

part of our nation has to be developed. But tourists are handicapped for several obstacles such as lack of water facilities, hotel facilities, inadequate number of direct express train services and the absence of airport.

So the Government may be pleased to take immediate steps to remove those difficulties and develop Cape Comorin into a place of international tourist attraction through the implementation of a master plan.

12.18 hrs.

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

[*English*]

MR. DEPUTY SPEAKER : Now we take up further discussion and voting on the Supplementary Demands for Grants in respect of the Budget (Railways) for 1986-87. 4 hours were allotted for this. Already we have taken more than 5 hours. On the request of Members, we are allowing some more discussion.

[*Translation*]

SHRI R.P. SUMAN (Akbarpur) : Mr. Deputy Speaker, Sir, First of all, I would like to support the Supplementary Demands for Grants of the Ministry of Railways. There cannot be two opinions that ever since hon. Shri Madhavrao Scindia took charge of Railways, there has been considerable improvement in the Railways. Still it is essential to bring about even further improvement. The hon. Minister is working to accelerate the pace of development. In this connection, it was essential to raise the freight rates by 15 per cent. It was important to do so for the growth and development of the Railways. There has been a substantial improvement in our Railways. Besides I would like to draw the attention of the hon. Minister through you towards two or three points. First, I would like to urge upon the Government that whenever the Railways are discussed in the House, the most important demand coming from every corner of the House is

to introduce new trains for expansion of the Railways and also the projects. But the Budget allocation for the Railway Ministry has been curtailed very much by the Planning Commission. I would request the hon. Prime Minister and the hon. Finance Minister to direct the Planning Commission to allocate maximum possible funds for it, so that the Railways can develop and make progress according to the wishes of the people and the facilities provided by it could also reach everybody.

I would like to make one submission in regard to the proposed construction of a railway bridge across the river Saryu in Ayodhya in the district of Faizabad in Uttar Pradesh. As a matter of fact, I have drawn the attention of the hon. Minister several times in the House and through other means, in connection with the early construction of the above mentioned bridge; and moreover, as you are all aware, Ayodhya is an important place in the world. But it is regretful that the Railways which could have contributed significantly for the development of Ayodhya, are not doing so, by delaying the construction of the aforesaid bridge. Hence, I would strongly demand again that the hon. Minister should kindly sanction the construction of this bridge across the Saryu river at the earliest, so that Gorakhpur, Basti, Deoria and such other areas could be directly connected with Allahabad and heavy vehicular traffic at Ayodhya, due to which a serious accident had occurred recently on the occasion of 'Parikrama' in which 32 lives were lost, could be reduced. Had a railway bridge been constructed there, then considerable load would have been transported by the railways instead of trucks and the traffic jam would not have been taken place by heavy vehicles and the accident could have been averted. Hence, I would request you kindly to issue orders for the early construction of the bridge so that people can get benefit from it.

Sir, the Saryu Express runs from Faizabad to Allahabad. In this connection I had drawn the attention of the hon. Minister several times—which I would like to repeat now—that the said train should be extended upto Ayodhya in view of the persistent demand of the people of that place. Although, it has been stated by the

[Shri R.P. Suman]

Railway Ministry that it is not possible to divert the route and as such it is difficult to accept the demand. But I would request that, if the traffic is diverted *via* Tanda—which is situated on the bank of river Saryu in Faizabad, where a thermal-power project is under construction, besides the Tanda-Kalwarighat bridge, the construction of which has been sanctioned and is likely to be constructed in the near future—then Gorakhpur and Allahabad will be directly connected, and when the construction of the bridge is completed, the traffic will also increase there. Therefore, I would request that Saryu Express should take a route which covers Tanda, Akbarpur, Gosaiganj, Ayodhya, Faizabad, Sultanpur, Pratapgarh and Allahabad and should take the same route on its return journey; so that maximum number of people can avail of the facilities of this train. In this way the train can run along the side of river Saryu. This would benefit the people of Ayodhya as well as the people of Eastern Uttar Pradesh.

