

streams for recruitment managers resulting in a sharp cleavage. It is strongly recommended that this distinction be removed and all those once selected to become officers should compete on an equal footing for further promotions and responsibilities."

Therefore, I urge the hon. Railway Minister to remove this distinction between Group-A and Group-B officers since the duties and responsibilities of Group-A and Group-B officers are one and the same. It is not the same case with the other Central Government officers. Their duties and responsibilities are different.

Therefore, I urge the hon. Minister to take care of the demand of the promotee officers. I request the hon. Minister, while replying to the debate to give some assurance so that the agitation that they have fixed can be avoided or postponed.

MR. DEPUTY-SPEAKER: Shri Anbarasu, you have taken 17 minutes. In this way others cannot complete their speeches. There should be a definite time limit.

SHRI R. ANBARASU: Sir, I will take only a minute.

While concluding I would like to say that many hon. Members, rather, feel that the demand of every State is not properly protected by the Railway Minister. Therefore, my suggestion is that hereafter the ministership of Railways and Industry ministries should be on a rotation basis and each State should have an opportunity of sending a Railway Minister at least once for two years. So, these two ministries should be given on a rotation

basis. I appeal to the hon. Prime Minister to consider my request.

15.10 hrs.

ARREST OF MEMBER

[English]

MR. DEPUTY-SPEAKER: I have to inform the House that the hon. Speaker received the following wireless message dated 12 August, 1994, from the Commissioner of Police, Hubli, Dharwad on 13 August, 1994:

"Shri V. Dhananjaya Kumar, Member of Lok Sabha, who was taken into preventive detention on 12 August, 1994 at 13.38 hours in Vidyanagar Police Station, Hubli, in crime No. 225/94 under section 151 and 107 Cr.P.C., was produced before the Sub-Divisional Magistrate, Dharwad, who remanded him to judicial custody till 17 August, 1994. Shri V. Dhananjaya Kumar, is being sent to Central Jail, Belgaum."

15.10½ hrs.

SUPPLEMENTARY DEMAND FOR GRANT (RAILWAYS) - 1994-95; AND DEMANDS FOR EXCESS GRANTS (RAILWAYS) 1991-92—Contd.

[Translation]

SHRI ROSHAN LAL (Khurja): Mr. Deputy Speaker, Sir, I thank you for giving me time to speak.

[Shri Roshan Lal]

I stand to support the Supplementary Demand for Grant (Railways) 1994-95 and the Demands for Excess Grants (Railways) 1991-92. At the outset, I would like to request the hon. Minister of Railways to pay attention to 3-4 points I am going to raise and accomplish them.

15.11 hrs.

[SHRI TARA SINGH *in the Chair*]

I come from Khurja where pottery is a dominant vocation and it is known as the pottery city. The railway crossing at the Khurja railway junction remains closed for 18 out of 24 hours. The passengers bound for Jewa, Jagirpur, Palwal and Faridabad via Khurja junction have to make long haltages at this crossing. Therefore, I urge you to construct a fly-over at Khurja Railway Station so that the passengers face no more difficulties and inconvenience.

A rail service from Khurja to Jewa, Palwal was sanctioned in 1986 and its survey had been conducted but no action has been taken on that so far. Therefore, funds may kindly be sanctioned and this rail line constructed immediately.

There has been a war of attrition at a place in Khanpur, Chola and Sikandarapur for months together. There a Gangotri, Khurja, Ghaziabad, Rohtak shuttle, K.G.R. 353-54, stopping there since 1987 has been withdrawn from July 30, 1994 causing inconvenience to thousands of people living in surrounding villages. The Chola station and Sikandarapur are 5 kms. each away from Khanpur. There is no road link there. People from 10-15 villages like Khabra,

Khanpur, Chhachhoi, Nagla, Sherpur, Beechhat, Madaura, Kamalpur etc. go there for earning a living. People also staged a protest at the railway track against the withdrawal of that train P.A.C., too, has been deployed in Bulandshahr. There is no link with Delhi here. It creates many difficulties. I urge that orders for stoppage of 353 up-354 down train there be issued so that the difficulties of the people living there are mitigated.

Sir, in 1991-92, I had written to you and to your officers to issue orders of constructing Chirsi halt station between Dankaur and Azadpur stations. 11 thousand odd daily passengers shuttling to Delhi and Ghaziabad for service had also promised their support and contribution in the construction of Chirsi halt station. This plan had been sanctioned but the subordinate officers places obstructions in its way for some reasons. I request you to kindly construct the Chirsi halt station so that the passengers are benefited.

Sir, I had already requested that Mahananda Express should have a stoppage at Dankaur station and order for the stoppage of Berauni Express, Magadh Express, Tinsukhia Express and Vaishali Express at Khurja station be issued keeping in view the demand of the people there.

The EMU train service between Aligarh and Delhi has been withdrawn. Orders for running this train again be issued for the benefit of the passengers there.

The condition of public conveniences at Khurja station is very bad. The platform is also in a bad condition. The road constructed at the link road station is in a dilapidated State. It is difficult to reach

the Station when rain water accumulates there. There is no reservation facility, no reservation counter there. I urge you to issue orders to reform these and make the junction worthwhile and beautiful.

I would like to reiterate my request of providing stoppage of 353 up and 354 down train at Khanpur station again which has not been stopping there since 30th July. People also wanted to meet you in this connection and had sent a delegation here. Please issue orders of stopping this train there again and mitigate people's sufferings.

