-Talcher project. This project was sanctioned in 1982 and has to be completed by this year. But nobody knows when it will be completed. With the meagre allotment made this year, how can it be completed?

There is another project which will, in fact, connect the coastal eastern part of Orissa with the western part passing through the backward tribal areas of the State. This is the Khurda Road-Bolangir line. It was sanctioned last year with an allocation of Rs. 1 crore only. Shri Sarat Chandra Pattanayak was telling as if some work has already started from Khurda side and there is no work from Bolangir side. But practically no work has started. Nothing practical has happened. This year, the allotment is only Rs. 2 crore for this project of nearly Rs. 400 crore. Does it indicate any seriousness on the part of the Railway Ministry to have this vital link? Could not, at least, some Rs. 20 crores be allotted this year? What is the fate of another project for which the Prime Minister laid the foundation-stone? This is the Lanjigarh-Junagarh Project in the drought-prone district to Kalahandi. That project was sanctioned in 1991 and the Prime Minister laid the foundation-stone in 1992. But no progress is there and this year's allotment is quite meagre.

Another vital link for the State's economy is Daitari-Banspani project. In spite of adequate allocations made earlier in 1993-94, they could not utilise it because of non-availability of field level organisation and the funds had to be diverted elsewhere. Even a simple thing of an upgradation of the post of the Chief Engineer at Keonjhar with adequate technical staff could not be done. Now with a meagre allotment, nobody knows when it will be completed although it is a vital project for the economy of the State.

Again, electrification of the line from Waltair to Kharagpur has been sanctioned but no funds have been provided. I do not understand what is the meaning of this. I do not want to repeat anything which has been already said. But so many Members have pointed out and have asked for the doubling of Talcher-Paradeep line which is essential for our economy. But the progress is not quite well. We have repeatedly asked for the doubling of Khurda Road-Puri line but nothing has happened as yet.

MR. DEPUTY SPEAKER : Most of the points have already been covered by the earlier speakers.

SHRI SIVAJI PATNAIK : I am not repeating those points.

About introducing new trains, the Railway Minister has taken the credit for introducing new trains. A long-distance train from Puri to Okha in Gujarat which serves mainly to some three lakh Oriya workers who are working in Surat runs in a very miserable condition. And this train runs once in a week in a very overcrowded condition. These poor workers and their family members who go there, face inhuman conditions there. It has been repeatedly asked to make it a daily train. I would request the Railway Minister at least to make it thrice a week in case it cannot be made a daily train.

It is good that you have introduced a Shatabdi Express between Howrah and Rourkela. Please introduce a bi-weekly Shatabdi Express between Howrah to Bhubaneswar which is the Capital of the State. The Rajdhani Express between New Delhi to Bhubaneswar, which runs once a week should be made at least a bi-weekly train.

Another thing I want to say is about the upgradation of railway stations in Orissa. I do not know what has happened to them. There is no progress made particularly to road side stations and stations which are located in the rural areas. They are in a very miserable condition. They should be looked after immediately.

Another point which I want to point out is about the upgradation of the coach and the rail lines. Since accidents are also taking place, proper attention should be paid to this aspect also.

With these words, I thank you very much.

[Translation]

SHRI RAM KRIPAL YADAV (Patna) : Mr. Deputy Speaker, Sir, today we are participating in the discussion on the 1995-96, Railway Budget. At the time of presentation of the railway budget, we all, particularly the Members of Parliament and the people of Bihar had hoped that there might be some provision in it for fulfilling their long standing demands made over the years to the Ministry towards which the hon. Members have from time to time drawn the attention of the hon. Minister also. However, the poor, backward and downtrodden people of Bihar were totally disappointed to learn that this time too, justice was not done to them. We would like to draw the attention of the hon. Minister towards long pending demand which is being made for the last so many years, in the public interest. However, I express my gratitude to the hon. Minister for initiating work on certain old, pending schemes. The long pending schemes included the construction of a bridge over river Slesima near Raxaul on Indo-Nepal border, doubling of Patna-Gaya railway line, opening of new

Zonal offices in Bihar, electrification of Jhajha-Mughalsarai railway line. These demands have been pending before the Ministry for many years.

You might be aware that all the Members, particularly those from Bihar, have supported in the House the Patna railway line. Patna and Gaya are about 100 kms. apart and the difficulty faced by the travelling public on this section is inexplicable. A large number of people travel between Patna and Gaya, some on coach-roofs due to which many accidents take place. Then, Gaya is a historical place and the birth of many great men who have contributed their mite, from this land. A Buddhist fair is held there and many foreigners visit this place but this place has not attracted the attention of the hon. Minister. My submission is that efforts should be made to complete this scheme as soon as possible so that the people's difficulties are mitigated. Not only that, if a bridge is constructed over the river near Raxaul on Indo-Nepal border, it will help in creating a bond of friendship and a cordial and conducive atmosphere between the people of India and Nepal.

Therefore, Mr. Deputy Speaker, Sir, through you, I would like to urge upon the hon. Minister to get this work completed. The hon. Minister has not yet paid any attention to the long standing demand of electrification of Jhars-Mughalsarai railway line. I demand that this electrification work should be taken up forthwith. I request the hon. Minister to be considerate to the demands and aspirations of the people of Bihar so that they are benefited. This is an old demand. Now, I would like to draw the attention of the hon. Minister through you, to the new schemes. The new schemes of Bihar are very important.

Mr. Deputy Speaker, Sir, you are aware of the coal industry of Bihar. There are many industrial sectors like Bokaro, Jamshedpur, Chhota Nagpur and Singhbhum area where large scale trading of coal takes place which keeps on increasing day by day. The Railways earn a lot of revenue from there by goods transportation but I think that the number of railway lines laid and other amenities provided there are too inadequate which cause huge losses. Therefore, I would request the hon. Minister to consider different schemes of railways sent by the Government of Bihar which I will read out here. The people of Bihar can benefit from these schemes.

Mr. Deputy Speaker, Sir, I would like to draw the attention of the hon. Minister towards electrification of railway line between Baramunda to Bokaro steel city and electrification and doubling of Chandil to Bokaro steel city line so that the material can be transported speedily. I would also urge him to solve the problems faced at Rajabera, the interchange point of Eastern and Southern Railway. The issue of converting the narrow gauge line of Jasmer into broad gauge for the purpose of doubling of Loya Silica Lime Stone track is also

pending before him. Mr. Deputy Speaker, Sir, through you, I would like to submit that if a very important scheme pending before him is completed, it will benefit all including the traders of the coalfields and the trading centre. The railway siding of the limited top coal washery should be constructed in the central coal field. The railway siding of Chitra colliery, Rajmahal colliery of Eastern Coal Field Limited should also be constructed. The rail line on the northern shore of Son river in Rohtas district should be expanded and an over-bridge should be constructed over the Son river in order to link Chhota Mesan station of Bhavnipur with the railway line in Garhwa district. The proposals to expand Lohardaga rail line, construction of Guwa-Manoharpur-Singhbhum and conversion of Lohardaga-Ranchi metre-gauge line into broad-gauge line under Dhori-Palamu scheme are also pending with the Government. Please implement them. Not only this, the production capacity of Rohtas Industries Limited, Dalmia Nagar which was initially 10 lakh tonnes every year is getting doubled and there is a scheme in this regard but it has been pending with the Government. So, it should also be completed. It will be very fruitful.

Mr. Deputy Speaker, Sir, through you, I would like to make a submission to the hon. Minister in regard to my constituency. You are aware that I belong to Patna, the capital of Bihar. A large number of people travel from Patna to Ranchi, Delhi-Calcutta, Madras and Bombay and also come from these places, especially a large number of people travel between from Delhi, the capital of our country and Patna, the capital of Bihar but they have to face many hardships due to lack of direct trains in adequate number. I had requested the Minister of Railways during the discussion on last railway budget also that there should be a direct daily Shatabdi train as such a train is yet to be introduced on this route. There is one train which runs only thrice a week whereas our neighbouring state has a daily West Bengal-bound Rajdhani Express from Delhi but for Bihar it runs only thrice a week which causes the local people several difficulties. I would like to submit that the hon. Minister of Railways should fix a uniform criteria for all the states because a dual policy creates agitation among people. The people of Bihar are really inconvenienced as they have to face a number of difficulties. The attitude of the Minister of Railways had been positive of late towards the people of Bihar and I hope that it will continue to be positive in the days to come and he will make efforts to provide Delhi-bound, Bombay-bound, Madras-bound, Howrah-bound direct trains from Patna to facilitate the local people.

[English]

MR. DEPUTY SPEAKER : Ram Kripalji, we have committed for five minutes. So, people are also watching how much time you speak.

[Translation]

SHRI RAM KRIPAL YADAV : I will conclude in a minute or two. There is a Railway Division in my constituency named Danapur where employees in large number live. But the condition of the railway quarters is very deplorable, thereby causing so many inconveniences to the railway officials and workers. I had drawn the attention of the concerned official in this regard.. (Interruptions)

[English]

SHRI AMAL DATTA (Diamond Harbour) : Is there any time limit?

MR. DEPUTY SPEAKER : We have committed for five minutes. It was agreed upon by every hon. Member.

[Translation]

SHRI RAM KRIPAL YADAV : I would conclude in a minute or two after putting forth the local problems of my area.

I have submitted to the hon. Minister to make efforts at his level to remove the difficulties being faced by the railway officials and workers so that they may lead a comfortable life.

I had submitted last time also that there is one railway bridge named Chiraiyaghat at Patna, the capital which links the northern and southern Bihar. This is a very old bridge and it is in a very dilapidated state. A proposal for widening it is pending with the Central Government. The widening work has been suspended. If it is widened then the traffic problem of Patna city will be solved to a large extent and the difficulties being faced by the local people will also be removed. On several occasions, the Bihar Government has requested the Ministry of Railways but no action has been taken so far. I want that the construction work of this bridge should be completed without any further delay.

Besides, though a large number of vacancies have not been filled up in D.R.M. office in Danapur, the candidates belonging to scheduled castes and scheduled tribes are not being appointed against these reserved vacancies. People are agitating in protest and they are staging dharnas and hunger strikes. I have assured them on several occasions. But they say that Calcutta has not given any signal. Since the vacancies are not being filled up, it is creating problems in disposing of work in the office and at the same time the candidates belonging to scheduled castes and scheduled tribes are not getting any employment. I would like the Minister of Railways to issue directions from here to provide employment to those candidates who are agitating there. There are other problems because the reservation office is located at only one place in our area. Patna city is inhabited by 15-16 lakh people but there is only one reservation office available for them. I would like that arrangements should be made to set up one more reservation office in Patna to facilitate the local public.

[English]

MR. DEPUTY SPEAKER : Chaureji, only five minutes, because there are hon. Members who would definitely raise objections.

[Translation]

SHRI ANNA JOSHI : You gave 15 minutes time to the hon. Member just now.

[English]

MR. DEPUTY SPEAKER : My dear Sir, I ring the bell. It is upto the hon. Members also to respond to the Chair. After all, we sit late hours and one may develop BP and other things. I do not want the involvement of such big risks.

[Translation]

SHRI BAPU HARI CHAURE (Dhule) : Mr. Deputy Speaker, Sir, I thank you for allowing me to speak. I support the railway budget and welcome and congratulate the hon. Minister of Railways. There has been a long-standing demand from a large number of people of my constituency that a new rail line be constructed from Manmad to Indore. The orders have been issued to conduct a survey of its small part, i.e., Dhule-Nardana rail line. I submit that a provision should be made in the budget to expedite the completion of this construction work because this is a very important rail line as this line links central and western rail lines. Nardana has been included under an industrial growth centre of the Central Government and for that, seventeen thousand and five hundred acre land has been acquired through which this rail line passes. If a new rail line is constructed for the proposed growth centre from Dhule to Nardana, then this line would help the development of the industry in the long run. This entire district is a tribal area. A new rail line is essential for the development of Dhule district. I submit that a provision should be made in the budget for the construction of a rail line after getting a survey of Dhule-Nardana rail-line conducted. Please provide a new Bombay-bound train from Dhule because Dhule is a district which has more than five lakh population. Please make arrangements to introduce a new train from Dhule as there is Panchvati Express from Nasik. If it is not done then it will be very difficult for the local people as only one bogey is attached to Dadar-Amritsar Express No. 1057 for travelling to Bombay from Dhule and as on now, there is one first class-cum-second class sleeper bogey, and one three-tier reserved bogey. The condition of the first class-cum-second class sleeper is very deplorable. As per the information received by me from the Ministry of Railways, the Central Railway has only five first class-cum-second class coaches and there is no provision with them to have new production. The old ones have 12 first class berths reserved for MLAs and 4 berths for MPs and other highly placed officials. There

is no drinking water facility and the doors also do not close. I demand that one first class-cum-second class, general and two, three-tier, bogies be attached. The existing three-tier bogie has 72 berths but sleeper facility is inadequate therein.

The marriage season is on these days and the public have to face many difficulties in travelling...*(Interruptions)* There is a central line from Suran to Bhusawal in my constituency. There is a railway station called Padse near village Naradana and bridge No. 294 is near it. An M.D.R. district road No. 24 connects Nandoorwar with Naradana via Berabud and Jalagaon. As there is no gate, all the vehicles have to pass below this bridge. The length of this bridge is only ten feet. The vehicles which pass beneath the bridge, run illegally and that is why the District Board people are unable to construct that portion of road. There is a one kilometer long Kachcha road leading to bridge from either side. The remaining portion of the road around it, is metalled. The Kachcha road, being unauthorised, has not been metalled. The vehicles get bogged on this Kachcha road. Therefore, there is a need to construct a gate near Padse railway station.

There is a quota of only four berths for 1077 Pune-Jammu-Tawi train from Dhule which is available upto Delhi only. I demand that this quota should be extended upto Jammu-Tawi. Attention should also be paid towards providing a stoppage to Howrah-Ahmedabad Express at Naradana station. I support the demand of doubling of Suran to Jalgaon single line track put by Rana ji because half of this line passes through Dhule district which is a tribal area.

60,000 bags of Sahada Sugar factory are loaded at Dodhaicha railway station. There is an urgent need for constructing a godown and a shed there. I urge that this facility be provided there.

I thank you for giving me an opportunity to speak.

SHRI ANNA JOSHI (Pune) : Mr. Deputy Speaker, Sir, it is after a lapse of two-three years that I am speaking on the Railway Budget today. After listening to what the other hon. Members have stated, I can only conclude that the whole transaction of the Railways has steeply deteriorated. Whether it is the financial position, the efficiency, the security, safety, cleanliness or a matter of taking some initiative, the hon. Members have to take up every trifling issue here. If the hon. Members have to raise and make very trifling points here during the budget discussion, then, I wonder, what is the whole department of Railways doing?

Just now, while the hon. Minister was intervening, he was saying that

[English]

these things need not wait for your budget speeches.

[Translation]

It implies that the officers of the department pay no attention to what we say to them. We want that the officers should perform their duties within the ambit of the rules and regulations provided by the Ministry. Mr. Ravindran is the General Manager of Western Railway. In connection with a tender, I had written to him that the particular tender was opened in 1992 and supply orders were placed but to a young entrepreneur who had the things readily available supply orders were not given. His reply comes in 1995, that it is good that I have reminded him but they have cancelled the tender. What is that tender about? You have taken a good decision of replacing the kerosene lamps so far used in the Railways with the batteries. The Ministry floated the tender for the purpose. This young entrepreneur submitted one which was passed. Accordingly, the entrepreneur manufactured the products for supply. But somebody in Delhi had to be obliged with this tender. Therefore, they passed it after three years. Recently, our technical committee stated that his specification were not upto the mark. What type of technical specifications are required for just a battery? They are going to change it. That tender has been scrapped. This will lead to the financial death of that young chap and somebody in the capital will pocket the tenders. That is, what is happening in the department and it is because of such preoccupations that they are left with little time to attend to other matters. Therefore, we have to raise petty matter here. My first request is that we should be invited to discuss the suggestions we make through our letters. We have no objection if we are not taken into confidence when we are unable to convince you but for three years...*(Interruptions)*

SHRI SYED MASUDAL HOSSAIN : Is it a part of the debate?

SHRI ANNA JOSHI : Of course, working of the Railways is a part of the debate. Are not you aware of it? This is why such petty and trifling matters are raised here.

My other point is that I visited Bangalore recently. What is the opinion of the Railways about the indigenous factories? How far have they contributed in the development of Railways, in manufacturing of carriages etc.? One fine morning you tell them that the Ministry was not going to procure coaches from them. What will the workers do there? The workers were there. The whole godown was full of products. Then, why was an order of Rs. 200 crore transferred to the Bharat Earthmovers all of a sudden...*(Interruptions)* I am open to correction. Just now, somebody was saying that instead of placing orders with the Railway Coach factory of Lucknow, the Ministry is placing orders with some foreign firm. My submission is that items which are not

available from indigenous factories may be imported but it is not proper to place import orders forcing the country's workers to starve.

My third point is about accidents. In my opinion, the name of Indian Railways should be mentioned in the Guinness Book of Records. There can be any reason for accidents. Recently, Indrayani Express ran like a bullet train on the entire Ghat-area without the driver. I raised a question here with regard thereto. The hon. Minister stated that an inquiry would be conducted and the House would be apprised of it. But the hon. Minister did not make any statement in the House. The coupling of the same Indrayani Express got broken a day before yesterday...*(Interruptions)*

SHRI C.K. JAFFER SHARIEF : You have raised it during the previous budget discussion. What is the need of repeating it? Is there anything new you have to add today?

SHRI ANNA JOSHI : I raised it because I did not get any response.

[English]

SHRI AMAL DATTA : He is not responsible. How can he respond? None of my letters has been replied by him.

SHRI ANNA JOSHI : He is not responsive.

[Translation]

With regard to a recent Udayan Express accident that took place in Yelhanka, the hon. Minister had announced that an inquiry would be conducted into it but the same has not been conducted. I am informed that no help reached the accident spot even after 3½ hours of the mishap.

22.00 hrs.

A couple from my native place was going to Bangalore for honeymoon. The wife breathed her last after three hours in the train. Who is responsible for this? Her husband gave his phone number requesting that message may be given to his family members but your officers did not convey the message. The phone number was subsequently given to the worker of a public sector unit of Bangalore who had gone there. The family came to know about the death of their daughter-in-law after 48 hours.

[English]

SHRI A. CHARLES (Trivandrum) : You are repeating whatever you have said earlier. Not a single word has been spoken about the Budget!

SHRI ANNA JOSHI : If you think so, it is all right. I am not pressing for it.

SHRI A. CHARLES : Even if there is a single accident we all feel unhappy. Statistics are given in the

Budget Speech that accidents are decreasing whereas you are repeatedly saying that they are increasing.

SHRI ANNA JOSHI : Who told you that accidents are decreasing. Accidents are occurring everyday.

SHRI A. CHARLES : You look into the statistics.

SHRI ANNA JOSHI : Their working is wrong.

SHRI AMAL DATTA : He wants to become the Railway Minister now.

MR. DEPUTY SPEAKER : We wish him best of luck.

SHRI A. CHARLES : Sir, I said even if there is a single accident we all are unhappy but actually incorrect statements cannot be made like this.

SHRI C.K. JAFFER SHARIEF : Sir, I would humbly submit that Members have the freedom to speak for the development of their State or constituency. Of course, this is a large system. I do not say that everything is perfect. There will be some drawbacks which need constant improvement. Problems can be pointed out so that the administration takes care of them. I entirely appreciate that. If they say that this is the election year, if they want to speak for development or if they want to speak only on this, it is up to them. They are free to speak and I am here to listen to them.