My Constituency Akbarpur is 18 kms. away from Tanda, and there is only one train running here which is not of much use to the people. I would request that in view of the public demand of that area, this train should run from Tanda to Faizabad *via* Akbarpur so that, not only the people of that particular area but also of the entire eastern Uttar Pradesh might derive benefit from it, and thereby a direct train would also be available from Tanda to Faizabad. In this manner, trains can be used more efficiently and the revenue of the Railway Department would also increase. Hence, I would request the hon. Minister to pay attention to this matter.

Only one direct train namely, 83 UP/84 Down is available here for coming to Delhi from Varanasi *via* Lucknow, but it runs *via* Jaunpur, Faizabad and Barabanki only 4 times a week and for the rest of the three days it runs *via* Sultanpur. As a new train, namely Varuna Express has been introduced from Sultanpur to Varanasi, therefore, the aforementioned Ganga-Jamuna Express may run from Varanasi to Lucknow, *via* Jaunpur, Faizabad and Barabanki, and further it may run daily, in order to benefit the passengers

travelling from Eastern Uttar Pradesh to Delhi. Again, this train would also cover those districts and stations in which the trains were not available earlier, so that passengers from the said places would also be able to avail of a direct train to Delhi.

I would also like to submit that the coaches of the above mentioned train, whether they belong to the category of A/C sleeper, First class or Second class, are in dilapidated condition, and it seems as if such coaches have been attached intentionally. In Eastern Uttar Pradesh, it is the only important train which runs *via* Faizabad, hence, at least, good coaches should be attached to this train, so that the passengers may not face my difficulty.

Besides, I have drawn the attention of the hon. Minister on several occasions earlier, to the non-availability of drinking water at the Railway stations and requested him to make necessary arrangements for it. The Minister has written to me that the necessary arrangements have been made, but recently when the D.R.M., Lucknow, toured the area and visited one or two stations at Malipur and Lucknow, he found that hand-pumps were not functioning properly and were out of order for the past many months and proper drinking water facilities were not available for the passengers. I would request the hon. Minister to make it certain, that necessary arrangements for supply of drinking water are made at the Railway Station.

Again, I would like to present one more demand. I would like to submit that the hon. Minister should make arrangements for introducing a new train, connecting Faizabad with Bombay. This will benefit the lakhs of commuters who have often to go to Bombay in connection with their work, and this train will help them considerably. Until this is made possible, you may kindly attach two or three bogies to the existing Mahanagari Express, which would carry passengers from Faizabad to Bombay. If it is done, we will be grateful to you.

Sir, in addition to this I would like to submit one thing more. The reservation quota available at Akbarpur for First Class

and Second Class is very low whereas people from two or three districts avail of rail facilities from here. Therefore, percentage of quota for this station should be increased so that the people could be benefited. People of Azamgah and Akbarpur Tanda catch trains from here. Therefore, I submit that maximum reservation facility should be made available from here.

With these words, I thank you and conclude.

SHRI NIRMAL KHATTRI (Faizabad): Mr. Chairman, Sir, I support the Supplementary Demands for Grants of the Ministry of Railways and request that such policies should be formulated that this money is fully utilised in the expansion and development of the railways. With these words I draw the attention of hon. Minister towards certain points. For development in every field, it is necessary that the railways should develop; in addition to making available new facilities for transportation of goods from one place to another, we should provide new trains for the increasing population also so that pressure on the existing trains is reduced, and this should be done on priority basis. Whenever this issue is raised, it is stated that there is paucity of funds. Though availability of funds is important, yet more important is availability of coaches and engines. The matter comes to a dead end on these two issues. Therefore, I would like that a scheme for manufacture of coaches and engines should be prepared to ensure that shortage thereof does not come in the way of giving new shape to the railways and providing facilities to the passengers.

Now I would like to draw the attention of the hon. Minister to Eastern U.P. which is a backward area of Uttar Pradesh and where much is needed to be done by the Railways. A large area has not been connected by the rail line. It seems that Eastern U.P. has lagged behind in every respect and has been deprived of the facilities, be it connected with starting a new train or expansion of the stations. In the area from where I come *i.e.* in Faizabad, construction of a rail bridge on river Saryu, is necessary in every respect—railways as well as other respects. If this bridge is constructed, Madhya Pradesh from where

our Minister comes, Allahabad and Amethi, Sultanpur from where our Prime Minister comes will be connected with Gorakhpur. I, therefore, request the hon. Minister that keeping in view the necessity of the bridge he, understanding our feelings, will order for a survey of the project.