Thank you for giving me time to speak.

[English]

SHRI P.P. KALIAPERUMAL (Cuddalore): Honourable Chairman, Sir, thank you very much for giving me this opportunity.

At the very outset, I congratulate the honourable Railway Minister for his rapt attention in the matter of passenger amenities.

I have been told that the works undertaken to provide passenger amenities are in full swing in the State of Tamil Nadu.

Further, I want to record my appreciation for the achievement that the Railway Ministry attained in the matter of loading.

At the same time, I request the hon. Railway Minister to investigate the allegation made by Hon'ble Member Shri R. Anbarasu because it is a serious allegation. Discrimination against any

State in India is dangerous. More particularly, discrimination against Tamil Nadu is still more dangerous because Tamil Nadu is already notorious for parochialism and linguistic fanaticism.

So, I request the Railway Minister to investigate the allegation and place the answer before this House.

I support the Grants placed by our hon. Railway Minister.

I am also having some demands for the consideration by the Railway Ministry. My constituency is Cuddalore in Tamil Nadu. Cuddalore is the Headquarters town. It is also an industrial town. In the heart of this town, there is a level-crossing at Thiruppaluyur. This level-crossing is having enormous traffic density and there is no railway over-bridge and the people of this town have been demanding a railway over-bridge on this level-crossing. Their demand is genuine and it is a decade demand. The people of this town would blame the Member of Parliament if this railway over-bridge is not constructed.

So, I request the hon. Railway Minister to look into the matter with attention and include the construction of railway over-bridge at least in the next year's works programme. Otherwise, my people will stage a dharna in front of my house. In response to their dhama, I will be constrained to stage a dhama in front of the Railway Bhavan or in front of the hon. Railway Minister's house. Hence I request the Hon'ble Railway Minister to be kind enough to look into the matter with attention.

In my Constituency there are several unmanned railway gates. All of us know, unmanned railway gates are dangerous and accident-prone sites.

[Shri P.P. Kaliaperumal]

So, I request the hon. Railway Minister to man all these unmanned railway gates with utmost attention and also immediately.

There are about 1,841 accident claim cases pending. It means, 1,841 families or 10,000 persons are suffering because of this pendency.

So, I request the hon. Railway Minister to see that these cases are expedited and the compensations are awarded immediately.

With these observations, I support the Demands.

[Translation]

SHRI VISHWESHWAR BHAGAT (Balaghat): Mr. Chairman, Sir, I rise to support the Supplementary demands for grant presented by the Railway Minister.

Sir, my Parliamentary constituency is that region of Madhya Pradesh which is known as Mahakoushal. Balaghat is such a district in Madhya Pradesh where minerals are found in abundance and Kanha National Park is also situated in this district. Besides that, more than 50 per cent of the total production of copper is produced in this district. From the exploitation of these mineral resources the Railway department earns Rs. 30-40 crore every year. In spite of the exploitation of minerals on such a large scale, it has to be transported 100 to 150 kms upto Gondiya. When I got elected to this House. I raised this matter under Rule 377 and also in general discussion that the narrow gauge line from Jabalpur to Chandrapur should be converted into broad gauge line. I am thankful to the

hon. Railway Minister that he has included it in the Eighth Five Year Plan and has also given assurance to me through a letter. But when the Railway Budget for the year 1992-93 was presented, the work was started from one corner i.e. from Chandrapur. No doubt that the conversion work should be done in Chandrapur also but other areas like Jabalpur, Mandla, Seovini and Balaghat from where this line passes through, no conversion work has so far been undertaken. As a result of it this Adivasi dominated areas could not be developed. Therefore, I request the hon. Minister that the conversion work should be started immediately for the development of this region. Several hon. Members have collectively requested the hon. Prime Minister and he has given time too for laying foundation stone. Therefore, I request the hon. Railway Minister to take immediate steps for laying foundation stone and starting the conversion work of this line.

There are only three trains - a Super Fast Mandala, a Mail train and third one is Turala Express - from Bombay to Howrah. There is no two tier bogie in Turala Express and the first class bogie attached to this train is in dilapidated condition. New bogies should be attached with Howrah-Bombay Kuria Express. One AC two tier bogie should also be attached to this train because it is a very important route which connects East and West. There are only few trains on this route, therefore, I request the hon. Minister, through you, that one more Super fast train should be introduced on this route so that the people who want to travel from East to West could get more facilities.

Sir, one train named Utkal Express which runs upto Amritsar via Delhi, passes through Madhya Pradesh, but the bogies

of this train are in such a critical condition that one has to use umbrella while travelling in this during rainy season. Since its extension upto Amritsar, this train has been continuously running late 6 to 12 hours. People belonging to Orissa and Madhya Pradesh use to travel in this train and they have become fed up with this train. We have drawn attention of the Government several times toward this problem. All of our Members have requested you but no change has yet been brought about in this train. I would request the hon. Railway Minister that old bogies of this Utkal Express train should be replaced with new bogies and it should be ensured that it runs on time regularly only then it can become beneficial to the long route passengers.