[Translation]

SHRI ANNA JOSHI : What I mean to say is that what is the reaction of Railway Department on these accidents taking place so frequently. If the hon. Minister and other hon. Members are reluctant to hear me, I resume my seat...*(Interruptions)* You are listening to me but your hon. colleagues are not.

[English]

On the trains Deccan Queen, Indrayani, and Pragati which are running between Bombay and Pune,

[Translation]

engines of goods trains have been attached and as a result, the trains are either running late or have been cancelled. The fares of super fast trains are being charged from the passengers but no proper arrangements are being made to provide engines for these trains. It is the duty of the Government to make arrangement for it.

I have written several times to the hon. Minister of Railways and Railway officials regarding development of Pune Railway Station but nothing has been done. Pune is the headquarter of Southern Command besides its being an industrial centre. It would be good if an independent division is set up there. The people of Pune, Western Maharashtra, Ahmedabad and Rajasthan demand that frequency of the Ahimsa Express should be increased from present one day a week to two or three days a week. This will be convenient to the passengers.

[English]

Sir, there should be a direct train between Pune and Howrah. There are nearly one-and-a-half lakh Bengali families in Pune and surrounding areas for whom I am making this demand.

[Translation]

There is a prestigious train running between Narel and Mataram but it has no good engine. The Kirlosker firm has promised to manufacture the engines but it does not suit Railway officials. Tourists often visit this area. The distance between Narel and Mataram can be covered in two hours, but it takes 14 hours at present. This is not a good sign. Therefore, I request the Government to look into this matter.

So far as concession to the players is concerned, the Government has given this facility to players like Kapil Dev who usually travel by air. Instead of giving better facilities to sportsmen, the Government is curtailing them. In my opinion, players should be given concession in train journeys on the basis of sports too.

Punatamba is situated between Aurangabad and Manmad and Rotegaon is between Manmad and Pune. The distance between these two places is 12 or 13 kilometres. If both the places are linked, the distance between Aurangabad and Pune will be reduced by 91 kilometres and the journey will take less time. We have already pointed out this fact and the Government should think over this also.

If Karjat and Panewal are linked, the excess load on trains running between Bombay and Pune will also be lessened and a vital link will be established from the security point of view. Therefore, the Government should pay attention to it.

With these words I thank you for giving me an opportunity to speak here.

[English]

SHRI A. VENKATA REDDY (Anantapur) : Mr. Deputy Speaker, Sir, I rise to support the Railway Budget presented by the hon. Minister of Railways for the year 1995-96.

MR. DEPUTY SPEAKER : We have already decided that you will be given five minutes' time. If everybody starts speaking for ten minutes or fifteen minutes, then what is the use of my ringing the bell? It does not give a good signal. Therefore, it is better to stick to the relevant and very important points of urgent public importance so that the hon. Minister can look into them immediately.

SHRI A. VENKATA REDDY : This Budget is a people-oriented Budget which has been prepared keeping the poor people in mind. I represent Anantapur Parliamentary Constituency which is in Rayalseema region. It is a most backward area. In the year 1992-93,

sanction was accorded for conversion of metre-gauge track from Secunderabad to Dronachalam into broad-gauge and of laying new track from Gooty to Pendikallu. The work of conversion into broad-gauge was done well up to Mehaboob Nagar and now the process of conversion has fallen into cold storage.

All this transshipment of passengers takes place at Mehaboob Nagar at about 2.30 a.m. and at 10.00 p.m. This is causing a lot of inconvenience to the passengers, consequently, many passengers - women, children - with their luggages prefer to travel by bus or by some other means.

In 1994-95, Budget a meagre amount was allotted and as such there has been no progress in the work. The work of laying down new track between Gutty and Pendikallu is yet to begin. If the gauge conversion and laying down of new lines are completed, it will be highly helpful for the passengers from South to reach Delhi in a minimum time. The period left to complete the term of the present Government is very short and I request the hon. Minister to kindly bestow his personal attention to see that the gauge conversion of Mahaboob Nagar-Dronachalam line is completed on war footing and a new track is laid between Pendikallu and Gooty. This step will immortalise you in the minds of the people of this region and opening a new line will help the passengers from South bound to North.

Sir, Guntakal is a very important station on Bombay-Madras line and it is the divisional headquarters. It can be said that it is one of the largest divisions of the railway network. The traction shed for electric engines was sanctioned for Guntakal and some money was also spent for initial work in this regard. Guntakal is a very convenient place as it is a big junction connecting Bombay, Madras, Bangalore, Delhi etc. There is a proposal to shift this traction shed to Hubli in Karnataka. I want to mention that this shifting is not proper and the sanction should remain at Guntakal only and must be completed early. Shifting of the shed to Hubli will result in financial loss to the Railways. It will cause inconvenience to the people of Guntakal and it will be a great injustice to the people of the area if the shed is shifted to Hubli. The traction shed should not be shifted from Guntakal.

Sir, the present broad gauge line from Bangalore to Gooty was laid in the year 1983 and since then the freight and fares are being calculated on inflated mileage which is working out heavy drain on the Railway administration and strain on the rail users. This phenomenon is found only in this line. Newly laid Bibinagar - Nidikudhi and other lines in South-Eastern Railway are not subjected to similar treatment. It is nearly 13 years since the line is commissioned and charging on inflated distance is only a partial treatment for the backward areas. This should be stopped forthwith. This has the reference of the Railway Minister's assurance in the Parliament.

Ananthapur being the district headquarters with a population of three lakhs and having University and a number of colleges, the reservation counter must be computerised. The Railway station must be modernised at an early date.

[Translation]

SHRI BARHMANAND MANDAL (Monghyr) : Mr. Deputy Speaker, Sir, through you, I would like to draw the attention of the Government to the problems of my constituency. I oppose the Railway Budget, 1995-96. Once Jamalpur used to be the biggest railway factory in Asia. About twenty two thousand workers used to work there. Steam engines used to be repaired and several spare parts manufactured there

It had 32 branches then, but at present only 10 thousand labourers are working there. In 1994, tenders were invited for tower car both from Private Sector and Public Sector. The Jamalpur factory and Private Sector companies submitted their quotations for it. The Jamalpur factory quoted Rs. 58 lakh per tower car whereas a Bangalore based company quoted Rs. 70 lakh per tower car. Thus, the quotation of the Bangalore based company was Rs. 12 lakh more than that of Jamalpur factory. Despite that, this company is being awarded the contract. When Public Sector Company is ready to work and complete it in time, then why does the Government not award contract to it?

22.16 hrs.

(Shri P.C. Chacko in the Chair)

SHRI C.K. JAFFER SHARIEF : Would you please send me the details of that Bangalore based private company?

SHRI BRAHMANAND MANDAL : I have sent the details once. The version of the hon. Minister gives the impression that the Jamalpur factory will bag the order. Now a days, the Government surrenders high level posts. I, therefore, request the Government to give permanent work to Jamalpur factory. It should be given the work of manufacturing electric engines, P.H.Os., and coaches. The Railways earns the maximum revenue through passenger fares. For this, coaches are required in large number. The Government claims that existing coach factories are sufficient to meet the demand of coaches, whereas the train passengers fail to get the reservation.

Mr. Chairman, Sir, I would like to draw the attention of the hon. Minister to the construction of a bridge on the Ganga river flowing between Monghyr and Khagaria. During his visit to Monghyr in 1952, Pandit Nehru had assured construction of a bridge on the Ganga. In the course of her electioneering in 1971, there, Shrimati Indira Gandhi had also assured to build a bridge on the Ganga there. When Shri Rajiv Gandhi became the General Secretary of the Congress Party,

Shri Chandrashekhar Singh was the Chief Minister of Bihar. Shri Gandhi had announced in the Polo Maidan that a bridge will be constructed there. Our Bihar Chief Minister had also given similar assurance. Promises have been made since 1952 till date. The State Government says that the Union Government will construct the bridge. Whereas the Union Government says that the State Government will accomplish this task. If both the Governments are reluctant to construct the bridge, which other Government will come forward to do this work? So, I was compelled to observe fast unto death from the 25th October to the 7th November. The Deputy Chairman of the Planning Commission stated that the Planning Commission will complete this work. He gave in writing that it will be included in the annual Budget for the year 1995-96 and its proposal will be sought from the Government of Bihar. It was told that the Ministry of Railways and the Ministry of Surface Transport have agreed to fund this project. Railways have agreed to it. When I wrote to the hon. Minister, his Private Secretary replied that the Planning Commission had approved it and they also agreed to it, but there was shortage of funds. Since the Planning Commission has approved it, where does the question of financial crunch arise? The hon. Prime Minister is the Chairman of the Planning Commission and Shri Pranab Mukherjee could not have given in writing unless the hon. Prime Minister had permitted him to do so. Therefore, I would like to submit to the hon. Minister that the promises made by various leaders, including the leaders of freedom movement have not been fulfilled.

Now I would like to draw your attention to some problems of my area. Jamul is a district headquarter. Only the Toofan Mail stops at this station, whereas the Purva Express, the Danapur Express also pass through this station. I want that these two trains also should stop there for one minute each. Earlier, the Upper India Express used to come to Delhi. It had its stoppage of Dharhara. This train has been cancelled. Many people have launched agitations to restart it. I also demand that the Vikramshila Express should also stop at the Dharhara station for one minute.

All the points raised by hon. Members of Parliament from Bihar here are correct. I, therefore, submit that when bridges can be constructed at every 50 kilometres distance on the Ganga in Uttar Pradesh, where the area of the Gangetic terai is 1000 kilometres, at least, ten bridges should be constructed in Bihar, where it is 500 kms.

But only three bridges have been constructed so far in my area. The fourth, with the assistance of the World Bank is under construction at Bhagalpur. We are asking for the fifth bridge at Monghyr. I think that the hon. Minister would pay attention to what the first Prime Minister and the leader of the Congress Party Pandit Jawahar Lal Nehru ji had once said. He had said that

there should be a railway bridge to connect the Northern-Bihar. I hope that in the coming years, he will try to fulfil this promise.

[English]

MR. CHAIRMAN : Dr. Kartikeswar Patra - Absent.

Shri Rajnath Sonkar Shastri - Absent

Shri Nandi Yellaiah - Absent

Shrimati Bibhu Kumari Devi - Absent

Shri Mohanlal Jhikram - Absent

Shri Manikrao Hodliya Gavli - Absent

Shri N. Dennis - Absent

Shri S.B. Sidal - Absent

Shri Dharampal Singh Malik - Absent

All these Members who are absent will not be speaking again. That is why I am calling their names.

Dr. R. Mallu.

Dr. Mallu, can you give time to the lady Member? She wants to go a little early. That is how we have to accommodate everybody.

DR. R. MALLU (Nagar Kurnool) : Yes, Sir.

AN HON. MEMBER : Sir, there are two lady Members. Let us give a chance to both of them. Otherwise it will be discriminatory.

[Translation]

KUMARI SUSHILA TIRIYA (Mayurbhanj) : Mr. Chairman Sir, I would like to thank you for giving me an opportunity to speak. I had also spoken on the Railway Budget last year and had drawn the attention on the Railway Budget last year and had drawn the attention towards the fact that for my Constituency, particularly for my district, Mayurbhanj allocation made in the Railway Budget is not sufficient. While supporting this Railway Budget, I would like to submit few points.

Mr. Chairman, Sir, the facilities provided in this Railway Budget by the hon. Railway Minister should be improved. I have been demanding for many years that the narrow gauge and meter gauge lines in my district, which have been there since British period should be converted into broad gauge. My submission to the hon. Minister is that he should hold a meeting to take up the task of conversion. My district is a tribal district, where the children have never seen a train. At least, they will derive satisfaction that after so many years their demand has been acceded to and for that they would be thankful to the hon. Minister. Sir, the second problem of my constituency is that a train, 8189 Tata-Bokaro Express remains idle at Tata Nagar for one day. This is my adjoining district. My constituency is very backward and far behind so far as the matter of railway facilities is concerned. When I started speaking on this issue, my

name was also far behind even then you have asked me to speak. Therefore, my submission is that 8189 Tata-Bokaro Express reaches Tata Nagar at 12 O' clock and it departs from there next day at 3 O' clock. There is a narrow gauge railway line which goes upto Badampahar Rairangpur. If this train is extended upto that point then our district will be benefited. Secondly, the outgoing passengers at Rairangpur have to go to Tata Jamshedpur to board the train. They do not get reservation in Tata Express. Therefore, 8 to 12 seats should be provided in Purshottam Express, instead of Tate Express since the people of our area like to travel by Purshottam Express. My other colleague was saying that a stoppage of Tata-Patna train should be provided at Rairangpur or Badampahar. My district is at two-three hours run from there. The train, which remains idle at Tata Nagar should be extended upto Rairangpur and Badampahar so that it may convenient for the people.

Despite our demand, a stoppage has not been provided to Rajdhani Express at Balesar. If this train stops there even for only two minutes, the people can get the facility of getting down from the train there. There is no facility of reservation in my district. A special reservation facility should be provided there. The hon. Minister has given a proposal of conversion of metre gauge of Krishnachandrapur into broad gauge. My submission is that at the time of conversion of that line into broad gauge, attention should also be paid towards the improvement of Krishnachandrapur station. Once an accident occurred there in which some people were killed.

I would like to congratulate you for providing the facility of family pension to your employees. From the point of security of the railway passengers, you are making available the walkie-talkies to the drivers and the guards. I would like to congratulate you for it. Besides, you deserve congratulation for providing 50 per cent concession to the candidates going to attend the interviews.

A Puri-Ahmedabad train is likely to be introduced. Please extend the Hawrah-Rourkela-Jharugura train upto Balesar, which is close to my Constituency. I would like to congratulate you for setting up the Railway Welfare Board. The children belonging to the Scheduled Casts and Scheduled Tribes should be given special attention therein. They do not get the desired facilities and they also do not get the benefits in recruitment, which they otherwise should have. Therefore, special recruitment should be done under Railway Board and the Department should check whether it is being implemented actually or not.

There are so many tourist spots in Orissa. A special tourist train, like 'Palace on wheels' Train of Rajasthan, should be introduced in Orissa also.

In nutshell, I would like to support both the Railway Budget for 1995-96 and the supplementary demands of grants of the railway for the year 1992-93.

SHRI RAMPAL SINGH (Domariaganj) : Mr. Chairman, Sir, I rise to speak on the Railway Budget. Regarding conversion of Gorakhpur-Siddharthnagar narrow gauge railway line into broad gauge in my Parliamentary Constituency, I had been meeting the hon. Railway Minister during the presentation of Budget and after that continuously for the last three years. Last year, the hon. Minister informed me that conversion of Gorakhpur-Gonda railway line would be done during that year under Action Plan and that report would come from G.M. Railways, Gorakhpur and when that comes the work will be started after getting clearance from the Planning Commission. But that work is yet to be started.

District Siddharthnagar is adjacent to Nepal border. As there is no broad gauge line, there is no industry. All food articles meant for this district are received at other railway stations and thereafter transported through road from Basti to Siddharthnagar. Whenever the shortage of foodgrains occurs, the people of Basti stop the share of this district and thus this district has to suffer. The development of the district is impeded due to non availability of broad gauge line. I, along with several other MPs of Eastern Uttar Pradesh had requested Hon. Minister in writing and the Hon. Minister had also informed us in his letter that its first phase has been included in Action Plan. Its report has been received and the Government will start the work in coming year after getting clearance from the Planning Commission. I request the hon. Minister that first of all the work of converting the Gorakhpur-Gonda metre gauge railway line into broad gauge should be taken up, so that this area may develop. In 1979 a survey was conducted in the same area for a new railway line from Dohrighat to Balrampur via Sejanvan. Even after lapse of 15-16 years, the work has not started. Last year, I had asked a question in Parliament in this respect and in reply to that question, it was stated that the return of this line would not be gainful. If return is the criterion of development for that area, it will never develop. I, therefore, request the hon. Minister that a railway line between Dohrighat and Balrampur be laid immediately.

A train runs between Manakapur and Katara and Saryu river falls between Ayodhya and Katara. This area would be connected directly with Ayodhya, if a bridge is constructed at Ayodhya over river Saryu.

Gorakhpur is the headquarter of East-North Railway and an important city of Eastern Uttar Pradesh. There is no direct train for Delhi from there. All trains come via Bihar. It has been demanded time and again that at least one train should be introduced for Delhi. The trains, which come via Bihar remain already over crowded and usually passengers sit on the roofs of trains and people of this area cannot board the train. The hon.

Minister can confirm this fact by sending somebody that the number of people travelling on the roofs of the trains is more than the number of passengers sitting inside, specially at Gorakhpur and Basti. When this train reaches Lucknow, the RPF and CRP personnel compel them to get down by welding their lathis and say that a bridge and electric line will come next and they will die. Therefore, it is essential to introduce a new train between Gorakhpur and Delhi. As the Intercity trains are running between Banaras and Lucknow, Allahabad and Lucknow, Pratapgarh and Lucknow, in the same way, earlier an Inter-city train was plying between Gorakhpur and Lucknow but it was withdrawn last year. As a result thereof, there is no train from Gorakhpur in wee hours at present. Kochin Express, which comes from Hyderabad, never comes in time and thus there is no train for Lucknow for the people of this area. There is a train plying between Katihar and Lucknow but the people do not know much about it as sometimes it comes late by six hours and sometimes by seven hours. I, therefore, request the hon. Railway Minister to reintroduce the Inter-city Express which was previously running from Gorakhpur so that the daily commuters of my area may be facilitated.

In the same vein, I would like to state that earlier my district Siddharth Nagar was a part of Basti district and was called Naugarh. A new district was formed sometime ago after dividing Basti. But in the map of Railways and other documents, the name of Naugarh is still there. If someone coming from outside asks for a ticket for Siddharthnagar, he will not get that ticket. I have made several requests to the hon. Minister for changing the name of my district as Siddharthnagar so that people coming from outside do not face difficulties. It should be known to all that the name of our district headquarter has become Siddharthnagar and there will be no difficulty to any body.

I have written a letter to the hon. Railway Minister on the very day of presentation of Railway Budget this year because hon. Mr. Speaker has issued directive to this effect that every Member should send his problems in writing to the hon. Minister. The Minister will call them to discuss their problems. But neither the hon. Minister has taken any action nor called me for discussion on the issue, so far as my case is concerned.

Sir, in my budget speech, through you, I request the hon. Railway Minister to pay attention towards the gauge conversion of Gorakhpur-Gonda loop line and it should be completed at the earliest. There are no sheds on several railway stations on Gorakhpur-Gonda loop line and the passengers have to wait in the sunshine. I request the hon. Railway Minister to make arrangements for constructing sheds at 'Chillya', 'Uska' and 'Parsa' etc railway stations so that passengers could be facilitated. Apart from it, there is lack of the public amenities like drinking water, toilets etc. at railway

stations falling in my area. No boggy in any train plying on this line is equipped with all facilities. If there is no light in one compartment, in other compartment, there is no fan. I request that necessary arrangements of light, fans and toilets etc. should be made to facilitate the passengers.

Besides this, I would like to state that there is no reservation quota in the trains running through my area. There may be some provision of reservation in narrow-gauge railway line but not on broad gauge lines. People living near the stations on broad gauge line have to go either to Gorakhpur or to Gonda for reservation. I demand that reservation quota on stations falling in my area should be increased. There is provision for reservation of only two berths in AC sleeper 2nd class from that railway station while there are 3 or 4 MPs belong to that area. Whenever we all have to come together, we do not get reservation. I request the hon. Minister to increase reservation quota in Vaishali, Bombay V.T. and Golaknath trains so that people of that area may be facilitated.