The second thing I would submit is about the expansion of the Faizabad Station. When I was elected as an M.P. at that time a project with an outlay of Rs. 1.5 crores was prepared for the expansion of the Faizabad station which was subsequently brought down to Rs. 65 lakhs; but surprisingly there is no mention of sanctioning of that project in this Budget. The D.M. and D.R.M. of Faizabad have already announced in the Press Conference there that Rs. 65 lakhs have been sanctioned for the expansion of this station. But I have not found any mention of this scheme anywhere. Therefore, I request the hon. Minister that according to the scheme and survey he should immediately announce sanction for expansion of Faizabad station. In addition to this I want to submit that there is one important station Rudoli Junction in my area in the district of Barabanki. The construction of the township is such that it is necessary to have a bridge for crossing from one platform to the other. This submission has been made repeatedly here. Besides, a scheme should also be chalked out to provide necessary facilities for washing the trains at the Ayodhya Railway Station. But about that also, nothing has been mentioned. Such a scheme needs to be formulated and funds should be sanctioned for this project also.

There is need for starting new trains in Eastern U.P. In this connection a few days back I had proposed that the Ganga Yamuna Express, which runs four days from Faizabad and 3 days from Sultanpur—I do not say that it should be run from Faizabad daily at the cost of passengers of Sultanpur—should be bifurcated and run between Varanasi and Lucknow and be joined at Lucknow. I am happy that the hon. Minister has assured me that he will, as per my suggestion, run this train from 1 April, but still through this House I request him to implement this assurance early so that the people may start using this train early.

Similarly, there is need to run Kisan

[Shri Nirmal Khattri]

Express (Ganga-Sutlaj Express) daily which at present runs 4 days a week. I am hopeful that you will look into the difficulty which is being faced in running this train daily.

One new train from Lucknow to Bombay is going to be started. It is understood that it will be started sometime in December. If it is started from Faizabad, the long standing grievance of Faizabad Division will be redressed and expectations of the people which they have from you will be fulfilled. If you make a definite attempt, this work will surely be done. There is need to run an inter-city train also from Faizabad to Lucknow.

With these words, I once again support the Demands and hope that the hon. Minister will definitely take action on these points.

SHRI BIRBAL (Ganganagar) : I rise to support the Supplementary Demands for Grants of Railways. There are certain burning problems of my constituency relating to Railways which can be resolved by Shri Madhav Rao Scindia.

Tibbi town is the tehsil headquarter and is a big market of Ghaghar region. The station here is very small and there is need of providing double line. Similarly, there is no provision of signal system here. My submission is that the building of the station should also be expanded so that the passengers may have the facility to take rest. Similarly, platform shed should also be constructed at the station so that the passengers may be protected from sunshine and rains so that they have not to face any difficulty. A wall should also be constructed around the station.

The second thing I want to say is that there is imperative need of a new metre gauge line between Sardar Sahar and Hanumangarh via Palu-Rawatsar, because there is no other regular means of transport on this 170 kms. long route. The entire area is a desert area. The area abounds in Gypsum deposits. Thousands of trucks loaded with Gypsum move out daily. This mineral is supplied from here to the far off areas of the country.

Is Palu, which is a religious place, there is a big temple of Goddess Durga. Lakhs of devotees visit this temple. Rawatsar is a big market in Indira Canal area. Thousands of quintals of foodgrains and cotton are transported from here by trucks. Therefore, it is imperative to construct a new line in this area.

My second suggestion is that a new railway line should be laid alongside the Indira Canal. This line should be about 500 kms. long. This line will prove to be the most important line of the country from defence and revenue point of view, because Indira Canal is one of the most famous Canals in the world. The capacity of the canal will be 18.5 thousand cusecs of water. Therefore, the irrigated area of this canal will be the store-house of foodgrains and fodder. Also, it will be the main source of precious wood. Here, a region of this area has deposits of precious stone also. Therefore, with a view to supply foodgrains, fodder, precious wood and stone to every part of the country, this new line will prove to be quite important. This line will connect 6 districts of Rajasthan.