Sir, Amarkantak Express and Mahanadi Express, which runs upto Bhopal, are being run three days a week. I would request that these trains should run daily so that people of that region may get more travelling facility. Thirdly, I would like to say that there is Turusar Road Jn. on Bombay-Howrah route where all the trains including Express trains have their stoppages but no stoppage of Mahanadi Express has been provided on this important place. This train has its stoppages at all districts but not on this important place. Therefore, I request that a stoppage of this train should be provided at Turusar also. Train No. 3334 runs between Bilaspur, Bhopal and Indore. One first class bogie has been removed this train as a result of which people are facing a lot of difficulties. It is learnt that its rake has been attached with Shipra Express. Therefore, I request the hon. Minister that we do not have any objection if a rake is attached to the Shipra Express but a first class bogie should be attached to the train No. 3334 running from Bilaspur to Indore.

Sir, Kantagi is only 15 km. away from Tirodi and for the extension of this line I have drawn the attention of the hon. Minister through a Resolution. It is a place from where manganese is transported to Turusar and other places. Foodgrains cement and other things are also transported from this place but due to the non-availability of any shed, traders are facing a lot of difficulties. Therefore, a shed should be constructed at Tirodi railway station. The Government is earning profit from there so at least a goods shed should be constructed there for the safety of goods so that the people may also get facility there.

Sir, I would like to draw the attention of the hon. Minister to this fact that we all have made a submission on 24th that we have certain other petty demands for which we do not get time to raise in the House. We, the Members from Madhya Pradesh, have sought time from the hon. Minister to meet him and he has given time to us. I would like to thank him and request him that the most important work in our area is conversion of Gondiya-Jabalpur narrow gauge line into broad gauge line. These are Adivasi districts and keeping in view the development of these areas, the conversion of this narrow gauge line into broad gauge line should be taken on priority basis. With these words I conclude.

[English]

SHRI INDER JIT (Darjeeling): Mr. Chairman, Sir, I am grateful to you for giving a chance to speak, even though briefly, on the subject.

I have great pleasure in supporting the Supplementary Demands for Grants of the Railway Ministry and more particularly because I believe that some

[Shri Inder Jit]

good and great work is being done in the modernisation of our railway system. But as I compliment the Railway Minister, I would like to draw the attention of this House and through you, Sir, of the Minister, to some of the woes, frustrations and agony of my Constituency, Darjeeling.

Sir, contrary to popular impression, my Constituency does not consist only of the hilly areas of Darjeeling. It also consists of four Assembly constituencies in the plains, namely, Siliguri, Phansideva, which includes Naxalbari, Islampur and Chopra. Siliguri area has been greatly suffering for the past many years. In fact, my main purpose in speaking today is to try and seek from the Railway Minister some measures and some steps to restore the Siliguri Junction, the importance and glory which it once enjoyed at the principle Railway Station of North Bengal and as the railhead and gateway to Darjeeling, Sikkim, Bhutan and Eastern Nepal.

Ironically, the importance of Siliguri Junction has sadly slumped even as the tourist traffic to Darjeeling. Sikkim and Bhutan has grown by leaps and bounds. Darjeeling alone had something like six lakhs to tourists last year and the number is expected to be even greater this year. There was a time when as many as 17 trains ran through Siliguri Junction linking West Bengal, Assam, Bihar and Uttar Pradesh. Today, there is just one train called Guwahati-Lucknow Train or G.L. Train. But, this G.L. Train is no longer running up to Lucknow. It stops at Allahabad.

Some 20 years ago, a new railway station called New Siliguri Junction was established seven kilometres from the Old Siliguri Junction in terms of the

railway line to provide a broad gauge link between North Bengal and Calcutta, via Malda following the construction of a rail bridge at Farraka. This broad gauge was thereafter extended to Guwahati, providing a much needed broad gauge link with Assam, in addition to the earlier meter gauge link. The New Siliguri Junction was subsequently renamed New Jalpaiguri.

In sharp and distressing contrast, the Old Siliguri Junction has suffered great neglect. As I mentioned a little while ago, it gets only one G.L. Train which stops there both ways at the highly inconvenient hour of 1.30 in the morning. In addition, it provides a narrow gauge and a meter gauge link with New Jalpaiguri, seven kilometres away. But, no one uses the narrow gauge train, which presently runs only in name. The metre gauge is used both for passengers and goods traffic, the latter including oil tankers from Dibrugarh.

I have gone into the matter at great length with the kind help of experts in the area and I strongly urge that the Old Siliguri Junction should now be linked by broad gauge to the New Jalpaiguri Junction, which is a distance of barely seven kilometres. This broad gauge could easily substitute the narrow gauge, for this distance, without involving any great expenditure. This conversion of the narrow gauge into broad gauge would be a boon, indeed to the growing tourist traffic to Darjeeling, Sikkim and Bhutan.

At present, these tourists are unfairly forced to travel the additional distance of seven kilometres, which by road is 15 kilometres by congested roads and to reach their destination, they have to waste a lot of time and money. It would also enable the Darjeeling District and proceed to Calcutta via New

Jalpaiguri, which is located in Jalpaiguri District.

There is a human angle also to my request. Old Siliguri Junction has presently 210 porters and 100 vendors. All of them are today virtually without employment and are facing starvation and great hardship. Time was when they were busy almost round the clock, thanks to 17 trains that once ran through the old Siliguri Junction. As I have mentioned already, only one train stops at the old Siliguri Junction.