There is only one overbridge in eastern side at Basti railway station. When people have to cross railway lines, they have to walk long distance because there is a yard in between the Western and Eastern side of the stations. I, therefore, demand that an overbridge should be constructed at Western side of the station so that the passengers may not feel any difficulty in crossing railway station.

I have submitted my Cut Motions on the Railway Budget. I request the hon. Railway Minister to give reply to all the points raised, and Cut Motions put forth by me. If it is not possible, at least we should be given written answers so that we could know Government's opinion on these matters. For the last three, four years I have been drawing the attention of Railway Minister about the shortcomings of Railway budget but no action has been taken so far. Sir, I thank you for giving me an opportunity to speak.

[English]

DR. R. MALLU (Nagar Kurnool) : Respected Chairman, Sir, I rise to support the Railway Budget presented by the hon. Railway Minister. I support the Railway Budget, because it is the best balanced budget which has taken care of all the aspects and the impact of the things after the presentation of the budget. Basically, I want to convey my thanks to the hon. Railway Minister for having allotted more funds to the State of Andhra Pradesh in the last year's budget and also in this budget. I also thank him for introducing more trains, for providing workers' participation in the management and also for giving new lines to the State of Andhra Pradesh.

Sir, when it comes to my parliamentary constituency, I have been requesting the Railway Minister for the last

three or four years regarding a new line which passes through my parliamentary constituency, Nagar Kurnool, starting from Raichur to Macherla which has been pending for years. Recently, I have received a letter from the hon. Railway Minister saying that this railway line is getting surveyed by the concerned authorities in South Central Railway. The same answer was given in last year's budget also that this is under survey and this will be taken up when the survey report is submitted to the hon. Railway Minister. This request was made not only by me, but even before my coming to Parliament, the former Member of Parliament from this area was also asking for the same line. This is a backward area where there is no development, because there is no communication in this area. Now, I request the hon. Minister of Railways to get the survey report immediately and sanction this new line which is very much essential to this area. I request the Railway Minister to provide some funds so that the work can be initiated and the final budget can be allotted afterwards. This line may kindly be taken up as a special case this year itself.

Sir, from Vikarabad to Krishna, a new line is proposed which is also under consideration for survey. I request the Railway Minister to take up this new line quickly which goes from Vikarabad to Krishna. This line may also be taken up in this year's budget itself. I request the hon. Railway Minister to allot some funds for surveying this line.

Sir, regarding the reservation policy which is implemented in the Railway Ministry, I want to convey my thanks to the hon. Minister of Railways for implementing the reservation policy for the Scheduled Castes and the Scheduled Tribes throughout India. When compared to the other Ministries, the Railway Ministry is one of the best Ministries where they are implementing the reservation policy for the Scheduled Castes and the Scheduled Tribes. As I happen to be the President of the All India SC/ST Railway Employees Union, I have been representing many cases of SC/ST railway employees and the hon. Minister was kind enough to solve a number of problems of the SC/ST employees. He has also given a record number of accommodation to SC/ST employees throughout India. I request the Railway Minister to call a meeting of the SC/ST railway employees for hearing about their problems and solve them. In future, I request the hon. Minister to give a direction to the concerned authorities to take up the backlog and fill up all the vacant posts which are reserved for the Scheduled Castes and the Scheduled Tribes. In the last year's budget also, the hon. Railway Minister had promised that he would fill up all the backlog of SC/ST posts.

Sir, I am happy that at least in this year's budget the Railway Minister has not increased the fares of Second Class and First Class (Ordinary). He has also not increased the freight rates for the PDS and all the

essential commodities are exempted from the freight hike. This is really helping the common man, as this is not going to increase the prices.

I also want to bring to the notice of the Railway Minister that all these years the Ministry of Railways is concentrating more on the facilities in 1st Class and 2nd Class AC. They are not concentrating on 2nd Class passengers. Hence I request the Railway Minister to concentrate more on providing facilities in the second class.

An acceptable hygiene level should be maintained in the compartments and also in the Railway stations. There is an acute shortage of drinking water in the trains as well as at the small Railway stations throughout Andhra Pradesh. During summer, the passengers suffer for want of water. Drinking water has become a big problem, especially at the small Railway stations. I would request the hon. Minister to see that water is available at all the Railway stations.

As regards new trains, I request the hon. Minister to provide one new train from Hyderabad to Bombay during day time. Already there are trains from Hyderabad to Bombay during night time. But there is no train during day time. There is a train from Hyderabad to Bangalore which starts at 6.00 p.m. from Hyderabad and reaches Bangalore at nine o'clock. This train is supposed to be an express but it runs like a passenger. I would request the Railway Minister to see that this train runs like an express rather than an ordinary train. One train is required from Hyderabad to Tirupathi which will carry the pilgrimages from Hyderabad to Tirupathi regularly in addition to the existing trains.

While supporting the Railway Budget, I hereby conclude my speech.

SHRI AMAL DATTA (Diamond Harbour) : Sir, a speaker before me had said that the Indian Railways are the biggest under the single management in the world. Well, I do not know so much about the management of the other Railways which are bigger than Indian Railways. Maybe, they have got several managements. I do not know. But it seems to me that Indian Railways certainly are the biggest mismanaged concern in the world. One very good pointer to that is the fact that MPs have to spend one or two days allotted for discussion on Budget of the Railways to bring their local problems to Parliament. For, there is no other effective forum of the Railways where the MPs could have brought these problems. These are not the problems to be aired in the national forum and when we had only one or two days to spend in a whole year in discussing Railway general problems. Why is it happening? It is happening because all the feed-backs which the Railways earlier had devised - have been given a go by. No more are there meeting of the zonal Railway committees. No more are there effective meeting

at divisional stage. That is why, people have to stay till one o'clock or two o'clock at night to air their grievances as they feel that they must air the grievances of the people whom they represent somewhere. This is the only forum which they have got. Is this the character of a concern which is well managed? This is that kind of thing, you know, is going on; they are unnecessarily saying something good because some MPs may be wanting something for their constituencies from the Railways.

There is no other way. This is what happens in the Railways generally. It is business also. The way the Railways are carrying on their operations, it is known to everybody doing business or wanting to do business with the Railways that unless money passes under the table, they cannot get any contract. And the people have become so nonchalant that they will say their bosses or even higher ups take the commission. Railways have got a very bad name. I am a lawyer and many people who do business with the Railways come to me and they frankly say how they do business with the Railways. I know. This is, of course, not something new, not started in this regime of Shri Jaffer Sharief. It has started earlier, but it has grown in proportion. Now, for everything, even for the smallest item, the business has to be secured by these means. And in the case of bigger items like ABB Loco and all that, we know what is happening or at least we can guess very well as to what is happening because the Railways had entered into a contract for something at double the price of what they had earlier contracted, one year ago. Various people say many things; it cannot be repeated in Parliament. But we have our own estimate of what is happening in the Railways in the bigger sphere, whether in importing these Locos or importing other used up wagons from some country or placing orders for wagons in such a way that some people benefit, some companies benefit so much more that there is no way than thinking that there is something underhand going on.

Sir, let me come to some of the mundane problems with which I am, unfortunately, associated for quite some time. I have written a number of letters to the Railway Minister on these problems and I have never got a reply or a satisfactory reply; at best, the reply would be 'that this is being looked into' and nothing more than that. The problems concern the Calcutta suburban railways, the Metro Railway and the Circular Railway. All these add up to the daily passenger who comes to Calcutta for their livelihood and they go back daily. They are the people who keep the Calcutta's congestion down by themselves undertaking the suffering by travelling for one or two hours in these crowded, congested trains, thereby they are putting themselves in peril their health and their welfare, even their mental faculties. I do not understand how they can retain their mental faculties after such journeys arduous, strenuous in all sorts of ways. I think that if the Railway Minister

could be put through such journeys for seven consecutive days, he will be a changed man. And only one Railway Minister had gone to see the condition of this suburban railway. That was a long time ago. I think it was Guljari Lal Nanda whom Jyotirmoy Basu had taken to see the condition of the passengers in Sealdah Railway Station.

Sir, this is unthinkable, unimaginable and despicable that this has been allowed to continue for the last thirty years or more. Now, it has grown, it has become worse. And what are these people doing? Day-in-and-day-out, they are singing their own praise. Sir, it is inhuman. Now, they are turning a deaf ear to any suggestion for improvement. I am myself associated with these Urban Passenger Associations. I have gone there, I have taken my colleagues from the Association, but not a single suggestion has been taken or acted upon.

Sir, infrastructure expansion has not taken place since 1960 for a city like Calcutta which has grown twice its size.

23.00 hrs.

The population coming and going out has grown. The railways are showing that it is adequate. They say that eight lakh passengers come in and eight lakh go out. I am sure the figure is at least two or three times. There is no doubt about it because they do not have any statistics. I have gone and counted in a suburban train standing in a station as to how many passengers there are and what is in the record of the railways.

In fact, there was some talk on the BJP side that Calcutta suburban railways make a loss of Rs. 200 crore. That is the statistics they are dishing out. Why is this happening? If at all this is happening, first of all I deny this is happening because their accounts are all fabricated. The allocation of costs are not properly done in a scientific way. Then what happens is that the people cannot buy tickets because ticket counters are closed most of the day. There is no arrangement for collecting tickets. The Ticket Collectors have been done away with. On the other hand, there are some important stations like the Sealdah Station where they have got a gang of hooligans operating in the name of some society. They are supposed to be helping for collection of tickets and every day these people start some kind of anti-social activity, some hooliganism and every day there is law and order problem and yet the railways have not dispensed with their services. We told them again and again to do away with this. But they have not done this.

This is a funny situation that the railways have invested in the Metro railway. Up to now, about Rs. 1,200 crore are invested and more money is going to be invested. What is the result? Metro railway is making a loss and only about 60,000 passengers are being

carried a day whereas the estimates perhaps was to carry three lakh passengers. Why is this happening? They do not even apply their mind to find out why it is happening because there is no linkage between the Metro trains and the surface transport. There is no feeder service. The centre of population is shifted over the planning period of Metro railway in the early 70s or in the late 60s and now nearly 30 years have gone by. They should have extended the Metro railway, not under the ground but over the ground for at least 5 km. We have been asking for it. Every time that we get an opportunity, we say that it should be extended from Tolly Gunge to Garia. But nothing has been done. Railways are making big loss. It will be bigger when it is completed because they are not making and they will not make a proper arrangement. Everywhere in the world wherever there is underground train like this, as soon as it comes to the surface, it is taken on the surface for several kilometres or miles more so that they can gather passengers from a large hinterland. That they are not doing. So, this is the extent of management they are showing us.

The other railway in Calcutta is the Circular railway which is the result of an election gimmick. It was there earlier. It was revived by a great stalwart of a Minister. The Minister is not here. He is Minister's predecessor, a great stalwart and heavy weight Minister also. He started that. But it is still at that stage where it was started in 1984. The railways have not been able to double the line. The railways have not been able to run more than five or six trains in a whole day in that line. If it can be properly run, then a substantial part of the Calcutta problem will be solved. This railway line should be connected to the port area. Railways have not made any effort to approach the surface transport railway to get the necessary land to connect it up. They are not putting any effort at all to solve any of the problems and that is the management's ability.

The railways have been increasing the fare. The passenger fare and particularly the commuters monthly ticket has been increased steeply thereby they are acting in a manner which is contradictory to the national policy of decongesting the cities. If the cities are decongested, naturally people have to live outside and come to work and, therefore, railways cannot increase the fare and put the burden on them. Now, why is it doing it? It is doing it because the areas of profits from where it could get more surplus are dished away to other people.

MR. CHAIRMAN : Please wind up now.

SHRI AMAL DATTA : For how much time have I spoken? I think I have taken two minutes or five minutes.

MR. CHAIRMAN : You have taken twelve minutes.

SHRI AMAL DATTA : All right. I want two minutes more. What are the Railways doing in spite of having the electrification of railways? The suburban lines are

all practically electrified. Even the Golden Rectangle or Golden Triangle whatever it is called, this is all electrified now. That is the most efficient means of traction. In spite of getting that, the Railways are not carrying the most profitable general merchandise which is the high freight-paying traffic and pushing it on to the road thereby giving enormous profit to the road transport and themselves suffering losses, not losses at least in a cargo traffic but cargo and passenger traffic put together, they are not able to make a good profit to be able to invest money. Of course, there is corruption and through corruption, a lot of leakages take place. If this cannot be put an end to, the Railways will not be able to survive long in the competition which the roadways are offering to them.

Coming to my constituency, I want to make one or two points. There is no time.

MR. CHAIRMAN : I do not think you have time.

SHRI AMAL DATTA : There has been a long demand for a railway line in Bengal. It is still there. It was started in 1960s. It is the Budge Budge-Namkhana railway line. For a very arbitrary reason or no reason at all arbitrariness cannot be a reason - the Railways had started a part of that line but not the part which would have really brought some profit to the Railways. It is a very funny situation. I am not saying that that part which they have undertaken should not be done. It should be done. But the entire Budge Budge-Namkhana Railway should be connected up and they should try to take up the work as soon as possible.

Sir, in answer to a question which I asked, the Railways said that the Planning Commission has not approved it at the time when it was posed to the Planning Commission for want of resources. Now, the Railways only have to have resources. They are not saying that it is not a viable line. It is a viable line. They are taking up unviable portion of the viable line but not the profitable portion. They should take it up. All these suburban railways, particularly in the South Section which is in my district, are single lines. Most of it is single line. We have demanded that there should be double line. Otherwise, commuter service has no meaning. If a person starts in a train, if the train stops mid-way for half an hour to allow another train to pass, there is no point in a commuter service. For this, they say that a lot of money will be required and therefore they cannot take it up and that lot of money may be Rs. 10 crores or Rs. 12 crores or Rs. 15 crores whereas they do not mind spending thousands of crores for this gauge conversion. I do not understand how many people are going to benefit by this gauge conversion and compared to them, how many people will benefit if the suburban services are upgraded. There is no calculation of this. They deliberately do not make the calculation. That is again another illustration of their good management!

Sir, I thank you for giving me the opportunity. I conclude.

SHRI A. PRATHAP SAI (Rajampet) : Sir, I thank you for giving me this opportunity. I rise to support the Railway Budget introduced by the hon. Minister Shri Jaffer Sharief for the year 1995-96. Almost all the Members have given suggestions for country-wide further development of the railway network and particularly from my State, many of the colleagues have given constituency-wise details. I hail from Andhra Pradesh. So, I would like to give some of the important suggestions to be taken up by the Railway Minister.

You are well aware that Andhra Pradesh, with a strong agro-base, with rich mineral and forest resources and long coastal line which will promote increased industrial activity and export, has only 18.26 KMs. of railway route per 1000 Sq. KMs, which is a crucial infrastructure for the economic development.

This is much lower than that of Tamil Nadu (30.86 kilometres/1000 square kilometres) and Kerala (25.23 kilometres/1000 square kilometres). As per the admission of the Railway Minister in the Budget speech, the demand for rail transportation is bound to grow rapidly due to increased agricultural production and industrial growth in the years to come. I request the hon. Minister to provide adequate Budget to equalise at least kilometre-wise when compared to the adjacent States of Tamil Nadu, Kerala and Karnataka.

I would like to bring some of the most important works to be taken up in Andhra Pradesh particularly the doubling of line, electrification and bridges which are to be constructed. In this connection, I would like to mention particularly two junctions Renigunta-Guntakal. For doubling the track Gudur-Renigunta (84 kilometres), Renigunta-Guntakal around 300 kilometres, the patch doubling work of balance sections is to be expedited to facilitate the speedy movement of coal to Muddanuru Power House and export commodities to Madras port like the rich minerals like Iron ore and limestone. Guntakal-Wadi is another line which needs doubling the track. It is approximately of 150 kilometres.

About electrification of Vijayawada-Visakhapatnam line including Samalkot-Kakinada branch line, it is mentioned that against an estimated cost of Rs. 169.25 crore, Rs. 20.31 crore has been spent upto 1994-95 and Rs. 72.98 crores has been allocated in the budget for the year 1995-96. Also the Gujral Committee recommended the electrification of traction between, Renigunta-Guntakal-Hospet which needs to be pursued. Here again, I would like to bring to the notice of the hon. Minister that the railways are getting approximately Rs. 250 crore annually only from Guntakal junction on a single track. If they extend the doubling of track, then the profit also can be doubled. It can reach approximately Rs. 500 crore. Likewise if they extend it as the Gujral

Committee recommended and if the doubling is completed. If the electrification is completed between Renigunta to Guntakal and Guntakal to Hospet naturally every source, almost 22 wagons are passing everyday in between these two junctions. I request the hon. Minister to give importance particularly to this junction. It is a backward area and the most backward area in the Rayalaseema region.

In regard to amenities, there is no water at all for drinking purposes. Earlier they used to pump it out from the nearby rivers whereas they are transporting water by oil tankers. It is not good from the health point of view. Therefore, I request that permanent measures should be taken in this regard. I request the Minister that in the coming years, it will be very difficult as water is the main thing and hence much importance has to be given to water.

About computer reservation, as I heard from the officials, only after crossing 300 reservations, then only the district-wise computer reservation will be provided whereas I request the Minister to provide it in all districts headquarters. If they provide this computer reservation system, then I think, they can cross 300 reservation and they estimate.

In regard to passenger trains, as requested by many, he is kind enough and I am thankful to him and I am conveying my thanks on behalf of our people that a new train, the Inter City Express has been introduced between Tirupathi and Cuddapah.

The train which comes from Mysore-Bangalore-Tirupathi is to be extended up to Cuddapah. I request the Minister that instead of naming this train as Inter-City Express if it is named as a Fast Passenger, I think, the ticket fare will come down and the common man who is willing to travel will utilize this train. Now the stoppages between Tirupathi and Cuddapah is only four. Another three important stations are there, namely, Ontimetta, a pilgrimage centre, Pulampet, Orumpad stations. If the train stops in these places we can also meet the feasibility point. At the same time, when we discussed the abrupt cancellation of Janata Express and Navjeevan Express with the Minister, I also requested him to introduce a train from Madras to Bombay. The train has already been considered and provided as a bi-weekly Express from Tirupathi to Bombay. I requested the hon. Minister to introduce another train from Tirupathi to Ahmedabad or Madras to Ahmedabad because earlier there was a train from our region to Ahmedabad.

23.16 hrs.

(Mr. Deputy-Speaker in the Chair)

I would like to make one more point. Many of the agricultural produce produced by the farmers is being transported to the metroa by the parcel wagon. There is

no parcel wagon attached to any passenger train now. So, I request the hon. Minister to consider my point of attaching parcel wagons to all the passenger trains and also to the newly introduced Inter-City Express so that this Express train reaches Bangalore and Mysore stations. They can send almost all the agricultural produce to these two cities.

Finally, before concluding, I would like to point out the gauge conversion of Tirupathi-Pakala-Katpadi line was included in the last year's Budget, but yet to be taken up. I request the Minister to take up this work in these two junctions. Two bridges is to be constructed. One is Papagani River near Kamalapuram in Cuddapah district and another in Cheyeru river in Rajampet constituency in Cuddapah district. These works are to be completed. I request the Minister to take up these works.

I once again thank the Minister and the administrative staff of the Railways for helping us.

[Translation]

SHRI DEVENDRA PRASAD YADAV (Jhanjharpur) : Mr. Deputy Speaker, Sir, I would like to put forth my views on the Railway Budget with a sense of distress since this budget clearly indicates the regional imbalance. This Rail budget has increased regional disparity. Railway is the backbone of the nation and a symbol of the national integrity. Like previous Rail Budget, regional imbalances are continuing in this budget too which hits the feeling of national integrity. Therefore, I would like to draw the attention of the hon. Railway Minister towards this issue.