[*English*]

MR. DEPUTY SPEAKER : Please wind up. It is over. He goes on reading. He is not listening. Next speaker. You give that paper to the Minister.

THE MINISTER OF STATE OF THE MINISTRY OF RAILWAYS (SHRI MADHAVRAO SCINDIA) : Birbal will only listen to Akbar.

[*Translation*]

SHRI BIRBAL : The most serious problem in my district is that of railway crossing. It will be better if this is also looked into.

(*Interruptions*)

[*English*]

MR. DEPUTY SPEAKER : Please wind up. Nothing will go on record. You can give it to the Minister. Shri Ayub Khan, three minutes.

[*Translation*]

SHRI BIRBAL: Lastly, I thank you for giving me time to speak.

SHRI MOHD. AYUB KHAN (Jhunjhunu): Mr. Chairman, Sir, I rise to support the Supplementary Demands for Grants for Railways.

*Vakt ki dhoop mein
jal jate hain achhe achhe,
Mom ki tarah kabhi
seeng bhi pighal jate hain,
Ek naye daur ki
auwaz sunao Scindia,
Hausale wale zamane ko
badal diya karate hain.*

When is the hon. Minister going to bring about a change in Rajasthan, that is not known? The entire border region of Rajasthan and the region of Bikaner, Jodhpur and Jaisalmer which is contiguous to the border area has to date metre gauge rail line. Even the line to Jaipur, the capital of Rajasthan, is metre gauge. It has not so far been converted into broad gauge. Even a small portion from Swai Madhopur to Jaipur has also not been converted into broad gauge line. I request that you may kindly pay attention to these points.

Jhunjhunu is my Constituency. Some time back 33 up and 34 Dn Shekhawat Express was started from there. In the beginning it was a very good train, but now this train lacks those facilities which were made available earlier. At present a shuttle is connected with it at Bikaner with the result that it has lost its importance. There should have been 12 coaches with it, but till Loharu it has only 6 coaches. This results in great inconvenience to the people of my Constituency. There are several other trains from Bikaner to Delhi. Therefore, I suggest that the number of coaches with Shekhawat Express may be increased from 6 to 12 so that the train may reach Delhi via Jhunjhunu. The coaches of this train are in such a bad shape that if the hon. Minister travels by that train he will feel that he is travelling not by train but on a camel. I would like to know from the hon. Minister whether that train will be provided with good coaches.

In my Constituency, there is a Khetri project and a goods train runs from Dabra to Sinhana to cater to the needs of this project. The people of the area have not got the facility of the passenger train, so far. I request that the goods train may be converted into passenger train.

Certain areas in my Constituency have not been connected by rail. My submission is that those too should be connected by rail. I suggest that as in other means of transport like tanks, planes and ships there is arrangement for wireless, railway engine-driver or the guard should also be provided with wireless sets so that the accidents could be avoided. It should have indicators also in order to indicate the position of the train.

My second suggestion is that all the metre gauge lines in Rajasthan should be converted into broad gauge lines.

There is a level crossing between Jhunjhunu and Sikar where road traffic is not permitted. The people of the area are ready to bear the expenses of that level crossing. Will the hon. Minister grant permission for the movement of traffic on that level crossing to avoid inconvenience to the people?

*SHRI R. JEEVARATHINAM (Arakkonam): Mr. Deputy-Speaker, Sir, I support the Supplementary Demands for Grants for Railway for the year 1986-87. Sir, it has been mentioned that a major share of these Demands is to meet the expenditure on account of implementation of the recommendations of the Fourth Pay Commission. But, at the same time, I would request the Government to take decision on the recommendation of the Pay Commission with regard to new pay-scales for the Class-I Officers.

Sir, coming to the Railway subject, I would like to draw the attention of the hon. Railway Minister to the necessity of procuring the vital equipment for the Heart Division in the Perambur Railway Hospital, Madras. Out of Rs. 47 lakhs allotted for this purpose, only an amount of Rs. 10 lakhs has been sanctioned so far and therefore necessary equipments for heart division

[Shri R. Jeevarathinam]

as also for other departments in the Perambur Railway Hospital could not be procured in full complement. Sir, since heart is the most essential part for the very existence of the human being, I would request hon. Minister to sanction immediately the whole amount of Rs. 47 lakhs for this hospital.