I would also like to point out that in the last two and a half years, the Railway Ministry under your leadership – dynamic leadership, if I may say so – has performed a great task in converting something like 3,000 kilometres of metre-gauge into broad-gauge. Your target is 6,000 kilometres. All that I am asking out of this large project is seven kilometres, *just barely seven kilometres. But these seven kilometres would make all the difference to us.*

Mr. Chairman, Sir, I would also like to strike a personal note at this point. Only last week, I travelled from Calcutta to New Jalpaiguri and a week earlier, I travelled from Siliguri to Guwahati. I had to traverse this distance of 15 kilometres from Siliguri to New Jalpaiguri through congested roads. Normally, only airports are built outside big towns and big cities. But in this case, we have this absurd situation where a railway station is built at a distance of 15 kilometres by road from Siliguri City.

Siliguri today is virtually the financial capital of the North East. It is not only the most important city of North Bengal, but it is, in fact, the second most important city of West Bengal. And in this

particular case, I would also like to point that all over the world, where we are moving towards modernisation, the efforts is to try and modernise the railway stations within cities and to bring the old and out of way stations into the cities. I recall travelling once by TGV from Paris to Lyons. There, the advantage, of course, is that when you have the railway station right within the city, you will encourage many more people to travel by train. I am sure that if you convert these seven kilometres of metre-gauge into broad-gauge, it will also bring you a lot more income, which at the moment is going to those who are running surface transport, namely buses.

Sir, having made this point, I would like to make one other point with regard to my constituency. This is about the Darjeeling Mail. Sir, the Darjeeling Mail is today one of the most prestigious trains linking Calcutta with North Bengal. *As I said, only last week, I travelled from Calcutta to new Jalpaiguri and it was a horrendous experience. You might well ask me as to what was so horrendous about it. The maintenance is shocking and 'shocking' is perhaps an understatement of this afternoon. I travelled in a second class AC compartment and the entire compartment was full of cockroaches. You could not sleep as the cockroaches were crawling over you all the time, threatening even to enter your nostrils. They gave you a terribly creepy feeling. You were also not sure of the foodstuff. When we started from Calcutta at 7 o'clock, we carried some foodstuff with us. But before we realised, the food packets were full of teeny weeny cockroaches.*

What I would like to point out is that there is need for greater attention to maintenance. If the present

[Shri Inder Jit]

arrangement is not able to take care of maintenance, I would strongly urge the hon. Railway Minister to look at the possibility of privatisation in this and other areas because I think it is important that the highest standards of maintenance are upheld. In fact, it might interest this House to know that one local editor of siliguri has filed a case in the High Court against the Railways on account of the tremendous nuisance presence of cockroaches in the compartments of the Darjeeling Mail. I would strongly urge the Railway Minister to please try and see that certain minimum standards of hygiene and cleanliness are maintained. If there is any problem, he must surely use his dynamism to think of other ways of tackling it.

Sir, I am very grateful to the Railway Minister for having agreed last year to provide for the stoppage of the Assam Avadh Express at Alubari, near Islampur. But, I would also like to point out that there has been a great demand in my constituency, which includes Islampur and Chopra, for the stoppage of the Kanchanjanga Express at Islampur. Somehow our people are not satisfied with just one stoppage. They are rather unhappy. I, therefore, would request the Hon'ble Minister to consider the possibility of stopping Kanchanjunga also.

Sir, two more points and I would have completed my presentation. The other point is about the Rajdhani Express. I compliment Shri Jaffer Sharief for having introduced a Rajdhani Express from Delhi to Guwahati once a week. We are happy that it also stops at New Jalpaiguri, although, I wish, it was stopping at Siliguri Junction itself. But, I think, there is great need for greater frequency of this Rajdhani train connecting Delhi and

Guwahati. I would urge the Railway Minister to explore the possibility of running it at least twice a week, because once a week is just little too niggardly in my opinion.

As I said, I shall make one more point and conclude. I heard with great distress some very serious and grave allegations made in this debate a little while earlier, about discrimination. My friend, Shri R. Anbarasu made some grave charges and allegations against the Railway Minister and accused the Railway Ministry of discrimination against Tamil Nadu.

Sir, the railway system is one system which has greatly helped in bringing about national integration. If the allegations, which have also been made by another colleague from the back branches, are true, then this is, indeed, a very serious and grave matter. There is no scope for any discrimination by the railways against any State. I am glad that the Railway Minister has promptly denied the allegations. But I suggest that it might be a good idea to ask the Standing Committee connected with the Railways to set up some kind of a Sub-Committee to investigate these charges. Because, I think, if there are any untruths, these untruths must be nailed. The truth must be known. Ultimately, we have to be quite clear that whatever is done should promote national integration and not lead to emotional disintegration.

[Translation]

SHRI LAKSHMAN SINGH (Rajgarh): Mr. Chairman, Sir, I have risen to support the Supplementary Demands of Railways. I would also like to give some suggestions in this regard. I hope that the hon. Minister would take action

after seriously considering those suggestions.

Mr. Chairman, Sir, only the railway line links North India and South India. It links their culture. As my colleague, Shri Indrajit, has said that it is important for the unity and integrity of the country also. While going from North to South, the train goes via Madhya Pradesh and it is a very big State of the country from the geographical point of view. The area of its Baster district is equal to that of Kerala State. Thus, it is important that there should be a railway network in such big States having such a large area such as Madhya Pradesh. HBJ pipeline passes through the Guna district in Madhya Pradesh and out of the total production of L.P.G. 33% is produced in Vijaypur. So, it is essential that the goods traffic should be properly maintained and new express trains should be introduced, with a view to fulfill the dream of the former Prime Minister Shri Rajivji regarding industrial development which can take place at the side of this pipeline. All those areas are poised for a speedy industrialisation in future wherever gas-based pipelines have been found to exist. The Central Government have made capital investment of about three-four thousand crores. A gas-based fertilizer factory has been set up there. The GAIL produced LPG there. Several other units are likely to be set up in that area because gas-based industry does not cause pollution and their excise tax is also nominal. So, the railway transport system should be strengthened.