You might recall that last year also we had raised the issue of growing regional imbalance due to this type of budget. Some States are being paid special attention, while some others are being neglected. Last time when we raised the issue of negligence of the States like Bihar, Orissa and Bengal, the hon. Prime Minister had personally intervened in the matter and had said that he would look into it personally and try to remove the imbalance. Despite that the regional imbalance is increasing. Special attention is being paid towards some States while some others are being neglected. I would like to speak specially about Bihar which alone gives 25 percent revenue to the railways. No new project has been sanctioned for it in this year's Railway Budget, 10 percent population of our country lives in Bihar but lengthwise only 8 percent railway lines are there. Even today the major part of it is deprived of the railway facility. Bihar has an important place in international tourism and the foreign tourists still come there. Last time also, we had drawn your attention towards it and the Railway Ministry had said that it will be taken up during 1994-95 but it has not been taken up till date. Likewise, there is very old railway overbridge on the river Kamla in Jhanjharpur.

The traffic stops when the train arrives and it is resumed after the train has passed. This bridge connects Veerpur which falls in Nepal. Nepal is our friendly country. Efforts have been going on since 1972 to construct an overbridge on the railway line connecting it. The hon. Minister in his reply should make it clear as to why it is not being constructed.

Mr. Speaker, Sir, there is a village, Narpatnagar in the area of Shaheed Suraj Narain Singh, who was a freedom fighter. The scheme of constructing a rail halt in his name has been lying pending since three years. It is not being constructed. This railway halt should be set up in Narpatnagar. Mr. Speaker, Sir, Patna, the capital of Bihar, should also be connected with a Shatabdi Express and a zonal headquarters of Railways should be located there. We have been raising this issue for 3-4 years in the House but the Government is not taking any positive step in this regard. Some positive step should be taken in this regard.

Mr. Speaker, Sir, Lokha in my Constituency is adjoining Nepal border. Railway line is to be laid from Lokha to Lokhi and from Lokhi to Nirmali. A survey was conducted but no action has been taken after that. That new railway line should be sanctioned. The railway bridge at Nirmali collapsed in 1936 due to earthquake. It is lying as such till date while the demand to construct it has been raised time and again. It comes under Samastipur Railway zone. If it is repaired, the distance between Supaul and Madhubani districts will be reduced, while at present it takes 24 hours to travel from Saharsa to Supaul. Therefore, my submission is that, by its construction a very good infrastructure will be set up in the Northern Bihar. The Northern Bihar is still being neglected. The population in the Northern Bihar is 6 to 7 crore. There are several rivers in that region but it lacks railway lines. Therefore, the works relating to increasing the railway facility, construction of the abandoned bridges, construction of the overbridges, conversion of Jalnagar to Darbhanga and Darbhanga to Jhanjharpur railway line into broad gauge should be taken up. A steamer used to sail from Pahalva Ghat on the Ganga to the capital of Bihar, Patna. If the railway bridge is constructed, the Northern Bihar will be connected with Patna. The proposal with regard to it has been lying pending with the Railway Ministry since long. The Government of Bihar has sent various proposals which are lying pending with the department. No positive initiative has been taken on all these.

I would like to submit one more thing that a large number of labourers go out of Bihar daily for work outside Bihar. At present 11 lakh agricultural labourers go to the other parts of the country like Haryana, Punjab, Assam and Delhi etc. for job. After work, when they return to Bihar on festivals, the ticket collectors having nexus with the G.R.P. personnel usurp their money. They timing their earned money in a small trunk but the

T.T.Es on the pretext of checking their tickets keep these trunks with themselves and later on they are robbed off their money. In this way the poor are being exploited. We often receive such complaints. I would like to draw the attention of the hon. Railway Minister towards such incidents of looting and I want that he should look into this matter.

At last, I would like to submit that populationwise Bihar is at second number in the country. I do not know the criteria adopted by the Railway Ministry for making allocations. I would like to know from the hon. Railway Minister as to what are the criteria of allocation for the works like electrification and gauge conversion? If a particular area is deprived of these facilities, the regional disparity will crop up there. Railway is the symbol of national integrity. Therefore, keeping its importance in view, I would like to submit that the regional disparity should not be allowed to crop up, since such things lead to disintegration of the country. If a particular region is neglected, more problems will crop up there. Therefore, the regional disparity should be brought to an end on priority basis.

The Rajdhani Express runs on three days a week basis from Patna. It should be run on all the six days of the week. I think that with regard to railway traffic, Patna is being neglected. It should not be neglected any more. I associate myself with the sentiments of the hon. Member, Shri Ram Kripal ji and others, who have put forth the problem of Bihar and hope that the hon. Minister will have a positive attitude to these points while giving a reply...*(Interruptions)*

[English]

MR. DEPUTY-SPEAKER : Shri Yadav, you have taken 15 minutes. We shall have to stick to the time.
(Interruptions)

MR. DEPUTY-SPEAKER : It is applicable to all the hon. Members.

(Interruptions)

DR. VASANT NIWRUTTI PAWAR (Nasik) : Mr. Deputy Speaker, Sir, I am grateful to you for giving me this opportunity to take part in this debate. As I have given notice, I will switch over to Marathi.

MR. DEPUTY-SPEAKER : That is a surprising thing.

DR. VASANT NIWRUTTI PAWAR : I am representing Nasik District where the local language is Marathi. I would like to represent my voters in this Parliament in my mother-tongue, that is, Marathi. I would like to put forth some of the points in that language.

MR. DEPUTY-SPEAKER : I think, there is an arrangement for translation also.

DR. VASANT NIWRUTTI PAWAR : Yes. I have given notice.

MR. DEPUTY-SPEAKER : Then, there is no problem. You can continue.

[Translation]

Translation of the Speech originally delivered in Marathi.

DR. VASANT NIWRUTTI : I rise to support the Railway Budget presented by Hon. Railway Minister Jafar Shariefji. This is a Railway Budget which provides 21,205 crores to rupees and proposes to handle freight traffic worth 373 million tonnes. The target of freight traffi this year is 398 million tonnes. It is also estimated that increase in the number of passengers this year is going to be of the order of 4 per cent. Revenue earning from the passenger traffic is expected to stand at Rs. 5410 crores. I would like to congratulate the Hon. Minister for earning 965 crores of rupees by selling scrap last year. But lowering of the target of wagon production from 1800 to 1200 is not proper. I thank the Hon. Minister for not increasing the fares of Second Class for ordinary - Mail Express trains, sleeper class etc. and also for not effecting hike in freight of foodgrains, sugar and fertilizers required by farmers.

Nasik district is well-known for Sinhastha, Kumbha mela and agricultural and industrial development. The emphasis has shifted from spiritual attainments to industrial progress. This area falls under Bhusaval Division. Railways earn significant revenue from the following important places in this area - Igatpuri, Ghoti, Aswali, Deolali. Nasik Road, Ocha, Kherwadi Subene, Niphad, kundiwadi, Ugaon, Lasalgaon, Manmad and Nandgaon. Similarly, for Solapur division Railways earn huge revenue from Yeola, Ankai, Manmad, Nagarsul, Kusumadi. Even freight traffic is also maximum in this area. There are some passengers Associations and Carting agents in this area. Recently we had held a Railway Conference and I would like to place some important suggestions before you.

The most important demand of our constituency is that a new Superfast Chaircar train between Nasik-Bombay-Nasik which would enable the office goers to reach their offices in time should be started. This damend is being made for the past several years and I would like to highlight this demand in this House. Hon. Minister has started several Inter City Express, Shatabdi and Rajdhani Express. But he has neglected Central Railway. So I would like to humbly request that a train starting from Nasik at 6.00 AM and reacing Bombay by 0930 hrs and starting from Bombay at 1800 hrs and reaching Nasik at 2130 hrs should be started. There are many trains which connect Bombay and Surat and Bombay and Pune. But there are no such trains run by the Central Railway. Former Chief Minister of Maharashtra Shri Sharad Pawar has made this demand and pursued it. Nasik Corporation has also passed a resolution to this effect in its General Assembly. When Hon. Prime Minister visited Nasik, He assured that this demand would be met. When I met the present Railway Board Chairman, he told me that the demand is justified. But

as there is shortage of rolling stock, he did not accept this demand. Even then, I request that this new train should be introduced between Nasik and Bombay. Nasik has, in fact, become suburb of Bombay. When Bombay locals are running upto Kasara, there should be no difficulty in extending them upto Nasik. If this is done, it would certainly reduce the burden of traffic on Bombay. This is also a demand which I would like to make here

Computer Reservation Centre has been opened at Nasik. One more Computer Reservation Centre is necessary in the city. The accommodation is available for this Centre. I request you to start the work immediately.

The waiting room for Second Class needs to be reconstructed. From the point of view of passenger amenity, it needs to be reconstructed. This work has been included in the plan. I request you to take action immediately in this matter.

Nasik is well-known for onions and grapes. I would like to demand that a train called "Bhailpala Express" should be started from Nasik to Bombay for supply of fresh vegetables to Bombay. It will enable residents of Bombay to have fresh vegetables of Nasik. Onions of Nasik are of superior variety. I would like to suggest that a special train called "Kanda Special" should be run from Nasik which should cover Nasik Road, Lalsalgaon, Manmad, Nandgaon, Yevla and Nifad. If a rake of onion is despatched everyday, it will help in solving the crisis caused by shortage of onions. Since onion is a perishable commodity, we should pay attention to its transportation.

For transportation of grapes also, it is necessary to get more wagons. Air conditioned wagons are not available in trains. It creates a lot of problem. Hon. Minister has started a scheme called "own your wagon". This scheme will surely help grapes growers. So, it is necessary to make the wagons available.

It is necessary to extend Manmad-Igatpuri shuttle upto Kasara. The labourers from Nasik start at 5 a.m. from Nasik and come to Kasara. From Kasara he boards a local and comes to Bombay. If Manmad-Igatpuri shuttle is extended upto Kasara, it will help common passengers and they can avail the benefit of this shuttle.

There is a Railway Motor traction workshop at Nasik. There is also Institute of Electrical Engineering. Farmers have given 1500 acres of their land for housing this workshop and the Institute. There are some persons who have been affected by this Project. Injustice has been done to them for the past 15 years. So far, the injustice has not been removed. So, I humbly request that attention should be paid to their problems.

We have demanded several times that there should be a terminus at Nasik. These two institutes are there and a parking and cleaning and maintenance centre can also be started there. So, I request that a terminus should be provided at Nasik.

Many passengers Associations have demanded for a long time that Pushpak Express Train 2133 and Geetanjali Express Train No. 2859 should be provided a stoppage at Nasik, it will benefit the people from Calcutta and U.P. who are staying in Nasik.

An overbridge has been sanctioned in my constituency at Nifad i.e. Kundewadi. But the work has not started there. The Railway Board has sent me a letter. But it is necessary that further action should be initiated in this matter. There should be overbridges at Lasalgaon, odha and Bhagur. I request that survey of these overbridges should be conducted immediately.

Kusmadi Taluka, Yeda, Solapur division does not have a level crossing gate despite repeated demands. This gate should be provided immediately. This will help in reducing the number of accidents which frequently take place there in the absence of a level crossing.

I request that several passenger amenities like drinking water, extension of platform, maintenance of waiting rooms etc. should be provided at all the railway stations which I have referred to above

Pune-Nasik-Surat is a new track which we have demanded, Sangamne, Akeha, Sinnar, Pune, Manchar, Narayangaon, Bata, Ghargaon, Sinner, Nasik, Pelty, Surjana, Wapi, Surat. If this new track is sanctioned and survey is conducted, it would be better. This will help in connecting adivasis areas and industrial areas of two states. This will help Railways in earning more revenue.

An Hon. Member just now demanded a railway line Manmad-Malegaon-Dhule, Nardara, the Survey of this railway line has been completed. I request that the work on this railway line should be started at the earliest.

There is Technical halt at Igatpuri Kasara. This is a halt of half an hour for AC-DC current. We have got ABB locomotives. So, this should help in solving this problem. We should make effort in this respect. I request that Member (Technical) should pay more attention to this problem.

As I mentioned there are no Shatabdi and Rajdhani trains run by Central Railways. So, I request that Nasik-Manmad-Bhopal-Delhi-Rajdhani or Shatabdi Express should be started immediately and help the people of Nasik to have contact with people of Delhi.

There is a Parcel Office at Nasik. Its locations would not be changed. It should remain where it is so that our people are not inconvenienced.

I thank the Hon. Minister and Chairman of Railway Board for starting Tapovan Express. But this train always runs late because it goes from Bombay to Manmad-Purna and then to Manmad. That is why this train always arrives late and as a result this train is not of much help to us

"Panchavati Express" also runs late. It reaches Bombay at about 12.00 in the noon when offices would have already started. This creates problem for daily commuters, and season ticket holders. So you will have to change the timings of "Panchavati Express". The timings will have to be rescheduled so that the train should reach Bombay by 10 A.M. I request that another bogies of AC Two Tier should be provided for this train. 14th Platform of Bombay VT Station has already been constructed. So, there is no question of congestion there. I request Hon. Minister Jafar Shariefji to pay personal attention in this matter.

Railway is the lifeline of the nation. Water is called as life. But Indian railway is the lifeline of our nation. This is the Second largest organisation in the world which is being run most effectively by our railway men under the able leadership of Hon. Railway Minister. I thank all of them and support the Budget. I also thank Hon. Deputy Speaker for giving me this opportunity to speak. With these words I support Railway Budget and conclude my speech.

[Translation]

DR. SATYNARAYAN JATIYA (Ujjain) : Mr. Deputy Speaker, Sir, a train is pulse of the country and it reflects its progress. It links people. Though we take great pride in saying all these things yet a lot needs to be done to improve its management and provide better rail facilities to people. "The majority of people depend on railways let rail passenger be safe, secure with utmost attention, let there be potable water for all passengers at each station." 'How about serving water cooled; season is hot, passengers in multitude.' There should be arrangement to provide drinking water and where there is none if it is made available by installing tube-walls then it would definitely be a good step.

We have provided several facilities to people travelling long-distance. We have provided three-tier A.C. sleeper and sleeper class but we should also think about people who travel in jam-packed compartments. They should also get an opportunity to travel sitting. I want that if possible, a new category of passengers travelling in sitting position and a nominal fee of Rs. 5 can also be charged from the passengers so that they could perform a comfortable journey. People travelling long distance without reservation do so only when they have no alternative otherwise nobody likes to travel long-distance without reservation. Therefore, some general coaches should be attached to long-distance trains so that people could get seats to sit on. These coaches should be painted in a particular shade to enable the people to instantly recognise them. Generally, people rush to occupy seats and in the meantime the train moves on. As a result some people are left behind. I urge that there should be such an arrangement for general passengers that atleast 3 coaches are attached;

one of them with seating arrangement and remaining two general coaches. If you do it, then I feel it will really facilitate the public to perform comfortable journeys.

These days a new attitude seems to have set in that one Member of Parliament is being discriminated against the other. The Members of Parliament belonging to 'party-in-power' are considered genuine Members of Parliament and the Members belonging to an opposition party are viewed differently. We offer several suggestions here and write letters but I do not think that they are paid due attention. I have been attending Parliament since 1980 and I have got almost similar replies to all my letters written during this period—

[English]

There is no track capacity, the matter is being looked into—

[Translation]

I feel those matters are never 'looked into'. God knows best. But at least some issues like problem in reservation, drinking water problem and power failure, etc., can be solved at D.R.M. level or zonal level but we tend to treat Parliament like such a forum where we discuss all these problems. Last time such a procedure had been initiated. It might have been the result of a Circular issued from here. Even the Minutes of the meeting, held in this regard had also been recorded but we are still unaware of the action taken on that. We should not waste the precious time of the Parliament in discussing such trivialities as constructing a Retiring Room, installing benches, catering arrangements etc. It should not be done but it has become customary. We, the Members of Parliament sit upto 2.00 A.M. or 4.00 A.M. and discuss such matters and feel satisfied that we have had our say but it does not lead to solution of problems. The satisfactory action is not taken. When we visit our constituencies people ask us as to what became of their problems. Why have we adopted two different policies for Members belonging in Ruling party and those belonging to opposition parties? Two new computer Centres were set up in Railways—one in Ratlam and the other in Khandwa and both the centres were inaugurated also because the Members of Parliament from those constituencies were from the ruling party and when I asked them to inaugurate the centre opened in Ujjain also. I was told that they would seek permission and when it was given only then it would be inaugurated our people have started getting the service. It is a good thing but we should not have a discriminatory attitude. No discrimination should be made between Members on the treasury benches and Members in the opposition because all the M.Ps have an equal status. If an M.P. raises an important matter and if that matter can be taken up here then it must be done. We should have a clear attitude. I am giving this suggestion before you so that you could give attention to that.

I have been requesting for long that the Inter-city 4005/4006 should be provided a stoppage at Vikramgarh and Aalot because the famous pilgrimage, Nageshwar Parshvanath is situated there and thousands of people visit this area. I had given the details covering distance, etc., that the distance between this place and Nagada is 58 km. whereas the train is stopping further at a distance of 28 km. We have been putting this demand for the last two years and this time also we have requested and although our problem was heard yet no action has been taken. Such suggestions can easily be accepted and if a long time is taken then people get agitated. When we visit our constituency, people ask as to why this train does not stop at their station whereas it stops at all other stations, namely, Sham Garh, Ramganj Mandi, Bhavani Mandi but it does not stop at Aalot.

Since it is an isolated place. The people of this area do not have any other means of transport. The introduction of a new stoppage at this station will definitely facilitate the local people. Therefore, this train must have a stoppage there. It is not going to affect anybody. The stoppage is justified commercially and technically and it is not difficult as well but nobody is willing to accept the demand party. It has nothing to do with politics. A Member of Parliament should be treated as such. There should not be any discrimination on that point.

Nagada is a station. It is an industrial city. It has a heavy influx of incoming and outgoing passengers. This station operates at the Island. Nobody is ready to understand that. This station does not have a proper facility of a Retiring Room. We requested that the platform should be expanded upto Mandi. A platform should be expanded further to include another industrial township but nobody is paying any attention. We draw your attention to certain other problems, such as stairs is getting from bad to worse every day and people might fall off. The cycle riding factory workers also pass over this side but nobody is ready to listen. That is why, several serious accidents are caused and several people die as a result thereof. Such trivialities should be attended to at the DRM level, zonal level but we are forced to mention them here. Please get an action done if you feel it important. It will really benefit the local people. The railway station really needs to be developed here. Nagada junction is a very big station and it is situated on an important Delhi-Bombay route. Therefore, it would be really good if you gave it some attention.

Sir, ZRUCC and DRUCC are formed. Several people get included in these. If I request you in a cajolery manner that such and such person should be recruited Then you will recruit that person at your sweet will. That is why, I would like to say that there should be some criteria for the selections. The people included in the Railway Users Committee should be well-informed about

railways. If an MP recommends one or two persons then they can be included. If they recommend 10-20 persons then the proposal should not be accepted because they are aware as to what kind of people can offer suggestions which can be useful for railways. But you are not ready to accept that.

Sir, my other point concerns the allotment of Canteens. When we corresponded, they wrote back that we should follow the rules but the other people are getting indiscriminate allotment 5-5 and 10-10 canteens have been allotted at a single station. The public do not even have space to stand on. It is creating dirtiness around but nobody has an ear for that. Do the suggestions made by the Members of Parliament have any meaning or not? We should get a reply to that. We are annoyed on this count as well. Please tell us what measures are proposed to be taken by you. If the proposed steps are good then we are definitely going to be benefited from it.