Sir, to meet the expenditure due to implementation of the recommendations of the Fourth Pay Commission, I welcome the 15% raise in freight rates. At the same time, I would request the Railway Minister to introduce a new shuttle service between Arakkonam Junction and Katpadi Junction. Thousands of workers, office-goers, lawyers, students and merchants are commuting from Arakkonam Junction in the mornings to Katpadi Junction and they return in the evening from Katpadi to Arakkonam. These working people are finding it extremely difficult to commute between these two junctions without proper shuttle services. The shuttle service that would be running between Arakkonam Junction and Katpadi Junction will be touching Sholinger, Walajah, Mukundarayapuram (BHEL) stations and will terminate at Katpadi Junction. I am making this special request to the hon. Railway Minister so that he may kindly consider running a shuttle service immediately between these two junctions. Sir, our Government is administered by the people of this country through their representatives and these people have great confidence and faith in the hon. Prime Minister, Shri Rajiv Gandhi. I am sure the people's ambitions and the faith they have reposed in the present Government would be honoured by the hon. Railway Minister.

In this connection, I would like to point out that Arakkonam is a very important junction. On the one side of this junction, the abode of Kanchi Kamakoti Shankaracharya is in the old capital city of the Pallava dynasty, Kancheepuram and the people from here have to go to the famous tourist centre, Mahabalipuram touching Kancheepuram and on the other side the famous towns of Thiruthani and Tirupati are there. Sir, people from this area go to Coimbatore, Salem and other cities in Tamil Nadu for business purposes. Therefore, I

would request the hon. Railway Minister kindly to issue orders to the concerned Railway Division for halting the Kovai Express for a few minutes at Arakkonam Junction. Moreover, the industrially developed city, Bangalore, is in Karnataka. The labourers, industrialists, business people and others are daily commuting from Arakkonam to Bangalore. To help these people, I would request the hon. Railway Minister kindly order halting the Brindhavan Express at Arakkonam Junction so that these people going to Bangalore will have a sigh of relief.

Sir, the young and dynamic Railway Minister, Shri Madhavrao Scindia understands very well the difficulties faced by the people and he has, on many occasions, ordered on the spot for implementation of various schemes. We are very glad and thankful to the hon. Railway Minister for the timely and quick decisions taken on the spot. Therefore, I am sure the small demands that I have placed before him would be met without any hesitation. I am confident that the hon. Railway Minister will give assurance to this effect, in his reply, in this august House.

Sir, it would be in the fitness of thing for the Government to consider all these small demands of the people of my constituency. The hon. Prime Minister, Shri Rajiv Gandhi, gives utmost attention to the welfare of the people of this country and I am quite confident the hon. Railway Minister will give assurance in this House which will go a long way for the benefit of the people of my constituency.

SHRI MANVENDRA SINGH
(Mathura) : Mr. Deputy Speaker, Sir, I support the Supplementary Demands for Grants (Railways). I also want to thank the hon. Minister heartily for the appreciable progress of the Railways during his tenure.

I would like to give certain suggestions. There are certain shortcomings also in the Railways. My constituency Mathura falls on the Central and the Western Railways. Traffic has increased to a great extent and trains have also increased, but there is lack of tracks. Keeping in view the increasing traffic, rail tracks should also be augmented so that the movement may become smooth.

My second suggestion is that a separate Suburban Railway Division should be set up so that suburban and link trains are adequately available for daily passengers coming to big cities. Local passengers come daily to the capital and industrial towns in connection with their service and business. At present, people are compelled to live in big cities. Therefore, a Division should be set up which may make surveys and provide new trains for the convenience of the passengers. One big advantage of this will be that burgeoning population of the big cities will be checked, because with proper transport facilities the people will prefer to travel daily.

In addition, I want to draw the attention of the Minister towards maintenance in the Railways. I submit that the maintenance work of the trains other than the major trains should be taken up on war footing. We observe that in trains, seats remain torn, lights are missing, water drips from the toilets. Several of such inconveniences are seen in the trains. The Ganga-Yamuna Express passes through my area; its condition is very bad.