Mr. Chairman, Sir, there is only one Sabarmati Express in that area at present which runs 3-4 days in a week. That is why it is essential that a Beejapur-Delhi fast train should immediately be started because the officials of GAIL and

NFL have to travel 250 kms. by road in order to reach Gwalior and catch train from there. It causes delays and losses to the Government. If the Government pay attention to that large scale profits can be earned by the Railways. There are several trains which can be run through short-routes but are being run. For example, if Jaipur-Madras train is run through Kota-Beena railway line, the distance would be less and the traffic would also increase because a large number of people from Southern India and Northern India work in those Industrial Institutions which I have mentioned and they would be greatly inconvenienced by this train. Similarly, if Indore-Howrah Express is run via Guna it will benefit the Railways. This announcement had been made by the former Minister of Railways Shri Madhav Rao Scindia but it is yet to be honoured. I hope that the Ministry of Railways will consider it.

Mr. Chairman, Sir, the survey in regard to Bhopal-Ramganj Mandi railway line has been conducted two-three times in the past. At the time of conducting the survey it had not been considered useful but now this line would prove to be very useful because a large quantity of Kota stone is being extracted in Ramganj Mandi. Kota stone worth crores of rupees is being exported but a great inconvenience is being faced in this regard in the absence of rail line in Bhopal. Several cement plants have also been set up around Ramganj Mandi. Having a rail line now would definitely prove to be useful.

Mr. Chairman, Sir, the road link between Madhya Pradesh and Rajasthan gets broken during monsoon. It happened this time also due to floods. Thus, it is essential that the work of Bhopal-Ramganj Mandi rail line is commenced after

[Shri Lakshman Singh]

according approval to it so that the link between Madhya Pradesh and Rajasthan remains unbroken. A Member has a suggestion which she could not put forth. Shrimati Lakshmanan says that Konkan railway has issued a Bond worth Rs. 4.50 crore. They want its approval from the Ministry of Railways and if it is approved it will not lead to any financial burden on the Ministry of Railways. I am of the view that the suggestion of Shrimati Lakshmanan be accepted. The main problem concerning the Railways of our country is hike in the price of sugar. Our country imported sugar. The sugar is lying and its desired transportation is not being done especially the number of wagons to be given to Madhya Pradesh has not been provided resulting in the continued hiked prices of sugar though there should have been a decline in the prices. The main factor behind it is the inability of the Ministry of Railways to carry out the proper transportation of sugar. I would like the hon. Minister to pay special attention to it and ensure a speedy transportation of sugar through railways with a view to bring down the prices of sugar and provide relief to common man.

I am grateful to you for allowing me to speak. With these words I conclude.

SHRI MANIKRAO HODALYA GAVIT (Nandarbar): Mr. Chairman, Sir, I rise to support the Excess Demands for Grants for 1991-92 and Supplementary Demands for Grants for the year 1994-95 pertaining to Railway Minister. At first I thank the hon. Railway Minister for paying attention towards improving the condition of railways in Maharashtra and giving sanction for survey of new rail line between Dhulia and Nardhana. I, on behalf of the people of my constituency

and myself thank the hon. Minister for giving sanction to start this work.

Indian railways is one of the core industries of the country. In respect of transportation, it is useful for the people of the country. There is a big difference in transportation by Central railways and that by Western railway. I would like to make a suggestion that Central railway administration should follow Western railway in this respect.

I come from Nandarbar area of Maharashtra State which is a tribal dominant area. It is the policy of Central Government that backward and tribal areas should be developed and given all the facilities. But Surat-Bhoosaval railway line in my constituency is quite old, 4 up and 4 down passenger trains run over it. Alongwith Ahmedabad-Havda, Navjeevan Express and Rapti Ganga, a few more trains passes through this railway line. Apart from it, 9 or 10 goods trains also run over it. In 1984, sanction was given for doubling of 25 kilometre Jalgaon-Dharangaon rail track, but it is still the same. I would like to say that the work for doubling the railway line is being done slowly. In August, I got a letter from the hon. Minister which mentioned that in railway budget for 1994-95, Rs. 13 crore and a few lakhs have been allocated for doubling of this railway line. Sir, through you, I would like to request the hon. Minister that a team of senior officials should be sent for deciding that whether the doubling of Surat-Bhoosaval rail line is needed or not. You can sent for such information. Although in my opinion Railway Minister also feels that the necessity of doubling of Surat-Bhoosaval rail track but I have heard that Railway Board is refusing to execute it on the ground of insufficient traffic and revenue on this route. I would like to say that report sent by officials

from the Western Railway and DRM is based on incorrect facts and datas. Around 15 dacoities have taken place in Surat-Bhoosaval section.

16.00 hrs.

Railway security force or police is doing nothing and Passengers travelling on this line consider themselves totally insecure.