Mr. Deputy Speaker, Sir, we have repeatedly been making speeches on the reservation quota. A mockery has been made of refund charges. Now the minimum refund charge has been fixed at Rs. 10. Ten rupees will be deducted even from a passenger's ticket travelling a lesser distance. He will get nothing if his ticket costs rupees five or ten only. Therefore, with regard to issue of refund, the earlier arrangement which provided that the amount equivalent to the cost of platform ticket will be deducted should be re-established and the present practice of deducting Rs. 10 for refund should be done away with. This will definitely benefit the poor and short distant travellers.

Sir, the Western Railway seems to be unconcerned about Indore, Devas and Ujjain. They are not ready to extend any facility to Indore, the largest city of Madhya Pradesh. The Avantika Express presently terminates at Bandra terminal but there are no facilities for the movement of vehicles. In the absence of it a taxi or an autorikshaw or passenger vehicles cannot go there and the road gets blocked. However, nobody is ready to listen to the fact that it is not a fully developed terminal and as such, the train should not be terminated there. This train departs from Indore but its timings are so odd that the passengers have to waste a whole day. The Railways seems to be reluctant to grant facilities. I am not against granting railway facilities to a particular place but if the facilities available to a particular place are diverted to any other place thus denying these facilities to the previous city, then it is but natural that we shall object to it and it can definitely become a cause for acerbity among the people. Therefore, my submission is that such things should not happen and the Avantika Express should be extended upto Bombay Central. Further, its timings should be rescheduled, as is being demanded. When such requests are repeatedly made, the Hon. Minister should accede to it.

Sir, as the time is running fast, I would like to briefly make some points. No consideration has been given to Madhya Pradesh in this Railway Budget. While looking at this budget, it seems as if a state called Madhya Pradesh does not exist in India. Despite being the largest state of India areawise, nobody cares for it. Moreover this budget does not provide for any worthwhile railway service for Madhya Pradesh. A train has been provided between Indore and Bhopal, though it should have been provided last year only. It had been stated earlier that D.M.U. coaches will be started in December but, now, it has been announced that it will be started in July. I would like to congratulate the Hon. Minister for this. At least, he has given the facility of one train. But, on the whole, Madhya Pradesh has not got what it should have. Due to this, people face many difficulties. The Indore-Ujjain line has also not been electrified. As a result, the locomotive has to be changed due to which it takes more time. All the trains leaving Bhopal stop at Ujjain-Indore. Thus, all the trains are delayed. Trains get delayed usually 20 days a month and do not reach on time. Same is the case with Indore-Vilaspur train and the long distance trains. The Malava Express had been running well earlier but since extension of its route its timings have been altered so much that it has been rendered insignificant. Keeping all these things in view, electrification of Ujjain-Indore line should be undertaken so that people could get the facility of fast train service. Here, I would also like to say something about the construction of Ujjain-Agar and Ramganj-Mandi railway line. Earlier, there was a narrow gauge line between Ujjain and Agar which has been dismantled now. However, it has not been replaced with a new line. Saundhar is a backward area. A survey for 214 kms. long Ujjain-Ramganj Mandi line was conducted sometime back. Madhya Pradesh will get the benefit of a new railway-line if approval is granted to that. Therefore, all these issues should be considered properly.

There is nobody to listen to the complaints about the condition of coaches. In some coaches, the doors are not in order and in others the fans are out of order. Nobody is ready to think over attaching coaches in good condition. No new coaches are attached to the trains leaving Indore. Some quota should be fixed for the allotment of coaches to the different Railways including the Western Railway. Some quota should also be fixed for Indore-Ujjain section in the Western Railway itself. Now, I would touch upon the stoppage of some trains in Madhya Pradesh like the one 111-112. A stoppage of the train leaving Rajkot, Bhopal should have been provided at Unhes Tarana Road. We have been writing letters for it but in vain. The train stops at every other station except this one. To sum up, there are difficulties everywhere and all the time. The catering system has undergone no change. The passengers are compelled to take meal at railway stations. The catering

people instead retort that they don't mind whether we like the food or not. They are charging full amount, but the quality of food does not match the price charged. The edible oil used for cooking food also does not seem to be of good quality. Nobody knows what kind of substances have been used in food. Nobody is concerned about it. The Railways would have to think about the common people. People depend a lot on Railways. Even today, people look at the Railways with credibility and it has a good image. We should enhance this credibility by improving the railway service which will benefit the people.

Lastly, I would like to conclude by saying that :

Na Apnoon Se Dar, Na Gairon se Koyi Khata,
Na Doston Se Koyi Dikkat, Na Virodh Se Koyi
Badha,

Dil Aatank Se Mukta, Bekhauf Aur Pak Saaf Ho,
Mera Dil Jazba-e-Muhobbat Se Bhara Ho,

Aisi Shiksha Sab Or Se Aaye To Duniya Swarg Aur
Jannat Ho Jaye.

We would like to build such an edifice of credibility
and aspiration that :

Amal Se Banati Hai Jindagi,
Jannat Bhi Jahannum Bhi,
Yah Khaki Apni Filtrat Mein,
Na Noori Hai, Na Nari Hai,
Karm Se Banata Hai Jeevan,
Swarg Aur Narak,

Manushya Apne Aap Mein Na Devata Hai Aur Na
Daanav.

Therefore, I have to say that if we want to turn to
Earth into heaven at some place, emphasis should be
laid on work and service for achieving a goal. That way
the Railways and its identity will be strengthened and
it will earn glory. I hope that the hon. Minister will pay
due attention to all these points. I thank you for giving
me time to speak.

[Translation]

*SHRI OSCAR FERNANDESE (Udupi) : Mr. Deputy
Speaker, Sir, first of all let me thank you for giving me
this opportunity to speak on Railway Budget. I commend
and support the Railway Budget for the 1995-96
presented by the Hon'ble Railway minister. The Railway
Reforms Committee has given its recommendations.
Now, there are nine Railway Zones. There are two Zones
each in Bombay and Calcutta. The Bombay Zone officials
have to come all the way to Faridabad for discussions
or to take up any new work. There cannot be any
substantial improvement in the system if the present
arrangement continues. Therefore, it is very essential to

* Translation of the speech originally delivered in Kannada.

implement the recommendations of the Railway Reforms
Committee. They have recommended one Railway Zone
for Rajasthan. According to them, there is a need to set
up a Railway Zone in Bangalore. I, therefore, request
the Hon'ble Minister to set up South-West Railway Zone
with headquarters at Bangalore.

Konkan Railway Project being completed and with
the Karnataka State is fast developing as a major
industrial centre in the Country, with The liberalisation
policy of the Centre has given an impetus for the
development of industries in Karnataka. Under these
circumstances, the demand of the people of Karnataka
for a South-West Railway Zone is justifiable.

24.00 hrs.

Similarly there is an urgent need to set up a Railway
Division at Mangalore. There is plenty of scope for the
development of South Canara and North Canara
because of Konkan Railway. Other important industrial
activities have picked up in and around Mangalore.
Hence, it is very essential to have a Railway Division
at Mangalore. I hope that the Hon'ble Minister will take
up this matter immediately.

The Centre have agreed to take up the gauge
conversion work between Mysore and Hassan for which
I think the Minister at the same time. I request the
Hon'ble Minister to take up the gauge conversion work
between Mangalore and Arasikere before the monsoon
session.

00.01 hrs.

MR. DEPUTY SPEAKER : Is there no translation?
The reporters are silent.

ONE HON. MEMBER : Sir, it is coming.

SHRI OSCAR FERNANDES : The railway line
between Mangalore and Madras via Bangalore has to
be developed very fast to provide direct link between
major ports. This step would encourage the speedy
growth of industries. About 50 to 60 buses arrive daily
at Bangalore from Mangalore, Upudi, Baindur and
Kundapura. Therefore, this Railway line would benefit
a very large section of public in Karnataka.

Bangalore city is developing as a Mega city and
therefore Metro Railway System should be taken up
here at the earliest. The modernisation of workshops
should also be taken up very soon. Modernisation would
provide jobs to many youths of that area.

With the programme of gauge conversion the locos
that used on Meter gauge tracks are rendered useless.
Hence, workshops should be modernised for repairing
the locos meant for broad gauge lines.

Bangalore-Mysore railway line has been converted
into broad gauge. The people of Karnataka are grateful
to the Hon'ble Minister and the Railway Ministry. This

conversion has reduced the duration of the journey between these cities. However I learn that the number of trains between Bangalore and Mysore. Therefore I request the Centre to restore the number of trains to the original number that were plying when the meter gauge was in operation.

A stop has to be provided at Pota in Kerala. Konkan Railway is really a boon to the people of Karnataka. But, there are some problems which have not been solved till today. The people offered their lands for the Konkan Railway Project. But strangely, many of them have not yet received the compensation. I, therefore, urge upon the Hon'ble Minister to see that compensation is given to all those who offered their lands. My humble submission is to appoint a tribunal to settle all these cases. Further it was told that jobs would be provided to the displaced persons. But ultimately, they were not given the jobs. I appeal to the Hon'ble Minister to look into this matter immediately. My suggestion in this regard is to set up a Committee of Lok Sabha Members of that area to look into these issues. Last year, the floods have caused heavy damages. Many people lost their homes and crops. We should not allow such things to happen this year also. Hence, let me request the Hon. Minister once again to find out immediate solutions to the issues and to provide compensation and jobs to the concerned persons without any further delay.

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

[English]

SHRIMATI MALINI BHATTACHARYA (Jadavpur) : Sir, I rise to oppose the Railway Budget.

Many of my colleagues have called it a soft Budget. I do not know why. It is true that some sops had been thrown this way and that way. But on the whole if we consider large sections of the public, who are associated in one way or the other with the Railways, we do not find any softness whatsoever. Look at the way in which the prices of season tickets had been increased. If it had been soft on the passengers, particularly the commuters, could the price of season tickets been increased in this way? Look at the consumers and the way in which freight charges had been increased. Does it benefit the consumer in any way? Is it soft on the consumer? It is not so. Is it soft on the various regions, which are so far underdeveloped? Again we find that nothing is done in this Budget to reduce the unevenness in the development of different regions. In this respect, of course, many of the Members coming from different States have spoken of Bihar, of Orissa and of other States. But I think that the most neglected states are the North Eastern States, Tripura in particular. And even in my own State of West Bengal, Sir, I find that the districts of North Bengal are the most severely neglected. In this connection one has to speak, of course, of the Balurghat-

Ekalakhi scheme. In Balurghat, if you talk about the Balurghat-Ekalakhi scheme today, you will find that people consider it as a big joke because not only there is no adequate allocation in Budget after Budget - there is a meagre allocation and even that is not spent - but even apart from that, we find that the Malda office for the project, which is responsible for executing the scheme, has been reduced to having one Executive Engineer and a couple of office staff because the funds for staff costs have been reduced by the Railway Board. Is the Government serious at all about implementing the Balurghat-Ekalakhi project? We have very serious doubts.

When we look at the entire Budget, what fogs us is that there seems to be a complete lack of planning. There is a kind of anarchy which seems to be prevailing, which can only benefit those people who are out to make quick money out of contracts. It is this deliberately created anarchy which gives the Railway that bad name that Mr. Amal Datta has been speaking about. Mr. Amal Datta has pointed out that no meetings of the *Zonal Consultative Committees* are held. The Zonal Consultative Committees include the MPs. How can meetings be held? The allocations are made at a Central level in a totally centralized manner. Do the GMs have any discretionary power or any authority to plan? So how can they face the MPs? After a while when they hear sharp words from the MPs, they give up calling meetings. So I would suggest, why do you not give the GMs some authority in planning for the different zones or what can be done is that Members of the Railway Board can be present at the zonal meetings. In that case, these meetings can have some meaning at least. Otherwise, this anarchy in planning cannot be improved in any way.

Sir, I will speak principally about the suburban railways because in my Constituency, there is a very crowded section, that is the, Sealdah-Diamond Harbour Section in the Sealdah South Section, as it is called. Now we find that by increasing the price of the season tickets, the Railway Ministry is thinking of improving the revenue collection. But just by increasing the prices of tickets, you cannot increase revenue collection. We have been saying it time and again. Unless you have sufficient counters for people to buy tickets, unless you have a proper system of sufficient number of ticket checkers and collectors, you cannot improve revenue collection. On the other hand, the passengers are blamed for this. In fact, I would say the passengers are encouraged. The passengers are encouraged not to buy tickets by the Railways. On the other hand, the basic amenities, the very basic amenities are not provided to them. There are certain areas where doubling of lines is being called for, for a long time. In this, Sealdah South Section, we have been demanding doubling of lines in the *Baruipar-Lakshmikanthapur-Baruipar-Diamond Harbour and*

Sonarpur-Canning routes. Nothing has been done so far. At least, what could have been done, Sir, is that in the inter-mediate stations, more crossings could have been provided. That would have alleviated the congestion but even that which does not require much investment is not being done. So we do not know when this will be taken up at all.

About the Metro railway and about the circular railway, Mr. Amal Datta has spoken. I am not going to repeat what he has said. I just want to say that unless the Calcutta metro is extended from Tollgunj to Garia, again revenue collection cannot be improved, because there is a gap there. This gap has to be made up for.

In the case of the circular railway also, if the revenue collection has to be improved, the gap between *Parincapghat* and *Majherhat* has to be made up. I know that there are difficulties with Calcutta Port Trust.

But this has been going on for a very long time. Some way must be found out of this impasse.

I just want to say one word about the accident that took place to the Bombay-Howrah Mail in October last year. The Minister also referred to this in his speech. But I would like to know just one thing : Whether the process of paying compensation to the families of the people who died has been completed yet or not. I would request the Minister to give an answer to this question when he responds.

I do not want to go any further. There is just one last point and that is my most important point. That relates to the failure to give sustained orders or planned orders for the wagon industry. The public sector is being particularly deprived. Shri Basudeb Acharia, when he was speaking, had elaborated on this. I will not repeat his point. I just want to say that what is really frightening is that not only are the orders being reduced but this reduction is totally unplanned. One does not know from one day's end to the other how many wagon orders will come to which industry, to which unit, for the next three months. One does not know anything about that. Any time the Railways may say that there is going to be further curtailment. With the result, in many of these units — many of them are public sector units — we find that in a couple of months the workers will not be having their wages.

In the Wagon industry now open tenders have been called. The Industry Ministry itself, another wing of the Government, has protested against this. Why have they protested against this open tender system? Why have they protested against this build operate transfer scheme? They have protested for one reason, that is, if you want really to provide level playing field for the wagon industry, if you want to treat the public sector units on a par with the private sector units, then why do you not allow the BICP to fix normative prices for the wagons to be acquired under the BOT scheme? Why

do you not allow the BICP to fix the prices? If you do that, then the private sector will not have the opportunity to undercut the prices and thus deprive the public sector units of their due share.

I will not expand any further. I just want to say that I have moved my amendments and I have mainly apoken on my amendments. But out of these amendments, I would refer to two amendments, one is the matter of increasing the charges for season tickets and there is another, that is, not giving sufficient and planned wagon orders, wagon orders according to plan, to the wagon industries. If these amendments are not accepted, if the Government does not do anything on these two scores, then there is going to be a major demonstration of lack of goodwill of the Government towards the passenger and towards the wagon industry. I hope that the Hon. Minister will show the sign of his goodwill towards the wagon industry by doing something about it, by planning the orders and executing the plans, not by reducing orders in this offhand manner for the wagon industry.

That is all that I want to say.

[Translation]

SHRI RAMASHRAY PRASAD SINGH (Jahanabad): Mr. Deputy Speaker, Sir, I would like to express my opinion on Railway Budget and Supplementary Demands for Grants. The Railway is the biggest employer organisation in the world. But Indian Railway is the most corrupt organisation. This assertion can be substantiated by the fact that Indian Railways could never achieve its target of the freight transportation. Freight transportation by trains is 7 per cent cheaper than the transportation by road, yet people are reluctant to send their goods by trains. Its reason is rampant corruption in railway. The goods reach neither timely nor safely. Therefore, people prefer the transportation of goods by road.

Secondly railway officers are not paid due respect there. They are virtually harassed. Shri Krishna Singh was a Vigilance Officer in Eastern Railway in Jahanabad which is my constituency. He was an honest person like King Harish Chandra. He exposed several big scandals which benefited railway worth crores of rupees. But railway today must learn as to what is his condition today. I request the Hon. Minister to take him in the vigilance services.

The person who constructed the Nizamuddin railway station—the most beautiful railway station of the country is a Senior P.R.O. Captain J.P. Singh. Earlier this station was running in 70 per cent loss. Today it is earning 102 per cent profit. But he too was somehow removed from there. It hurt his self esteem. Actually he was pressurised to accept a tender. An hon. Minister of the Government pressurised him to award tender to a particular parson. When he declined to do so, he was

removed from the post and transferred. I request the hon. Minister to investigate into it. If an honest person cannot enjoy any honour here what will become of this Department?

I have been participating in Railway Budget for 11 years. The Gaya Patna line has been single track since its inception. It has not been doubled as yet. The hon. Minister had assured to double it. There had been many hon. Ministers of Railways from Bihar, yet this line could not be doubled. I want that this point should be mentioned in this Budget. A lot of difficulties in train journey are faced due to single line in Jahanabad. Therefore, I request the Government to double it.

The Fatuha-Islampur railway line has a stretch of 60 kilometres. We used to board trains running on this line. Farmers and labourers were also benefited by it. The foodgrains of farmers were brought there and carried to Fatuha. But it was closed following nationalisation. Consequently now people have to pay about Rs. 40 as bus fare for there to and fro journey. What will be the condition of labourers now? The Government can guess it. I have always been raising the issue before the hon. Minister of Railways to extend this line up to Bodh Gaya, so that farmers are benefited there financially and it becomes beneficial from the point of transport also. There had been a railway crossing at 3 Kilometres away from Taregna on Gaya-Patna railway line till 1932, but it was removed during the British period. Today villages are developing and metalled roads are being constructed on the both sides of the line. The labourers carry load on their heads and cross the line. In such a situation there is every possibility of accidents. Therefore, the railway crossing should be reconstructed there. In order to link North Bihar with Patna arrangement should be made to construct a bridge on the river Ganges. It is a long standing demand. Often traffic is jammed at Fatuha for two hours. Therefore, an overbridge should be constructed there. Sometimes it so happens that two trains from opposite directions are to cross the station and therefore, the traffic is jammed for hours. The construction of an overbridge there will help to save time, lessen the problems of people and number of accidents.

Lastly I would like to request once again to double the Gaya railway line, construct an overbridge at Fatuha. However, there is shortage of funds. Level crossing should be provided for the welfare of people. With these words, I conclude.

[English]

DR. K.V.R. CHOWDHARY (Rajahmundry) : Thank you very much, Mr. Deputy Speaker, Sir, for giving me an opportunity to speak.

I rise to support the Railway Minister's Budget. As far as my constituency is concerned, in this year's

Budget he gave us the Kotipalli-Kakinada railway line, popularly known as C.K. Jaffer Sharief line-'C' means Coconada and 'K' means Katipalli. I am also very happy that he has ordered the survey of Kovvur-Bhadrachalam Road railway line. This is a very important railway line which shortens the distance from Hyderabad, beyond Kovvur station, towards Visakhapatnam side. This line is also nearer to the coalfields and other mining activities prevalent in Andhra Pradesh. It will ease the traffic congestion on the main line, via Vijayawada, so that the traffic can pass through this line easily. I request the Railway Minister to take up this line for construction at least in the next year's budget. I am happy to say that these two railway lines are in my constituency.