I want to give certain suggestions about my constituency also. The hon. Minister has very recently introduced Malwa Express. Mathura is a place of pilgrimage and a large number of pilgrims from Malwa region come to Mathura to pay their obeisance. It is, therefore, requested that this train should be provided a 2 minute stop at Mathura also.

Jodhpur Express which goes to Lucknow should have an AC Coach. In this connection I have made requests earlier also.

In addition, I request that there is an area in my constituency which has not been connected by rail. Therefore, this area should be connected with Chhata, Shergarh, Math, Aligarh on Hathras by rail. In this way many districts will get transport facility. Passengers living on either side of the Yamuna will get the facility for transportation of goods.

Besides, I have repeatedly submitted that for going to Calcutta *via* Tundla there is only one train *i.e.* Toofan Express. Calcutta bound trains already remain overcrowded,

I, therefore, request the hon. Minister to start one train for Calcutta *via* Mathura.

SHRI RAMASHRAY PRASAD SINGH (Jahanabad): Mr. Deputy Speaker, Sir, I want to submit to the hon. Minister that the Supplementary Demands for the Railways which have been presented in this session, should have been presented in the Budget session. But he has said that the Demands have been presented to meet the requirement of funds needed as a result of recommendations of the Fourth Pay Commission. I want to submit that he has presented a deficit Budget and to make up for the deficit, 15% of charges on freight have been increased. Outwardly the Budget seems to be a good measure, but it is sleight of the hand. The Railways hold the topmost place so far as the development is concerned. Similarly the Minister of State of the Ministry of Railways holds an important position in the Cabinet because it is a very important portfolio. The common man says that with the sleight of hand, his pocket has been picked. Similarly, our Minister is quite sharp and with the sleight of hand he has increased the freight charges. Increase in freight will affect the prices of foodgrains, vegetables and all other items which will pinch pockets of not only the rich, but also the poor labourers, rickshaw-pullers etc. It is a common knowledge that this will result in increase in prices. But, then you are not worried about that. Once in China price rise had caused a revolution. God knows to here will it end. You should check this. You are a wise youngman. You should pay attention towards this. Now I want to submit some more points.

Patna-Gaya line was opened to traffic in 1876. Mughalsarai was opened in 1900 and Dhanbad Division in 1906. Even during the British rule, it was felt that Gaya-Patna line should be given priority. This line is still a single line whereas the lines constructed some 25 to 50 years ago have been doubled, but this line has not so far been doubled. You should think about this.

Moreover, a survey for this line has already been conducted, but on the plea of paucity of funds the work has not been started here. I want to submit that this line should be doubled at the earliest. One

[Shri Ramashray Prasad Singh]

more request I want to make is that passengers from Patna face a lot of difficulties in going to Madras directly. Direct rail facility is not available to them. I suggest that Madras-Bokaro train should be extended to Patna by adding 4 more coaches to it so that the people of the area may get this facility. Similarly, 93-94 Dn Ranchi Express should have a two minute stoppage at Jahanabad, because Ranchi going passengers face many difficulties and they have to go by bus. I hope the hon. Minister will pay attention to these points.

With these words I once again request the hon. Minister to consider the points raised by me.

SHRI GIRDHARI LAL VYAS (Bhilwara) : Mr. Deputy Speaker, Sir, I rise to support the Demands. I want to draw the attention of the hon. Minister to certain points.

Rajasthan has been facing severe famine this year and the Department of Railways has also to extend assistance in this regard. Gangapur, the region which was earlier in your former State falls in my district. Thrice survey has been conducted for this area. Decision on this line has been pending for quite a long time. The demand has been outstanding for at least 20 to 25 years. I am hopeful Shri Scindia will get this sanctioned very soon.

Toda Rai Singh Nathdwara line, which lies in the area of Shri Banwari Lal as well as in the area of Shri Sukhadia and which directly connects Jaipur to Udaipur should be sanctioned by you immediately. This would be useful at the time of famine and would also help the people and would help increase prosperity in this area.

Secondly, I want to say that Rajasthan should have a separate zone. The Railway Convention Committee has agreed to it. Therefore, you should sanction a separate zone for the State of Rajasthan.