One boggy is attached in Viramgaon passenger train at 20.45 hrs. running between Nandarbar and Bombay through Surat-Bhoosaval railway line. This boggy is attached for 7 or 8 days in a month. All the trains coming from the side of Bhoosaval are irregular because there is single railway line. Railway controller at Nandarbar gives high handed orders for halting these trains at any station which also affects the frequency of trains. The train is stopped at Surat station even on the day when this boggy is not attached with Viramgaon passenger train and thus passengers face great difficulties due to it. The train keeps standing for the whole night on station. Sometimes this boggy is attached with Baroda-Bombay passenger or Ahmedabad passenger on the next day the thus passengers are facing great difficulties.

Sir, through you, I would like to say that perhaps we have to launch a 'Rail roko movement' for removing this inconvenience, because action has been taken so far on my complaints in this regard.

Mr. Chairman, Sir, I would like to say that Government should consider that Surat-Bhoosaval line was constructed years back and even the rail track has not been changed since then. Sometime derailment of trains take place and the

whole line is closed and passengers face great difficulties. In July, 1994 one railway engine derailed near Byara railway station and luckily there was not a big loss. An engine of goods train derailed between Chiptada and Khat village and the whole line had to be closed and coming and going of trains was stopped. In this way trains running on this railway line often get late and passengers face difficulty. There would have less problems if there would have been a double line.

Mr. Chairman, Sir, through you I request the hon. Minister that a team of railway officials should be sent for conducting survey regarding traffic on Surat-Bhoosaval rail line so that you will get correct information in this regard.

Mr. Chairman, Sir, through you I request the hon. Minister to send a team of officials for conducting on the spot survey of the traffic on Surat-Bhoosaval line so that you will get correct information about it.

Mr. Chairman, Sir, often accidents occur due to non-manned railway crossings. Now Railway administration has made arrangements that half of the salary payable to these watchmen will be given by the State Governments. Therefore, I demand that one man should be posted at every railway crossing. Like Shri Chhitubhai Gamit, I also demand that electrification at Surat-Bhoosaval rail line should be taken up.

Mr. Chairman, Sir, I thank you for allowing me to speak.

SHRI JAGMEET SINGH BRAR
(Faridkot): Mr. Chairman, Sir, I thank you for giving me an opportunity to Speak.

[Shri Jagmeet Singh Brar]

Sir, I agree to my senior colleague, who have thanked the hon. Minister for introducing a new Shatabdi Express between Delhi and Amritsar and thank the Government of India and the Minister for it. I also agree to Shri Umrao Singh and suggest to name this train as 'Golden Temple Express' as after the great saint "Syed Miyan Meer Express". It will leave a good impression on the people of Punjab.

Mr. Chairman, Sir, I consider myself very unfortunate because Railways have ignored our area for a long time. Hon. Minister is not present in the House especially when I started this topic:

Mahabbat ke liye koochh khas dil
maksoos hote hain,

Yeh voh nagma hai jo hor saaz
par gaya nahi jata

I thought today that I will be able to express my sufferings and woes before the hon. Minister but it seems that I am not so lucky. I request the Railway Minister to link Chandigarh with Ludhiana by rail line, as Chandigarh is the capital of Haryana and Punjab and also a union territory. Ludhiana is otherwise known as Manchester of India. It is a nucleus centre of Punjab in respect of industries and trade but it has not yet been linked with Chandigarh by rail line. All the former Chief Ministers of the State and Members of Parliament have made several appeals in this regard. Chandigarh should be linked with Ludhiana and new rail line laid after conducting the survey of Punjab immediately.

Mr. Chairman, Sir, you are aware of the topography and history of Punjab. It gives me pleasure to say that the hon.

Railway Minister for the first time laid a 80 kms. long broad-gauge double line upto Fazilka two years ago. People expressed their happiness and gratitude over that. But at least 500 jawans of Jat regiment were martyred in the border area of Fazilka. Iqbal has said:

Ek Hamin The, Tere Marka Raw
Se, Khushkiyoon Mein, Kabhi
Ladate,
Kabhi Daryaoon Mein, Ki Alamat,
Kabhi Yorup Ke Sayoon Mein.

But the contempt shown by the Railway Minister and the Railway Department towards those martyrs is shameful. Restoring to Fazilka the status it enjoyed prior to 1947 is a secondary question. All train services were withdrawn and no new train introduced on the route whereas that track was laid long back in 1925. I deplore the programme of the hon. Railway Minister on it; and aircraft of the Government of Punjab was summoned to fly to Kotukapura and convey message of plying a new train from Fazilka to Delhi via Hissar-Rewari.

[English]

Parliament is not the proper forum to tell what has happened.

[Translation]

Thus, that was the programme but the hon. Minister cancelled it at the eleventh hour. I do not want to go into the detail as to why did he cancel the programme.

[English]

Kotukapura, Muktsar and Fazilka happen to be the very big cream markets of Asia.

[Translation]

It is extremely deplorable that the programme was fixed, cards printed and all arrangements made by the Railways but these crashed to ground and this new train from Fazilka to Delhi via Kotukapura was not run. Through you, I would like to request that the people of the States and the area which is a major producer of cotton, beat and paddy have demanded that a train from Fazilka to Delhi be run immediately. I know that this new train will not be made available. My speech will cast no effect here; it is a cry in wilderness, but, even then, I want to put my demand on record. Everybody had joined hands to demand a stoppage of the train running from Ganga Nagar to Nizamuddin at that time, at Gidarbah-Maloute. My colleague, M.P., Shri Kamal Choudhary had to go for a gherao in the interest of the agitation.