In order to minimise the unnecessary Expenditure, I suggest that there should be only two classes. Even our Railway Minister also expressed his desire to have only Second Class A.C. Sleeper and Second Class Sleeper. If necessary, he can introduce some coupe system in Second Class A.C. Sleeper, but nothing more than that.

Sir, since several years, right from my stepping into the Lok Sabha I have been requesting the Railway Minister for stoppage of less important Express trains in few stations in Andhra Pradesh. I request that each Express Train should stop in one station. I have been making this request for several years now, but till now I could not get the sanction of the Railway Minister. The East Coast Express should stop at Dwarapudi, the Konark Express should stop at Anaparthi, the Howrah-Madras Mail should stop at Kovvur and the Inter City Express should stop at Nidadhaval. Recently, there was a 'rail roko' agitation to stop the train. On behalf of the Railway Minister I assured the agitated people over there that I will get it stopped at Anaparthi. So, I humbly request the Railway Minister to accede to my request.

Sir, in my constituency, Godavari Railway Station is there which was constructed at a huge cost of crores of rupees. But no Express train stops there. At least one important Express train should stop there. I request the Railway Minister to accept my request.

As far as Shatabdi Express is concerned, I have not seen any Shatabdi Express in Andhra Pradesh. I request the hon. Minister of Railways to introduce a Shatabdi Express between Rajahmundry and Hyderabad. The hon. Minister has done many things to the State of Andhra Pradesh. So, I request him to accept this request also. At present, there is no Super Fast Express between Vishakhapatnam and Delhi and from Rajahmundry to Bombay. I request the Railway Minister to accept this request to introduce the two above trains.

There are several small things which can be done by the Railway Minister. I have written to him about those things many times. They are like laying of a road between two stations at a cost of not more than Rs. One lakh, etc.

I support the Railway Budget wholeheartedly and congratulate the Railway Minister to be kind enough towards the Andhra region.

[Translation]

SHRI RAM SINGH KASHWAN (Churu) : Mr. Deputy Speaker, Sir, thank you for giving me an opportunity to speak here.

The Churu constituency in Bikaner division in Rajasthan has been grossly neglected in this years Railway Budget. I have noticed that no work has been done in my area for the last four or five years. I have met the hon. Minister of Railways also in this connection, and have intimated him that no solution has been evolved for these problems. Earlier the Delhi bound Jodhpur Mail was running via Degana and Churu. This route has been closed now. As the broad gauge line is up to Merta Road, the route of this train has been diverted via Ajmer...(Interruptions)

[English]

MR. DEPUTY SPEAKER : It has not gone on record at all.

[Translation]

SHRI RAM SINGH KASHWAN : This train should have reached Delhi via Ladnun-Sujargarh. I demand to run this train on the Degana-Delhi route via Ratangarh-Sadulpur. A very difficult situation has cropped up following the cancellation of this train. This is a very big area and it is the area of Shekhawati. The local people often travel to and fro Calcutta, Bombay, Madras, Assam and other places. They are big traders and make big investments. But they are faced with hardships. I have requested the hon. Minister of Railways several times but no action has been taken in this regard.

Moreover, the people of the area have their long standing demand to convert the Rewari-Bikaner, Ratangarh-Degana, Sadulpur-Hisar-Ganga Nagar-Jalpur narrow gauge into broad gauge. But no attention is being paid to this issue. This area is very important for farmers, yet it is being neglected. Therefore, this line must be converted into broad gauge. Moreover, an Express train should be introduced between Ganga Nagar and Jalpur. The Jalpur-Churu passenger train should be extended to Ratangarh. An express train should be introduced between Bikaner and Delhi also. The Ganga Nagar-Jalpur Express train takes 12 hours to cover 500 kilometre distance to reach Jalpur. The time span should be lessened and the speed of the train should be increased.

Moreover, there is a serious problem of level crossing in my area. Farmers have to cross the level crossing and on several occasions many serious accidents take place there. I have demanded several

times to provide a level crossing there but reportedly on account of financial crunches the Government is not doing this work. Ghumanda and Malpur halt stations between Ratangarh and Mollisar, Jaisal halt station between Dongargarh Bigga, Himasair halt stations between Dongargarh Benisar, Guglawa-Karistan halt station between Sadulpur and Loharu the Anandwasi halt station between Ratangarh and Sardashahar should be provided. A Railway crossing should be provided at Kilometre no 2091/11-12, between Harpalu and Bewrabhaujan, Paharar halt station between Sadulpur and Bhadri. A railway crossing should be constructed at Rampura station, between Sadulpur and Loharu. The level crossings D 46, D 48, D 50 should be provided in the Ladnun assembly constituency. A railway crossing should be provided at Hudera Bajrang-sar on Ratangarh Sardasahar route. A railway crossing should also be provided near Payali village on Bikaner line between Kilometres 332/2 and 332/3. A railway crossing should be provided near village Banisar Bigga and Mollisar stations. A railway crossing should be provided between Kilometres 328/2 and 328/3 between Ratangarh and Sujargarh. Apart from these, a large number of railway crossings are needed to be provided in Churu district also.

Moreover, I demand the Government to conduct a survey of new line between Salasar and Nokha railway line via Sujargarh. A new railway line between Ratangarh Sardashahar Hanumangarh via Sadulpur and Taranagar Sahwa should also be constructed. I request to consider the cut Motions presented by me in this regard.

SHRI PREM CHAND RAM (Nawada) : Mr. Deputy Speaker, Sir, I don't find any cause to support the Railway Budget because not even a small demand from my Parliamentary constituency has been fulfilled. That demand was made at the time when Shri Bhatnagar was G.M. of Railways and Shri Jaffer Sharief may recall his memory that he had given an assurance to do it. Our demand is that an Express train should be introduced from Delhi to Howrah via Gaya and Nawada.

Mr. Deputy Speaker, Sir, Railways have a national responsibility as it is being accorded the status of the biggest industry of the country and it gives employment to lakhs of people. If Railways does not fulfill the aspiration of the Indian people and its social responsibility then Government should do that as the Government is accountable for people's Welfare and it should rise above party politics to work in the interest of the people which is not being done. Intellectuals keep on writing about welfare of the poor, SC and ST people but we find that it is on paper only and even today the areas inhabited by SC and ST people are deprived of railway facilities.

Earlier, when Shri Jagjivan Ram was the Railway Minister people used to say that vacancies meant for

SC and ST were lying unfilled on account of non-availability of educated persons in those communities but I find that no special arrangements have been made in the budget for employment of SC/ST people. How we can consider that this Government is moving towards socialism and working in the interest of public. The Government can be called efficient only when it makes efforts for upliftment of the downtrodden and backwards. Several Members have pointed out that even today there are many such villages where people have not seen trains. English knowing and people living in laugh on it but it is a fact. I come from Ranchi which is surrounded by forests and the people living in hilly areas of this region who do not have even proper clothings have not seen trains so far. Members of my family as well have also not seen train. I come from Nawada in Bihar and there is no train in 70 km. radius of this area. A train runs between Kiul and Gaya which is in a very bad condition and its speed is so slow that a rickshaw will take you to next station earlier than this train. There is no light or any other facility in this train. The people travelling in this train keep on complaining in this regard but there is no one for redressal of their grievances. What is it? When any party is elected to form Government it does not represent any particular political party but is called Government of India, so it should work in the interest of public. Railways is one of the departments of the Government but on the whole it is called the Government of India and it should work for the welfare of common man.

I have seen that some developmental works had taken place during the period when Railway Ministers were from Bihar and there had been two or three Railway Ministers from Bihar. But since when the representation of Bihar in Central Government has declined and Congress party got defeated in Bihar, nothing has been done. This time only one M.P. from Congress Party has been elected from there. I do not want to point out her name, she is a minister and some developmental work regarding Railways has taken up in her area in Barauni-Bhagalpur section. But our demands are not fulfilled. We find that developmental works are being confined to some specific areas. I, therefore say that the Government should work in the interest of common man. I feel very sorry and bored when even the small demands raised by us are not fulfilled and it seems that we come here to mark our presence only. People think that we come here to mark our presence only but I am speaking at night here. Do we come here only to say something? The Government is cheating the people and we, the Members from opposition party are also getting ourselves involved into it. For how long we all will keep on cheating the common man. Some people cheat the common man by debating, some make big promises but in reality no solution is evolved for their problems. I think that if this Government has an iota of will power and wants to do

something and considers Members as representative of Public then the demands raised by us should be materialised...*(Interruptions)*

I am already waiting for your bell and should have sit down knowing that whatever we may speak, nothing is going to happen. The petty demand made by us is not going to be fulfilled. I know that demand are fulfilled only after struggle by people. When people will get power they will get their demands accepted. It is not a question of Railways only but the whole Government can be made to accept our demands through agitation. When people feel fed up with chiming their demands, the situation reaches its climax and chicanery crosses all the limits, then the people resort to extremities and prevail upon the Government to chalk out programmes to materialise their demands.

Before, the time allocated to me expires, I would like to say that Railway is a big organisation. The increase in the freight charges will affect the consumers and prices of foodgrains which are transported by trains. Public do not know that poor also pay indirect taxes when they buy match boxes, wheat, rice etc. These people will be affected by this increase in freight charges. This will affect the people belonging to SC/ST communities and agricultural labourers. I, therefore, have said that this budget is anti-scheduled castes and anti-depressed class. There is no exaggeration in saying that this budget is based on the interests of a particular classes.

Mr. Deputy Speaker, Sir, I would like to make my submission to the Railway Minister that Bihar has a population of 7-8 crore and a network of railway lines should be spread throughout Bihar to link it with all other parts of the country. The Government of India and Railway Department should ensure that no part should remain neglected. I hope that this target will be achieved and common man will get railway facility.

Sir, the railway line between Patna and Gaya, which has heavy traffic load should be doubled. The P.G. and K.G. railway line always have heavy rush and poor labourers travel from Punjab and Haryana with valid tickets. The poor labourer, returning home with their hard earned money are checked by railway personnels who extort money from them on the ground that their tickets were invalid. It should not be so. Out of the total such people 99 percent belong to poor, scheduled castes and scheduled tribe communities. I would like to say that Minister, MPs and class-I officers are given SPG protection but an illiterate person has no such protection. What will happen to him. Even God has not favoured him. The person, who feels that he can think of their welfare and chalk out a welfare programme for them, should make efforts to provide facilities to them in a planned way.

I can not support the Railway Budget and while opposing it I conclude.

[English]

SHRI PRITHVIRAJ D. CHAVAN (Karad) : Sir, I stand here to support the Railway Budget for 1995-96 and the Demands for Grants. Considering the lateness of the hour, I would restrict my submission to some of the very pressing demands of my area. My parliamentary constituency is fortunate to have a broad gauge link belonging to the South Central Railway. But unfortunately the Railway Minister has not given any new line or facility of survey for this area. The most important demand of my area is for an overnight train exclusively for Western Maharashtra. This would connect Kolhapur with Bombay and the train would reach Bombay U.T. station before 7 O' clock in the morning so that the time is convenient for people to attend their offices. The present trains are all linked to the North-bound Karnataka trains. The timings are inconvenient. They are always late. There are no reservations for people from Western Maharashtra. In fact, they carry not even a fraction of traffic originating from Western Maharashtra. Therefore, it is a demand from all the elected representatives from Western Maharashtra for a new train with convenient timings which would reach Bombay before 7 O' clock and the entire train be specifically reserved for the districts of Kolhapur, Satara, Pune, Sangli, Sindur Durg. This demand has been made time and again. The area is being fast industrialised. A lot of business people from Bombay want to go to Kolhapur, Satara and Sangli but they have no convenient connections. They have also demanded that the train should have a first-class A.C. and a Chair Car bogey for business people and travellers.

Another persistent and most important demand which has been made for a long time is about an additional halt at Takari railway station which has been between Karad and Miraj. This additional halt at Takari station is required for Koyana Express. It is not a very important train and the demand is very genuine. But unfortunately, it has been routinely rejected without going into the merits of the demand. This area now has a major lift irrigation project at Krishna River at Takari. It is a city in the heart of the sugar belt. There are large industrial belts in the neighbourhood. It is a major trading town. Therefore, the demand for the halt of Koyana Express at Takari must be sanctioned at the earliest and not routinely rejected as it has been done up till now.

I would like to thank the Railway Minister for considering lengthening of the platform at Karad which is in my parliamentary constituency. The Karad railway station earns a large freight revenue for railways because of loading of sugarcane and because of unloading of fertilizers and heavy equipment required for the Koyana Hydroelectric Project. There is no covered shed at present for the second platform of the Karad

station. During the rainy season, the loading and unloading of sugar and fertilizers cannot take place. Because of the delay, heavy demurrage has to be incurred. We had to represent many times to the railway authorities to waive off this demurrage. If the second platform is properly constructed with black topped access road and foot over bridge, it will do justice to Karad which is giving a substantial revenue to the railways.

Pune-Miraj section in Maharashtra is one of the unique railway tracks which is in the South Central Zone. Its headquarter is in the State of Andhra Pradesh. And its Divisional Headquarters is in Hubli in Karnataka. There is a demand, that when the railway authorities go in for reorganisation of zones, the Pune-Miraj section of the railways should be brought under the Central Railway with a new Divisional Headquarters in Pune or Satara or Karad. It should not be linked up with Hubli and certainly not be under the South Central Railway with its headquarters at Secunderabad. It is very inconvenient. We hope that the exercise for new zones should not be restricted only for creating a new zone at Bangalore.

The Railway Minister has sanctioned forty new surveys and I thank him for that. I would request him to include Karad, Chiplun rail link which has been long proposed. Now with the coming up of Konkan railways, this will link the new Konkan railway with the Pune-Miraj track which is a very important section of the railways. Therefore, I request the hon. Minister to include Chiplun-Karad link for survey for the next year.

There is no production unit of Railways south of Pune. I request the Minister to consider starting a production unit of the Indian Railways in Western Maharashtra particularly at Karad.

The next demand is that the Pune-Miraj rail track is presently a single line track and the traffic is growing. But because of the single-line track, there are delays. A request has been made to double this track. This should be taken up. There have been many derailments in this year, particularly during the rainy season. So there is a need to renew the entire track at the earliest. There are also some manned gates required at Bhawaninagar, Konegaon, near Maer. Many accidents are taking place in that area. The Railways have recently decided that they would not grant any manned gates because of the revenue constraints. But these manned gates are required with the population growth.

I would like to make some general suggestions. There is a need for a Shatabdi Express between Bombay and Nagpur and between Bombay and Kolhapur.

01.00 hrs.

I also wholeheartedly support the demand for more frequent meetings of Zonal and Divisional Consultative Committees and they should be empowered to take

some decisions locally. These meetings are not taking place regularly. Sir, the railway production units have done good work but now they need to undertake vigorous export drive so that their capacity can be fully utilized. There is also a need to have the facility of STD phone at every platform in the metropolitan railway stations. I also request that the Railways should construct more Rail Yatri Niwases to encourage low cost tourism.

There are many more demands but because of lack of time, I will not go into them. I only hope that the Railway Minister will give a detailed reply to all our requests, if not in his speech, but at least in writing later.

Thank you very much for giving me this opportunity to speak on the Railway Budget.

[Translation]

SHRI RAM PRASAD SINGH (Bikramganj) : Mr. Deputy Speaker, Sir, I rise to oppose the Railway Budget. I wanted to support it but the hon. Minister of Railways has neglected Bihar and has not given anything to it in his four years tenure. It is a fact that Indian Railways is among the biggest Railways in the world from the point of public convenience. But today Indian Railways is losing its credibility. The main functions of Railways are to carry goods at a reasonable rate, to provide security and facilities to the passengers and carry them to their destinations, to check corruption and to provide employment etc. But, as far as I know, Railways has not been creating employment opportunities for years. Instead of providing employment, retrenchment is being done. The examination is conducted, the panel is prepared but none is offered appointment. The provision of reservation made for the Scheduled Castes, Scheduled Tribes and Backward Classes is also not being implemented. None of the passengers feels secure while travelling in the train. The Railway Protection Force has become a 'loot force'. Whenever, I go to Mughalsarai, I have to travel in a passenger train. Mostly the poor, who do not even have clothes to cover their bodies, travel in it. The Railway Protection force, also robs them of their money. The hon. Minister has fixed seats in the reservation compartment but the seats have not been increased in the general compartment, which has become a means of looting. As the Railways has lost its credibility, the people prefer to book their goods by trucks. The goods of the businessmen lie scattered here or there. When they go to station to collect it, they have to face a lot of problems. Sometimes, less goods are delivered to them. At the Mughalsarai yard, I have myself seen goods lying there and someone lifting sacks and sacks of sugar and coal. In a way, the Railways Department is breeding corruption.

Our public sector has manufactured good wagons for the Railways. There was a time when people used to say that the wagons manufactured in our country do not have a match anywhere in the world. Our workers and engineers are very much competent but they are not preferred today. The hon. Minister talks of private sector. It is a gross negligence of our intellect, our engineers and our honest officers.

Last time also, I had urged upon the hon. Minister that though he had increased the fare yet the catering facility in the railway was so inferior that it offered neither the quality nor the quantity. We travel in a good train like Rajdhani but good quality tea is not served in it. Earlier there used to be good curtains in the train but now these have been replaced. When I raised this issue, the hon. Minister told that he had given a small pillow and further asked us to see the size of it. Today, in Rajdhani Express, Purshottam Express and in other air-conditioned trains and coaches, a small pillow is given which can not be put under the head. The Railways increase the fare in the name of augmenting facilities. I had urged upon the hon. Minister time and again to at least travel in a passenger train. Its coaches and glasses are broken. There is no fan and bulb. The bathroom is not worth use. There is no arrangement of water in it and even then he claims that this budget is in the interest of the poor. This budget is anti poor. Generally the poor travel in the passenger trains but there are no facilities in those trains. The Hon. Minister, Sir, I oppose this budget because the number of poor people in our country is much and by neglecting such people we can not think of building a good and strong nation. The days are gone when the poor people were ignorant of their rights. Today they have awakened and now they will fight for their rights.

I would like to inform the hon. Minister that earlier ticket less travelling was a problem for him but now the wards of the influential people travel without tickets. Among them are the sons of the T.T.E. Clerk, M.P. etc. Sometimes, I go to Patna from Mughalsarai, I see that A.C. First Class or A.C. coaches are so jam packed that the protection Force personnel and Railway employees find themselves helpless to do anything. The Protection Force is so inefficient that they search the brigands only after the incident takes place and the passengers are looted. There is no need at all of the protection force. They serve no purpose except looting the people.

I had urged upon the hon. Minister during the previous budget also, regarding the problems of my Constituency. Unfortunately, in my constituency on Arrah-Sasaram light railway line, meter gauge trains used to run but that railway line has been removed in the name of conversion into broad gauge. A survey of it was conducted twice but that railway line has not yet been laid. Shri Veer Kunwar Singh was one of the great freedom fighters of our country. He belonged to Arrah.

Sher Shah Suri, the well known historical personality was born in Sasaram. The distance between both these places is 105 kilometers. If this railway line is laid, the people will be benefited by it. I had said that if this facility was not available then a surveer could be conducted upto Itarsi via Sasaram, Pahaleja and Bhana. It will not only cover a long distance but the Government will also be benefited by it and the people will have to spend less time, if the trains bound for Bombay from Patna pass via that route.