Apart from this, I also want that Gulabpura should be made a fullfledged station. When I wrote about it, I was told that it involves an expenditure of Rs. 24

lakhs. Gulabpura is an important place. A number of textile mills and hundreds of industries are there. If you invest a sum of Rs. 24 lakhs, then it would not be a wasteful expenditure. There is a great need to make it a fullfledged station. There is Vijaynagar station close to it which is a fullfledged station although there is negligible trade. Moreover, it is also not an industrial area. There is headquarter of S.D.O. in Gulabpura and a lot of new industries are also coming up there. In addition to these industries, a zinc mine is also being started there, for which the Government of India has sanctioned a sum of Rs. 20 crores. You are avoiding such an important place on the pretext of heavy investment of Rs. 24 lakhs and not making it a fullfledged station. I would like to submit that you should make Gulabpura a fullfledged station as early as possible even at a cost of Rs. 20 lakhs as it is not only in the interest of the Railways, but the local people would also be benefited by it to a great extent.

I would like to submit one more thing. 581 UP and 582 DOWN do not stop at Rupaheli. If you provide stoppage of these trains at Rupaheli it would greatly benefit the local people. The Garibnawaz Express which runs three days a week, should be run daily. I am thankful to you for making efforts in running Meenakshi Express daily, but the Garibnawaz, which is a fast train and goes upto Udaipur should also be run daily. For this the people of that area would be thankful to you. Survey for the broad-gauge line from Kota to Deogarh has already been completed. You should also sanction it so that it may benefit the local people and help in the development of that area.

With these words, I support the Supplementary Demands for Grants (Railways).

[*English*]

SHRI BHADRESWAR TANTI (Kaliabov) : Sir, I thank you very much for giving me this opportunity to participate in this debate. At the outset I oppose the Bill because the Railway Minister in the first consultative committee meeting of the year had assured us that a new train would be introduced to Assam from Delhi.

Instead of introducing a new train he has abolished the old train Assam Mail and has introduced NE Express, that is, 922. It is nothing but old wine in the new bottle because no new train has been introduced in lieu of the old one.

The train services in Assam are the worst as compared to other parts of the country. People there are not getting any good service from the railways. The trains itself are in a very bad condition. The trains are with broken bogies. The pantry services are in the worst condition. People have been cheated by the railway authorities. In spite of the repeated demands by the people of Assam and North-eastern region that they have been denied good and better services by the railways. The railway line running in my constituency from Furkating *via* Golaghat to Maviani is the worst. Why don't you name it as the super-slow train in the country? It never runs in time. It goes always late. My humble submission is that the railway tracks should be improved and timings should also be maintained of the following trains—Tinsukhia-Mergherita; Tinsukhia-Saikhowaghat; Furkating *via* Golaghat to Mariani; Chapramukh to Silghat; Gauhati to Lakhimpur and Gauhati-Baidarpur Silchar *via* Lumding.

The two trains which are running from New Delhi to Tinsukhia and Gauhati are NE Express and Tinsukhia Mail which never maintain timings. They are only for the name sake Express whereas they are even less than the passenger trains. The authorities should look into it and bring its improvement immediately.

Lastly when accidents take place the railway authorities do not reach in time because of lack of communication facilities. The authorities should take note of it and improve the conditions of the train services in the North-eastern region.

[Translation]

SHRI RANA VIR SINGH (Kaiserganj): Mr. Deputy Speaker, Sir, I support the Supplementary Demands for Grants (Railways). I want to submit in brief as I am speaking under the compulsion of two shortages, First we are short of time and

secondly our hon. Minister is short of funds. I have to submit my points without taking much time. When Raja has been promoted a Minister, I wish to demand from him each and everything, but when I see his limitations, I feel pained. I would like to speak in brief only.

First of all, I would like to submit that there is a railway line which goes to Bareilly from Gorakhpur *via* Bahraich. This is a metre gauge line of great importance which connects our country to Nepal. All passengers for Nepal take this route. The hon. Minister has very sweet relation with Nepal. Everybody has come to know about this sweet relationship. Other Ministers have also got connected their respective home towns to other places. I wish that he should also get connected his place of sweet memories to the broad gauge line. This does not involve much expenditure and it is easier also. If you get it connected to the broad gauge line, then the train may go to Bareilly *via* Melani, and it would not only reduce the distance to Delhi, but the train would also run faster which would benefit the people.