You are not providing stoppages to our trains but withdrawing them. Their demand with regard to Kashmir Mail was acceded to and our area, Gidarbah and Maloute was ignored. At that time, I stated in a large gathering that the long standing demand of the people of the area will not be met if this train is not halted there. Therefore, we had to lie down on the track.

[English]

A ruling party Member had to lie on the track to stop that train because

[Translation]

a 10 thousand strong crowd said that the train was not stopped at a sub-division. Some people wanted the train to stop at the junction alone but when it stopped at a place other than the junction, the

peoples' demand was regretfully fulfilled by pressure.

The hon. Minister has come. I would like to request him to at least do the bifurcation if a new train can't be provided from Fazilka to New Delhi as promised by him. The trains leaving Delhi in place of the daily running Deink Express should be bifurcated upto Fazilka. The inter-city runs from Bhatinda to Delhi.

[English]

That can be extended to Fazilka as well.

[Translation]

Fazilka is a border area just 4kms. away from Pakistan. I would request you to fulfil this demand forthwith.

I have already expressed my thanks for running many trains on the Shatabadi, Rajdhani route.

[English]

Malwa area of Punjab, Hissar, Riwari, Sirsa, Bhatinda, Kotakpura, Fazilka, Muktsar. Train would go far upto the Pakistan border prior to independence. Earlier, that area flourished but now the Railway Ministry has totally neglected the Malwa region.

I am thankful to you sanctioning the broadgauge line but there is no fun of granting that if no new shuttle is to be run on it.

[English]

4586 UP and 4587 DN used to leave Bhatinda at 2400 hrs.

[Shri Jagmeet Singh Brar]

[Translation]

That train used to go to Kalka and the people of our area who had to attend to High Court for hearings or the secretariat caught the train in the night and reached Chandigarh in the morning. Its timings have been changed now. It reaches Chandigarh by noon and not at 6 in the morning as it did earlier and the people are not benefited. I would request the hon. Minister to restore its original timings.

I had put an unstarred question number 2393.

[English]

"Whether representations have been received for extending the benefit of recently introduced Hazratbal Nizamuddin-Sri Ganganagar Express train to the travelling public to some nearby and adjoining city? If so the details thereof."

[Translation]

It was answered as follows:

[English]

"For bifurcation of the train at Bhatinda and running one portion to Fazilka examined, but not found feasible due to operational constraints".

[Translation]

I have been listening to terms like commercial traffic, operational restraint

for long now. I would request you to bifurcate that.

Himachal Pradesh is the most beautiful State of India. The same train is running there at the same track which was laid during the British period. Shri Sultanpuri, who has been elected from Simla will agree that there has been no upgradation of the track and no new train has been introduced there when there is a great scope for reform. I hope, the hon. Minister will pay attention to it.

As the hon. Minister was not present here, I would like to remind him the promise he made to the people of the border area of Fazilka on March 3, 1992 of providing a new train. He should fulfil that. The hon. Finance Minister, Shri Manmohan Singh was to accompany him but his programme was cancelled due to reasons best known to him alone. I do not know whether the State Government or he himself cancelled that programme. I am confident that this train will be restored there and new train run in the neglected areas of Hissar, Rivari, Sirsa, Bhatinda, Kotakpura, Muktsar and Fazilka. Simultaneously, Shatabdi Express may be renamed after the name of a great faqir Sayed Miyan Mir or as the Golden temple Express.

[English]

SHRIMATI KAMALA KUMARI KARREODULA (Bhadrachalam): Mr. Chairman, Sir, thank you very much for giving me this opportunity.

I congratulate the Railway Minister for improving the railway lines in the country. My constituency is the biggest constituency in India and it consists of four districts and also tribal areas. From 1991 I am asking for a railway line,

Bhadrachalam to Kovur, in Andhra Pradesh. Sir, our hon. Minister is giving new railway lines everywhere, to cities and towns and also improving cities and towns. I made a request for this railway line so many times.

16.18 hrs.

(SHRI SHARAD DIGHE *in the Chair*)

Sir, the conditions of tribals must be improved. The Scheduled Castes, the Scheduled Tribes and the Backward classes are giving their votes to the Congress Party during elections. I have been making this request for this railway line for the last three years. This year also I am making a request to the hon. Minister for Railways to sanction this railway line, that is, Bhadrachalam to Kovur, at an early date.

Sir, Bhadrachalam is very famous for Lord Rama temple. Everyone is aware that during Shri Rama Navami festival, lakhs and lakhs of people are coming from all over the country to this place. But recently, I found that people from all over the country are not coming to this place because of lack of railway line. I request the hon. Minister to kindly sanction this railway line in this year itself, that is, in 1994-95.

There is a coal mine in my constituency. By having this railway line, we can develop this coal mine. There would be a lot of profit from this railway line.

To connect this railway line, the Railways have to provide 200 kilometres of railway line. If this line is put up, then it will take four to five hours to commute on this line.

Sir, I have been requesting the hon. Minister in regard to this line from 1991. I once again request the hon. Minister to kindly sanction this railway line, that is from Bhadrachalam to Kovur, keeping in mind the economic condition of the poor tribal people.