The Hon. Minister is not present but Mukul Wasnik Ji is very much here.

MR. DEPUTY SPEAKER : The Hon. Minister is also present.

SHRI RAM PRASAD SINGH : It is good. Last time in my speech, I had said that the poor people travel in the Barwadli Mughal Sarai Passenger train, which reaches at 4-5 P.M. They come to Varanasi to work, to buy mediums and to visit religious places but that train does not stop there. The train halts at its destination overnight and starts at 9 in the morning. It should be extended upto Varanasi. In this way, travelling will be economical for the poor people. Shri Chhedi Paswan Ji had demanded that Bodh-Gaya Express should be run from Gaya to Delhi. The train which starts from Calcutta, arrives Delhi in the morning via Grand Chord Line. I want that it should be run between Gaya and Delhi. It should leave for Delhi in the evening and reach here in the morning. The trains coming from Calcutta do not stop there, in the evening. Only one train i.e. Poorva Express stops there, which runs for three days in a week. The Neelanchal, Shipra, Bombay Mail and Kalka Express departs in the morning. These trains do not serve the purpose. Arrangements should be made to introduce a train from there, which will depart in the evening and arrive Delhi in the morning.

Mughal Sarai is one of the biggest stations of India. When Shri Kamlapati Tripathi was the Railway Minister, he had got the retiring rooms constructed there but there are only 2-3 rooms. The passengers from far and wide come there. They have to face a lot of problems and inconvenience due to the lack of the railway facilities. From the commercial point of view also, modernisation of Mughal Sarai station has become necessary. The modernisation of Arrah, Sasaram and Buxar should also be done as these are very old stations. There are only 2-3 rooms. There is no retiring room for the passengers. They do not get even drinking water. These facilities should be provided there.

Last time also, I had demanded that Purshottam Express should be given a stoppage at Dalmia Nagar. It is a big business centre. An over bridge should be constructed on Bikramganj road. There is P.P.C.L. and Banjari Cement Factory in Amjhor. Hundreds of

passengers of the place want to board the train from Dihari to reach Delhi. If Purshottam Express is given a stoppage at Dihari, it will be convenient for the people.

I had talked to the D.R.M. regarding the Shipra Express which reaches Gorakhpur. I come to know that a survey of the trains running on this route was conducted but no further action has been taken in this regard. The population of this country is increasing day by day. The people travel on the roofs of the coaches since they do not find a place in the trains and it leads to accidents. The number of passenger trains should be increased. Further, the number of seats should be increased in Kalka Mail, Bombay Mail and Poorva Express which stop at Sasaram, Bhabua and Delhi.

There is a village Mahadeva between Pehleja and Karvandia stations. It is in a remote area. I alongwith an hon. Member have written with regard to it. An inquiry has also been conducted in this regard. People from Mahadeva and several neighbouring villages come there. They have to face a lot of problems. Therefore, my submission is that a provision of 'Gomti' should be made near Mahadeva.

Once again, I would like to urge upon the hon. Minister that the Railways should be made more credible as it is a vast commercial field and useful for people. If it loses its credibility then it will be harmful for the country. The hon. Railway Minister says so many times in his speech that Railways is one of the biggest organisation in the world. If its credibility goes down, it will be a great loss to the people. Please maintain its credibility. The engineers and the technical workers working in it should be given due regard and it should not be handed over to private companies. I have the experience that the performance of private parties who are given the catering contracts in the trains is poor and they serve sub-standard food. Privatisation of Railways should never be done and let it remain in the public sector. Encouragement should be given to the engineers and the officers and by mutual harmony, the Indian Railway organisation should be made good. Facilities should be made available to the people and more attention should be paid towards security. Its credibility should be maintained. There is a lack of all these things. Therefore, I oppose this budget.

Sir, I am thankful to you for giving me an opportunity to speak.

[English]

DR. ASIM BALA (Nabadwip) : Sir, I am going to speak against the Budget; that is, I am going to oppose the Railway Budget. In the Railway plan, the total size of the plan is gradually reducing. While commuters and passengers are increasing, the Railway Budget in percentage is reducing day by day. Suburban class passengers are increasing; but non-suburban higher class or super class passengers are reducing.

MR. DEPUTY-SPEAKER : Mr. Mallikarjun, if you are not feeling well, you can go; Shri Mukul Wasnik is here; he will look after.

THE MINISTER OF STATE IN THE MINISTRY OF DEFENCE AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): No, Sir. I am perfectly all right.

MR. DEPUTY-SPEAKER : Okay, Dr. Asim Bala, you can continue.

DR. ASIM BALA : As far as the passenger amenities are concerned, they are given to the upper class passenger more and not to the suburban passengers, that is, second class passengers. These are the two things that I want to mention.

I would also like to mention here something about the problems in my constituency. Before that, I would like mention here that in the last three or four years, three or four committees have been set up; and they have given some recommendations. I do not know how far it will work and how far the recommendations are going to be implemented.

Sir, I will now come to gauge conversion programme. In the Budget Speech it is mentioned that in four years time 600 kilometers of railway line have been converted from metre-gauge to broad-gauge. In my constituency, there is no gauge conversion programme. My constituency has got only 10 to 12 kilometers of narrow-gauge line. Even that has not been converted into broad-gauge. It is my appeal and request to the hon. Minister to see that it is converted into broad-gauge.

With regard to recruitment, I would like to mention that it is a high problem, particularly in eastern region. During the last few years, two or three panels for recruitment of Scheduled Castes and Scheduled Tribes people have been formed but no instructions from the Central Government regarding their appointment were issued to them. Some of the candidates have already become overaged. But it is a pity that the Railways are not taking any initiative to recruit those candidates.

Now, I will come to my area, i.e., Ranaghat. We have a very old line. During the British Regime, there was a double line but now that line is being neglected. At the moment, tribals are going to Bangladesh by goods trains. But our railway Authorities are not taking any care to develop that area. People are coming from long distance for their offices which are situated in Ranaghat as well as Calcutta by travelling six to seven hours a day. There, the people are demanding electrification of the route.

Regarding Bangaon-Ranaghat line, I am very happy to say that the Railway Authorities have just sanctioned two DMU coaches on that line. I have not yet received any letter.

Now, I want to mention about the railway timings. The trains are not maintaining proper schedule throughout their destinations. So, I request the Hon. Minister to keep in mind the problem regarding late running of trains, which is very essential.

Now, I want to mention that in my area we have a number of earthen pot vendors. They are very poor people. They use to take their earthen pots to long distances. Sometimes, the Railways do not allow them inside Chair Cars. But with the connivance of the local touts they are allowing some other things, which are not actually banned by the Railways, sometimes such things happen. So, I request the Hon. Railway Minister, through you, that he should also look into this matter.

Sir, my area is very much neglected. There are no lights; there are no fans and there are no windows. The roofs are broken and during rainy seasons rain water comes inside. Also, we have no proper toilet facilities. I would like to mention that Krishnanagar is my district headquarters and from Ranaghat to Krishnanagar it is only 30 kilometers. But still, there is no double line. I have demanded and even people are also very much agitated for having the double line there.

Regarding land management. I would like to mention that in my area some railway lands are remaining vacant for a very long time. The Railways are not giving those lands on lease or to some cooperatives. But some touts are just acquiring those lands and doing some business.

But nobody is going there to look into them. The RPF and the local officers are also not going there. They are not looking into the matter. It is creating and would create a very serious problem in the future.

Sir, Ranaghat is a very big and busy station. The people are demanding for a computerised reservation centre at the Ranaghat station. I would be very glad if the railway authorities could provide funds for setting up of a computerised railway counter at the Ranaghat station. With all these words and opposing the Railway Budget, I am concluding my speech.

[Translation]

SHRI SUBASH CHANDRA NAYAK (Kalahandi) : Mr. Deputy Speaker, Sir, I rise to support the Railway Budget, 1995-96 and thank the Hon. Minister for there has been the development of Railways in the real sense of the word in Orissa during his tenure i.e., after 1991 and it is still going on. Kalahandi is the most backward area of Orissa. I fail to understand why Kalahandi remains out of the mind of the Hon. Minister whereas developmental works have been undertaken in every other district of Orissa. In 1993, I was given an opportunity to speak on the Railway Budget at 3.00 a.m. At that time, I had thought that this late opportunity to speak may fructify into grant of some funds for the

development of Orissa. That came true and Rs. 50 lakh were granted for the construction of new line from Lanjigarh Road to Junagarh. So far, a sum of Rs. two crore has been sanctioned for that. Today, it is 1.30 a.m. and I hope that a railway line facility might be extended to the people of my area on the pattern of Lanjigarh Road-Junagarh line. On his visit to Bhuvaneshwar, the Hon. Prime Minister had announced in a meeting that he will put a backward area like Kalahandi on the track of development.

SHRI SYED MASUDAL HOSSAIN (Murshidabad) : No tax is levied on a speech.

SHRI SUBASH CHANDRA NAYAK : I urge upon the Hon. Prime Minister and the Hon. Minister of Railways the former because the development of my area is not possible without his good wishes to think of the development of my area.

The Hon. Prime Minister had laid the foundation stone of a railway line there on 22.4.1993. It is 1995 today. The people are asking me why has not the work been completed despite laying of its foundation stone by the Prime Minister himself? Whether people are being misguided? Mr. Deputy Speaker, Sir, through you, I would like to urge upon the Hon. Prime Minister and the Railway Minister that the development work of Kalahandi initiated by the Prime Minister should be completed forthwith. I had also stated during the last two Railway Budgets that Jaffer Sharief ji would lay the foundation stone of Bhavani-Patna railway station.

I visit his office regularly and despite his assurances, he does not go there. Once, I had requested the Hon. Minister that the five railway stations in my area, namely Kesinga, Kandel Road, Narala Road, Roopara Road and Lanjigarh Road should be improved. He called Shri Rajkumar and ordered him to do this work. I am sorry to say that one year has passed since then and arrangements have not been made even for the whitewash, what to talk of completing work. This should not happen. The Minister's orders should be implemented.

Mr. Deputy Speaker, Sir, Samata Express should be run daily and A.C. coaches should be attached to it. I am not saying this on my own but people's demands come to me. Therefore, I am making this request. Simultaneously, arrangements should be made for attaching A.C. and 1st class coaches to the Chhatigarh Express train. We travel via Calcutta but such arrangements are necessary for the common people. The Sambalpur Express running upto Sambalpur should be extended upto Waltair.

Lastly, I would like to say that the development of the country cannot take place unless Kalahandi is developed and its people liberated. Hence, there is the need of a communication system. There is enough raw material available in that region. This area is rich in

Bauxite mines and stone. Just now, one of our colleagues was saying that the development work is undertaken in the constituencies of ruling party's M.Ps whereas no such work is taken up in the areas of the M.Ps belonging to B.J.P. or Janata Dal. This should not happen. An M.P is an M.P no matter which party he may belong to. Lastly, I would only like to say that the work of Lanjigarh Road-Junagarh railway line should be completed this year, otherwise, the people will launch an agitation and I hope you will excuse me for that.

DR. G.L. KANAUIA (Kheri) : Mr. Deputy Speaker, Sir, I would like to draw the attention of the Hon. Minister towards Lakhimpur Kheri which is contiguous to the Nepal border upto a length of 130 kms. A station was constructed in haste at the time of Indo-China war. When I had made a request last time, I was given the assurance that the Lakhimpur-Bareilly meter-gauge-line via Lucknow-Sitapur will be converted into the broad gauge line but it has not been converted so far. Lucknow-Hardoi-Shahjahanpur is a very busy line and in case an accident occurs on this line, the traffic is diverted towards Agra which creates difficulties. The funds allocated for conversion of Lakhimpur-Bareilly line have now been diverted to the area of the former Prime Minister Shri Chandra Shekhar. The work of laying the railway line has been completed there. Ours is a very backward area which is contiguous to the Nepal border and 50 kilometer area is inhabited by the tribal people there. The train departing from Lucknow stops at Gaurifanta for the night and leaves for further journey in the next morning. That train should be extended upto Tugunia wherefrom it may be run upto Lucknow via Ballia and Lakhimpur Kheri. This would cover that 50 km. tribal area. Earlier too, I have raised this demand twice and now I am raising it for the third time. Farrukhabad, Shahjahanpur and Kheri are parallel lines. The former Deputy Railway Minister, Shri Bal Govind Verma had got a survey conducted of Hardoi and Kheri line but no work could be taken up thereafter. I have already raised this demand twice before you and would submit that this area touches international border. The whole area upto Nepal border will be benefited if Farrukhabad-Shahjahanpur-Kheri is connected with a Railway link.

There are only two lines in Lakhimpur-Kheri but the platform is only one side. The train stops at platform No.1. There is a pit beneath the other line which has no platform and people pass through it. It creates many difficulties. I would like to urge upon the Hon. Minister to construct a platform along that line. There are two colleges, one each in the North and the South of that line and gates on either side are closed until the passage of the train. The students face a lot of inconvenience due to it. Therefore, I had requested that an overbridge should be constructed for their convenience. Secondly, there are no houses around L.R.P. road. An overbridge

cannot be constructed over the main line because there are many buildings on either side. Therefore, I request that an overbridge be constructed over the L.R.P. road.

If the Agra Fort train is delayed by one hour and it could reach Bareilly at 3 O'clock, then, we can get a connection by Lucknow Mail. The passengers of Pilibhit, Shahjahanpur and Lakhimpur Kheri can travel by that. Otherwise, we have to waste half a day at the platform. In this connection, I had written a letter to the Hon. Minister and raised this issue in the Parliamentary Committees. Moreover, four M.Ps had also met the Hon. Minister. There is no harm in doing so. The only thing to be done is to delay the Agra Fort train by one hour. I have also written letters about the railway line passing through tribal area of Gaurifanta-Chandanchauki and there have been agitations for it also. Despite that, these lines are being dismantled and half of the line has already been dismantled. These lines pass through an area close to the Nepal border. Therefore, these should not be dismantled. Instead, train service should be resumed on these lines.

The issue of pilferage in the Railways has already been touched upon. There is total insecurity in the Railways and young children, in particular, resort to thefts and pilferage.

I would cite a recent incident of 13th of the month. There were four M.Ps. and four gunmen in my coach. The M.Ps. were Shri J.P. Mishra, Shri Gangwar and myself the luggage and Rs. 10,000 is cash of a passenger of the same coach, Shri Dinanath Tripathi were stolen. The second incident took place on 28th. I was travelling by Agra Fort train and was late because I could not catch the Lucknow Mail from Bareilly. I had to reach here on Friday, the 28th. The train stopped for 45 minutes at Mathura Cantt. There were some lines in the train and nobody came forward to unload tins. After some distance, we saw a long queue of the school children who were held up there. I would request the Hon. Minister that there should be prior arrangements for unloading of goods.

Mr. Deputy Speaker, Sir, reservation facility is available at the Rail Bhavan. The M.Ps. go for reservation there occasionally. I went there myself as my son had to go Bangalore. I applied in writing and the concerned official assured me that I would get a berth. But no berth was provided and my son could not go to Bangalore. If a Member of Parliament personally goes to Rail Bhavan and asks a berth for his child but fails in his endeavour, how far is it justified? I had also told the Hon. Minister about it but no enquiry was held. Therefore, the counters opened at Rail Bhavan should be closed down. The Government officials posted there provide reservation only to their own people. These counters are also useless for MPs.

Secondly, I would like to talk about the facilities being provided in railways. I want to know about the arrangements made in railways for sanitation and water. While I was in Bangalore, the Hon. Railway Minister was also on a visit there. I requested him that instead of visiting Bangalore, he should visit my area because there is no arrangement for water and sanitation. Anti-social elements and outsider travel in second class A.C. and the first class A.C. coaches. One cannot sit there. The condition of retiring room is worse. I wanted to support this Budget, but after looking into all such affairs, I do not want to support it. The Bill introduced here is anti people and is an Election Budget I, therefore, oppose it.

SHRI TEJ NARAYAN SINGH (Buxar) : Mr. Deputy Speaker, Sir, I rise to oppose this Budget. In my opinion this budget does not provides any relief to poor. Though, second class fair has not been increased. Yet excesses committed on the passengers travelling in second class still continues. I think that they cannot get justice under the present system. It has been alleged here that officials are guilty. But I think that officials alone are not responsible for the worsening condition of railways. If anyone is responsible for the deteriorating condition of railways, they are the people who are heading the Government but not the Government official. If the Hon. Minister is honest and the Government is sincere, its officials will certainly remain honest. But if the Government is not sincere in itself, the question of its officials being honest does not arise. There is an old saying that a good master makes a good servant. I do not believe that the officials are responsible for deteriorating condition of railways. I hold that the Government is not sincere and its intention is malafide. That's why the condition of railways has deteriorated. So far as the work done or undone is concerned, only the Hon. Minister is not at fault. The Railway department will work only when fund would be available. I think that the intention of the Government and the Hon. Minister of Finance is malafide. Had the intention of the Hon. Minister of Finance been bonafide and the amount earmarked in the Budget would have been made available to the Railways, the Railway network might have been improved a lot. But in the absence of Budgetary support the plight of railways has become miserable.

Now I would like to raise a few issues of my constituency. Though I had raised them here several times and action was certainly taken on some issues. I do not deny it yet there are such certain works which are beneficial to the public. There is a train which runs between Danapur and Howrah. Buxar links both Uttar Pradesh and Bihar. That train arrives at Danapur in the morning and stays there for the whole day. If that train is extended upto Buxar about 500 commuters of Uttar Pradesh, who used to go to Howrah, will be benefited.

I have been raising this issue continuously for the last four years but the Government does not pay any attention to it. I would like to request the Government once again that Howrah-Danapur Express should be extended upto Buxar.

The train running between Ranchi and Patna should also be extended upto Buxar because about one thousand passengers from Buxar and Uttar Pradesh go to Bokaro every day. When they do not get train, they are compelled to go by bus. I would like to request that a new train should be introduced between Bokaro and Buxar via Patna, so that the passengers of that area may be facilitated.

My third demand is that a new railway station should be provided between Dihyan and Paudia Halt because a large number of office-goers travel from Arrah, which is near Sarvodaya village and it is a long standing public demand. I, therefore, request the Government to provide halt at Sarvodaya at the earliest. A railway crossing is to be built at Punea village in my area. In its absence the common people have to face a lot of problems. I, therefore, request the Government to provide a railway crossing between Buxar and Punea immediately.

Survey has been Conducted for Arrah-Sasaram light railway. I had written so many letters in this regard and the Government replied that it would spend an amount of Rs. 85 crore in that project. I thought that the condition of the Government was already miserable, so how could it manage such a big amount? But when the Hon. Minister Shri Ram Lakhan Singh Yadava reached Arrah to inaugurate the survey work of that line. I thought that he was an Hon. powerful Minister, so the work might be completed in no time. But it proved much cry little wool 8 months have passed since the inauguration of that survey work. I think thousands of rupees might have been spent during the visit of railway officials there. A half kilometre road could have been constructed in a state like Bihar with that amount. But nothing has happened. I found it in the Budget also. If anywhere a new railway line is to be introduced it is included in the Budget or in the speech of Hon. Minister, But I have gone through this Budget line to line but I do not find anywhere the provision made therein for laying Arrah Sasaram line. Through you, I submit to the Government that the survey of the Arrah-Sasaram railway line has already been conducted, therefore, the Government should start work there without making any excuse.

I would like to say something more. I do not say that the Department of Railways has done injustice with Buxar. All trains stop at Buxar. But only the Himgiri Express does not stop there. It should also stop there. This is a long standing demand. In Bihar the amount of revenue earned by railway in Buxar is the second largest after Patna. I, therefore, demand that the Himgiri Express should also stop at Buxar. Moreover, I would like to

state that the Janta Express stops at every station except Barna. Why it has been left out? It should stop at Banra also.