The second point which I want to submit does not involve any expenditure. It is regarding your policy of running faster trains. They should have a stoppage in every district through which these trains pass. My problem is that whenever I go from Delhi or from Bombay V.T. by train, I have to get down 60 kms. away from my destination, because train has a stoppage only after 60 kms. I have to come 60 kms. back in order to come to my district. Therefore, I request you that you should provide a stoppage of this train at Jakhal, district Bahraich, Uttar Pradesh.

There is another train Rapti-Gomati, which goes *via* Ramnagar, a town near Barabanki. This is an important place, having a Degree College and a sugar mill. I would also request you to provide a stoppage there for this train.

The hon. Minister should also pay his attention to the train, which at present runs from Gonda to Bahraich. The suggestion which I am going to put forward does not involve any expenditure. The engines attached to this train, are of very slow speed

[Shri Rana Vir Singh]

and most of the time remain out of order. When I take this train after alighting from Vaishali, I get bored due to its slow speed. After a journey of 3 to 4 hours, it reaches Bahraich. Highly in sanitary conditions prevail in the train. A lot of insects are there in the train which keep the passengers awake and alert and there is no need of any watchman.

Keeping in view the shortage of time, I would request you once again that you should convert the line which goes to your sweet place into a broad gauge line.

SHRI BANWARI LAL BAIRWA (Tonk) : I am grateful to you for providing me an opportunity to speak. I support the Supplementary Demands for Grants (Railways) and want to submit two or three points to the hon. Minister.

There are negligible railway facilities in Rajasthan. If there are any, then those lines are connected with the capital only. Therefore, those trains should not be taken into account in our quota. We also lack sufficient railway lines.

Tonk is District Headquarter. Till this date, it has not been linked with a Railway line. It is causing resentment among the local people and they are facing great inconvenience. Lack of rail facilities has also blocked the development.

A big project, Bisalpur Dam is being started in Rajasthan which requires a lot of iron and cement. That is why it needs a good railway system there. I have already requested the hon. Minister that the train running on Jaipur-Toda Raisingh line should be doubled as the local people are facing great inconvenience on this account. I also request you to examine the survey report regarding Swai Madhopur and Tonk and sanction it. Secondly, you should consider to construct a parallel line to Jaipur-Toda Raisingh line. With this, I support the Supplementary Demands of Railways and conclude.

[English]

SHRI DIGVIJAY SINH (Surendranagar) : Mr. Deputy Speaker, Sir, unlike most of my other colleagues, I would not talk of

my constituency because we have a very dynamic Minister and, by and large, he supports me and solves all my constituency problems. I have, therefore, nothing to say about my constituency. I have just two policy recommendations to make. I hope, he will take cognizance of that.

One is if any proposal whether it is conversion of a meter gauge line to a broad gauge line or a new line, where another Government agency like the Industries Ministry works out the economics of the repayment of such a scheme and if they assure the repayment in a particular period, my suggestion is that such projects should get priority.

My other suggestion is this. We have raised the freights. I have nothing to say against that, because there is a general inflation in the country. But my experience is that we do not have weigh-bridges at the important stations of the country where goods are loaded. If we do not have proper weighing facilities, I do not see how the freight rates are worked out for goods. My special recommendation is that the hon. Minister may kindly set up a special Task Force within the Ministry to ascertain which are the important rail-heads from which goods are loaded, which need weigh-bridge facilities, but where such facilities are not available. Specially, take the coal rail-heads. My experience is that the wagons are not filled with 50-60 tonnes coal, and yet the consignee has to pay the full amount. How do you ascertain whether the exact amount as specified is loaded. The main thing is that the person whom you charge the freight rates for the goods should at least receive what he has bought for.

MR. DEPUTY SPEAKER : The House stands adjourned to meet at 2.05 p.m. The Minister will reply when the House re-assembles after lunch.

13.07 hrs.

The Lok Sabha then adjourned for Lunch till five minutes past Fourteen of the Clock.