I would like to submit one thing that though the distance between Patna and Buxar is less than the distance between Aligarh and Delhi. Yet the monthly pass has not been allowed in former case. About 300 commuters travel everyday between Buxar and Patna. Therefore, orders should be issued to provide monthly seasonal tickets for the journey between Patna and Buxar as is in case of Aligarh-Delhi.

There is no proper arrangement of retiring rooms in the railway stations in my area. I request the Government to improve the condition of retiring rooms at Bihiya, Raghunathpur, Dumraon and Chausa stations. Earlier I had raised a question about the condition of the retiring room at the Buxar railway station. It is now in good condition because the administration took interest in it.

Another point I would like to make is that the number of casual labourers in the list is around 2400. According to the court verdict of 1987 regarding these casual labourers, they should have submitted their application by 31st March. But those living in remote areas could not submit their applications in time. As they could not get the information so their application reached late. Thus, their applications could not be verified at Buxar, Mughal sarai and Dildar Nagar. My submission is that such 2300 applications should be verified and the applicants should be recruited as per rule. To conclude I would like to tell one thing more that as per rule casual labourers are entitled to get their employment. Therefore, they should be given jobs.

At last, I would like to submit that the most students of Bihar go to Karnataka for medical and engineering studies. But in the absence of direct train service from Patna the students have to face a lot of problems. I, therefore, request the Government to introduce a special direct train for Bangalore from Patna. It should not stop anywhere enroute. If it would stop anywhere en route the belongings of students will be lost. It should be managed in such a manner that the railway does not suffer any loss and the train is available for Bangalore every day.

Sir, at last I would like to request the Government that the RPF should either be strengthened or removed because it causes more loss. This force cannot prevent even chain pulling. I, therefore, request the Government to abolish it or remove it from railway.

Mr. Deputy Speaker, Sir, with these words I oppose this Railway Budget.

[English]

SHRI S. SIVARAMAN (Ottapalam) : Mr. Deputy-Speaker, Sir, I thank you for giving me permission to speak in connection with the Railway Budget.

At the outset I would like to briefly place my observations over the Railway Budget presented by the Railway Minister, Shri Jaffer Shariefji. An impression has been created that the Budget is soft on the people of this country. But I would say that the Government itself is responsible for depicting the picture of soft Budget expecting the support of the people in the coming election. Though he had spared the ordinary class travellers, he had in fact come down heavily on the common man by hiking the freight rate.

Already the common man is suffering a lot of difficulties as the price of various commodities have gone up in a big way. The rate of inflation has shown no tendency to come down.

The rate of inflation has shown no tendency to come down and I would submit that our Railway Minister also made his contribution for this. The academic assessments show that the price of essential commodities will be going up by seven per cent due to the hike in the freight charges.

Sir, let me state some hard facts about the attitude of the Railway towards my State, i.e. Kerala. The Members coming from Kerala, irrespective of their Party affiliations, were consistent in stating that the Minister was showing step-motherly attitude towards the State. We had many expectations. We thought that being near to the Minister's home State, Kerala also would be given some considerations. But I would regretfully state that the Minister has cleverly managed to restrict the growth of the railways within the four boundaries of Karnataka. Even the benefit of Konkan railway line is being denied to Kerala.

Sir, Kerala was the first State to come up with a helping hand to assess the railways for the construction of Konkan lines. The then Railway Minister, Shri George Fernandez has specifically assured that the single line between Shornoor and Mangalore would be doubled. Unless and until this is done, Kerala will be denied of any benefit from the Konkan lines. Rs. 100 crore has been set apart for gauge conversion in the country. But North Kerala remains to have some old net work provided by the British regime. Even after four-and-a-half decades of Independence, not even a single metre of railway line is added to North Kerala. I would like to state that the doubling of Shornoor and Mangalore lines should be handed over to Konkan Railway Construction Board to which our State has contributed Rs. 36 crore for the construction of Konkan lines.

Let me remind the Minister that by introducing one or two push and pull trains and intercity Express, the railways will not develop in Kerala. The Government has to consider the genuine demands of the people, i.e. construction work of new lines and doubling of new lines has to be started. So I request our hon. Minister that doubling should be started from Shornoor and not

from Kuttipuram. The doubling work should be handed over to the Konkan Railway Construction Board. I also request the hon. Minister to introduce one day train between Mangalore and Madras via Shornoor. More amount should be provided for the electrification work from Erode to Ernakulam. I also request the Government to provide computer reservation system in Shornoor Junction because it is the biggest railway station in Malabar.

With these words I oppose the Railway Budget presented by Shri Jaffer Sharief and conclude.

[Translation]

SHRI SYED MASUDAL HOSSAIN (Murshidabad) : Mr. Deputy Speaker, Sir, it is 2 O'Clock and outside the house, silence prevails all around. The people of the country are asleep but this House is still awake. You as well as two hon. Ministers, who are not the Cabinet Minister are sitting here. The treasury benches wear a deserted look. Some Members from Opposition parties are, of course, present here. I feel that a conspiracy is being hatched here to cheat the common man. I would like to touch on some important points on this subject. All the Ministers from Congress Party while speaking on a subject keep on repeating the name of Shrimati Indira Gandhi and Rajiv Gandhi. Today, our country has made tremendous progress. Though they go on repeating their names but the fact is that nothing has been done on the places where Shrimati Indira Gandhi had laid the foundation stones. However, animals keep on tampering those foundation stones.

02.00 hrs.

Had they got any regard for Shrimati Indira Gandhi and Rajiv Gandhi they would have done something at those places where foundation stones have been laid Howrah-Amta, Balugah-Eklakih etc. are such railway lines where foundation stones were laid by them. I would like to say that leave aside the people of West Bengal, but at least to pay some regard to those leaders some construction should have been undertaken on those foundation stones which bear their names.

There is Sealdah-Lalgula Section in my constituency, which is 238 km. long nine MPs hail from this area. Shri Ajit Panja is from Sealdah and I am from Lalgula. I do not know as to what the public of our area think about us as nothing has been done even after several reminders given by us. Dr. Asim Bala has just mentioned about that section. Neither the Krishnagarh-Lalgula railway line has been doubled nor electrification has been taken up on it. Please introduce a DMU on this line for the sake of we nine M.P.s. Whenever any demand is raised, the set reply given is the shortage of revenue. It is 2 O'Clock and at this time, 369 up Lalgula passenger train might be at Krishnagarh station. If a raid is conducted at this time, the 1st class and all other

compartments would be found full but the number of ticket holders will be one or two only. I dare the hon Minister to dial there but I know, that he will not do so.

Every MP says something about his own area but I would like to make one or two suggestions. In my area, there is a small railway station Nasipur. The railway line between Murshidabad and Azimganj is quite old. This area can be linked directly to Delhi via Azimganj, if a bridge is constructed over river Bhagirathi and in this way North Bengal can be connected with Delhi. A railway line already exists there and the land is also in possession of the Railways. Therefore, there is a need of will power to construct a bridge on this river. There is an old locoshed in Azimganj but as nowadays steam engine is not in use then what will happen to this locoshed? There is shortage of land in Bengal and the Railways land can be occupied by someone. But if this line is diverted, a base kitchen, a Railway hospital or a factory for manufacturing railway equipments can be set up there. I have raised this issue earlier as well.

Salarganj museum is a quite famous museum and there is another museum at Murshidabad, known as Hazarduari. It is not as big as Salarganj Museum but has unique collections. It is visited by nearly 25 lakh tourists year. I have demanded that a 18-20 bed dormitory should be set up at Murshidabad railway station but it was not accepted and only a two cell retiring room have been constructed there. Moreover, the people are underware of it. The railway Time Table also does not mention anything about this retiring room. This retiring room always remains occupied by railway staff. Then of what use is it to passengers? There are the issues which I have raised about my area.

I would like to raise another important issue here. You all may be knowing that how industrial units are being closed down in West Bengal. A large number of Pakistani refugees who had earlier migrated there from East Bengal had become hawkers in Railways. At present a large number of labourers who have been rendered jobless due to closure of industries there, have also become hawkers in Railways. There are about 60 thousand railway hawkers in West Bengal. CITU is the biggest Union of railway hawkers. I am its President. We have made several demands for issuance of licences against fees. We do not want to work illegally. We are willing to pay money for licences. Vendors are given licences at railway stations. Schemes for self employment are launched. However, the poor people are also self-employed because they do not borrow single paise from banks.

I would like to know from the hon. Railway Minister as to whether he wants to have 60 thousand licenced hawkers for Railways or 60 thousand anti-social elements. RPF personnels force them to get down on the plea that they are ticketless passengers. These people are charged with allegations and fined. I would like to say that those hawkers do not like to work illegally.

The second thing I would like to tell is that in companion to the the incidents growing crimes and robberies in Railways in other parts of the country the crime is quite less in Railways in West Bengal. Apart from RPF and GRP, personnel appointed by the Government, hawkers are playing an important role in maintaining law and order in Railway because it has a direct bearing on their occupation and livelihood. I would like to cite one or two examples. At Howrah railway station, a dumb girl was raped by a RPF personnel, who was caught by a hawker. Such incidents or pick-pocketing can take place outside the Howrah or Sealdah railway station, but not on platform. No one dare do that. These hawkers earn their livelihood from here so they keep a strict vigilance on platforms. These are poor people and I, as the President of their Union, request the hon. Minister to issue licences to them after charging money. They will never refuse to pay money for the licences. The cost of licence will not be more than the money paid to GRP and RPF. I would like to say that their struggle for it has been going on for a long time. They have staged demonstrations at each and every DRM office. At some places I, also supported them. The hon. Minister should look into the matter lest they would launch a big movement for it. With these words, I conclude.

[Translation]

*SHRI MOHAN RAWALE (Bombay South Central) : Mr. Deputy Speaker, Sir, with your permission, I would like to speak in Marathi. My colleagues Shri Ram Naik and Shri Sharad Dighe told in this House that Railways earn profit from Bombay suburban traffic. But even then Railway administration charges heavy fare for Bombay commuters than any passenger travelling in the country.

Railways always plead that they are running into losses. A proposal is pending before the Cabinet for the past three years. The proposal is that Railway land which is there in Bombay should be commercialised and funds should be raised from these lands on commercial basis. This is a simple proposal. But I fail to understand why does not the Government accept this proposal. Why the burden is imposed on Bombay commuters? Or is it the intention of the Government to loot the poor people. There was no need to increase the fare presently. If the Government gives the permission to sell these lands on commercial basis, there would be no need to increase the fares. In fact, the Government will have to withdraw the hike in fares. The Government will have to withdraw the hike in fares effected earlier.

There is a plan of BADE which involves a cost 2200 crores of rupees. It is lying as it is. I do not know why it is not approved. If it is approved, it will render more facilities to the residents of Bombay.

* Translation of the speech originally delivered in Marathi

Railway wagons, engines, track, bridges, automatic gates, signalling system equipment installed in engines which have been damaged should be repaired and their proper maintenance should be ensured by Railway administration. First Indian railway was started in 1853 from Thane to Bombay. A machine can develop a fault anytime. Therefore, the Railways must take up the task of modernisation in right earnest manner. What is valuable for Railway is the time factor, and the residents of Bombay know only too well what is the importance of time.

If a train does not start in time, it can lead to agitation and people can express outburst of their anger. That is why administration should take this matter seriously and understand the feelings of Bombay commuters.

The bogies of trains which are run by the railways are in hopeless condition. For whom are you running these trains? The reason for not keeping proper upkeep of trains is cited to the shortage of manpower. You should recruit more employees. The administration has stopped the recruitment. There is uncleanness in suburban trains. The Chairman of Railway Board should go there and see the condition of trains. I am thankful to him and the Hon. Railway Minister for visiting Bombay. We MPs were also invited. We held talks with them. The Chairman of Railway Board also had come and made necessary provision. But he should ensure whether the funds sanctioned by Railways are properly utilised or not. There is no cleanliness. Trains are out of order and need repairs. In many bogies, there are no fans no lights, broken benches, broken windows and door is a common sight. Some trains are repaired in such a manner that nails which are used are enough to tear the clothes and injure the passengers. It is also said that there is no time for carrying out repairs. Even all the rules of security are violated. There is corruption due to which some spare parts are stolen. Even accidents have taken place because of theft of spare parts. Controlling equipment is damaged, fish plates are removed. If modern telecommunication equipment and equipment based on modern technology are not used, it can play havoc with the life of passengers.

There are jhuggi-clusters on railway land. Maharashtra Government has given permission to these clusters since 1985. These clusters have been regularised. But as these clusters have come up on railway land, Railways have not given permission and NOC to the dwellers. The Railways should take back this land for its use. If the Railway take back their land, they should give alternative plots to the dwellers. The Railways should do that or give NOC to them. They do not get water, electricity, toilets etc. They live there in the most unclean surroundings.

Sir, the Railways started Metropolitan transport project in 1969. This was set up to give maximum amenities to the suburban passengers. The preliminary report was submitted to the Railway Ministry as back as 1971. In 1972 British Experts were invited to study Suburban traffic and suggest necessary changes. The British Experts had made important suggestions in their report and suggested necessary changes as well. But we do not know as to what has happened to this report. Where is that Report? That has been submitted to the Government but it has been neglected. If you implement the suggestions of British Experts and want to reduce the congestion of traffic, you require another terminus Station like Boribunder and Churchgate. The British experts had suggested 7 corridors i.e. 7 double railway tracks. The 7th track was Bandra-Kurla railway tract. There was suggestion of Bombay-Kurla complex also.

I have with me letter written by Prime Minister. If you permit, I will read only one or two lines. There is a suggestion that Railways should purchase cloth from NTC. I had raised this issue when I spoke on President's Address. He has replied to me regarding that issue. He has said in his letter : "You had referred specifically to the purchase of textile items by the Ministry of Railways and other departments of the Government. We have decided to continue the policy of the Government department purchasing their requirement from NTC/BIC while implementing turn around strategy." But this is nowhere being done. The Railways require huge quantity of cloth. But it is not being purchased from NTC. If they purchase it from NTC, NTC mills can run.

In my Constituency, there is a railway station called "Shivadi". Accidents take place frequently at this railway station. I have been constantly demanding that there should be an overbridge. I have been demanding that there should be an overbridge for the last three years. But it has not been constructed as yet. I am always told that there is no provision of funds. So I request the Hon. Minister through you to take up the work of overbridge at the earliest.

At Chinchpokli and Kari Raod, there is Central Railway. Between Chinchpokli and Kari Raod, there should be a bridge. There should be a bridge to connect Lai Bagh Gas company and Dhila Road. Otherwise for going there, people have to take circuitous route and spend 15 or 20 minutes.

There is a ground owned by Railways. There a Station should be constructed. I have been making this suggestion and making this request for quite sometime. But Hon. Minister has not yet taken this request into account. So, I request him that this Stadium should be constructed at the earliest.

Sometime back, I had made a suggestion that Sound System should be installed in all bogies. When

there was accident at Kandivall in 'Mahila Special' there was no Sound System in that Compartment. When the ladies saw smoke, they jumped out of the Compartment and some ladies died in that accident. But if there had been a sound system or communication from the next Station, that accident could have been averted. When I was elected as Member of Parliament for the first time, I had raised this issue in my speech on the Railways Budget. But I got a negative reply. I was also told that Railway would consider it later on. But I do not know what happened after that. So, I request the Hon. Minister to start sound system in the bogies. I also request that compensation should be paid to the family members of those ladies who died in that accident.

Hon. M.P. from Punjab Shri Umrao Singh gave good suggestion that sportsmen should be given 50% concession in fares instead of present 25% concession. Fortunately, Sports Minister is also sitting here. I bring this to his notice also. I request him to take up this matter with Railway Minister and see that he gives 50% concession in fares to the Sportsmen.

SHRI MUKUL WASNIK : I will definitely take up this matter with the Hon. Railway Minister and I think he will give considered opinion on this.

[English]

MR. DEPUTY SPEAKER : Even others also feel necessary that Sportsmen should be given concession.

[Translation]

*SHRI MOHAN RAWALE : Sir, Mr. Suresh mentioned that those devotees who are going to Ayypan should be given concession. I myself had been to Ayypan and I feel that this concession should be given and I support him on this point.

The population of Bombay has tremendously grown. 60 lakh passengers travel in suburban trains. We have to find a solution to this problem. When I had been to London, I saw that there was parallel railway overhead. If we do that we may get some space. For underground railway, you have to find space. In Calcutta, work on underground railways is still going on at some places. But if you go in for parallel railway, space would be available above and the work can also be speeded up.

Mr. Deputy Speaker, Sir, I want to say that regional languages should be respected not only in Maharashtra but every-where. There is a Government circular to this effect. First comes regional languages, then Hindi and English. But we find that Marathi language is not given due recognition in Maharashtra. I request you to take serious note of this. The announcers who have to work for 8 hours are given only 12 rupees as wages. Why should they announce? How can they work if they are

* Translation of the speech originally delivered in Marathi.

paid so low wages. All the announcement regarding trains should be made in Marathi as well as in Hindi and English. But it must be made in Marathi. Similarly, the announcement in other States must be made in their respective regional language. The local persons should be given preference while giving jobs.

Sir, though I am standing here as M.P., my career has been shaped by Sports Department of Central Railways and the contribution of Railways is significant. I learnt boxing and several other games. But now sports are being neglected. There have been good sportsmen in Kabaddi and Kho-Kho. Railways have given good sportsmen to the country. So all these sports should be encouraged by Railways. The recruitment has stopped. That should be started. The widening and renovation of railway bridges are necessary and that should be done. Overbridges are very necessary. If overbridges are constructed in Bombay, railway traffic can be controlled effectively. So, I request through you, that this should be done. There should be separate Division for Bombay. I request that this Division should be started in Bombay.

On Sunday, some concession should be given in fares and a kind of free service should be started. If someone purchases a pass for a day, it should be valid for all places. Such a practice is there in London. If some such concession is given, people will enjoy it. First class fare should also be reduced because first class coaches are mostly empty. On Sunday some concession should be given. The trains should run in accordance with the Time Table. If trains do not run according to the time table, we know what happens. I also want to request that there should be Sodium Vapour Lamps on Railway Stations. I request Hon. Minister and Chairman Railway Board that they should visit Bombay, meet MLAs and meet Nagarsewaks and representatives of Passengers' Association and take steps to reduce burden of suburban traffic.

I want to know whether norms have been fixed for giving stalls? At some places, there are large number of stalls. How many stalls should be given? And how many persons are given? Whether local persons are given these stalls or not? Outsiders are given stalls. There is lot of dirty water around these stalls. You should take action against this. Medical examination of stall owners is a must and it should be done.

Sir, I thank you very much for giving this opportunity to speak for a long time.

[English]

MR. DEPUTY-SPEAKER : Thank you very much for the nice cooperation that you have extended in completing our discussion so far as the Railway Budget is concerned.

SHRI MUKUL WASNIK : Sir, on behalf of all the Members and on behalf of the Government also, I would like to thank you for taking pains and for your efforts to see that all those Members who wanted to participate in this important discussion on the Railway Budget got a chance to speak. This is the second long innings which you have played and we are very thankful to you.

MR. DEPUTY-SPEAKER : Tomorrow the hon. Railway Minister will start his reply. Now, the House stands adjourned to meet again tomorrow at 11.00 a.m.

02.29 hrs.

*The Lok Sabha then adjourned till
Eleven of the Clock*