SHRI K. RAMAMURTHEE TINDIVANAM (Tindivanam): Mr. Chairman, Sir, I rise to support the Supplementary Demands for Grants (Railways) and Demands for Excess Grants (Railways) and to say a few words in appreciation of the Ministry of Railways and the hon. Minister in particular. I must congratulate the hon. Minister of Railways for the unigauge system that he has brought in and which has given a new hope for the economy in Tamil Nadu and South as a whole. In addition the new trains which have been introduced, the speeding up of trains has given a new look to the working of railways.

In Madras, though the scheme of Madras Rapid transport System has been sanctioned and put into implementation for the past few years yet it has not been seriously taken up. Very often we have been informed unofficially that the funds allotted for the scheme have not been fully utilised or have been diverted. I do not know the reality of it but the truth is that the scheme has not come through so far. It is the scheme which will give a boost to the Madras city and to the State. But this is being delayed. I appeal to the hon. Minister to implement the scheme at the earliest.

In Madras, the Central Railway Station is being expanded and the Reservation Office building has come up in a big way. But the approach road to the railway station is so unclean and

[Shri K. Ramamurthee Tindivanam]

congested that the railway passengers cannot reach the railway station without difficulty. This has to be looked into. There is no use of only cleaning up the railway station and making it big. There is need for keeping the approach road in a neat and clean way and making it possible for the passengers to reach the station in time and catch the train.

Now, I would like to say a few words about the Integral Coach Factory in Perambur. Somehow, the production has gone down in the Integral Coach Factory and I am informed that the Department is doing it want only. I insist that the Integral Coach Factory — which is the pride of Madras and which is the pride of South — must continue with its full strength and speed.

The broadgauge line between Madurai and Karur has come up. But the work on Karur Salem line has slowed down. Here, I am told once again that the funds have not been utilised or have been diverted. This is one thing that the hon. Minister should look into. The complaint is that the Government sanctions money for the improvement of railway in Tamil Nadu but the amount is being taken away for improvement of railway in Tamil Nadu but the amount is being taken away for improvement in other States leaving Tamil Nadu to suffer.

As far as the broadgauge line is concerned. Madurai-Karur has come through. But the Salem line has not come up. Unless that work is completed, the purpose of unigauge in this line will not be served.

When the unigauge scheme was announced the hon. Minister gave an

assurance on the floor of the House that the unigauge work could be taken up simultaneously from Trichy towards Madras and from Madras towards Trichy.

But, unfortunately, the work is going on at a very slow speed. I insist on the hon. Minister to see to it that the work is taken up at full speed.

Coming down to my constituency, Tindivanam, the Department seems to have forgotten the Villupuram-Pondicherry railway traffic at all. Villupuram to Pondicherry covers about forty kilometres. Whichever train is introduced or is run on this line, it takes three hours to cover this forty kilometres distance, whereas the bus takes about forty-five to fifty minutes to cover the same distance. Until this is taken note of and the change is brought in, until the Minister directs the Railway department to take it up as a challenge, this line will not work. This is the most important railway line which can be made economical and profitable. But, unfortunately, because of the negligence of the Railway Department, because of the delay in the running time of the trains, this line will be made to run at a loss. So, this has to be looked into and improved.

As regards Villupuram, it is the biggest railway junction, south of Madras. Only from Villupuram Junction, the railway line takes a diversion to the chord line and the main line. Here again one thing has to be looked into. This is one station which is going to continue to handle both the metre-gauge trains and the broad-gauge trains in spite of the unigauge system. The broad-gauge goes from Madras to Trichy via Villupuram and the metre-gauge is going from Pondicherry to Villupuram. The other line is the metre-gauge line which comes from Trichy via

Thanjavur to Villupuram. The third metre-gauge line is from Villupuram to Tirupati. These are the three metre-gauge lines which may not be converted into broad-gauge lines in the near future. So, the Villupuram is one important Junction which is going to handle both the metre gauge train and the broad gauge trains in the future. Villupuram has a Municipality. It has recently become the headquarters of the district also. So, it needs the maximum improvement, whereas the improvement is zero or nil with regard to Villupuram. There are no Retiring Rooms. Scarcity of drinking water is a perennial problem at the railway station. Even for the travelling passengers, drinking water is a problem. The sanitary facilities are the worst at the Villupuram junction, compared to the other Junctions in the South. These things have got to be looked into and improved.

There is one railway school in Villupuram which is run by the Railway Department. The school building will collapse any moment. Every classroom has more than the sufficient number of students, even double or treble than the capacity. So, an additional building has to be put up and the number of teachers has to be increased. I took up the matter with the Railway authorities but, unfortunately, there is only an excuse that comes from the Railway Department but not a practical answer. May be, there is a row with the State Government with regard to the number of teachers and all that. But if the Railway wants to run the school, they should run it properly. If they are not able to do that, then they should hand it over to the cooperative of the Railway employees who are ready to take it up. Either they should run the school in a proper way or should give it to the individuals so that they can do it in a better way.

The Delhi-Madras Rajdhani Express was introduced some time back.

I have great appreciation for the hon. Minister. I have nothing against Kerala. But unfortunately, this train has been extended to Trivandrum. Now it is no more a Rajdhani Express for Madras but it is a Rajdhani Express for Trivandrum which runs *via* Madras. That means the passenger traffic will suffer. This is not proper thing. You are not doing justice to Madras. The Bombay Rajdhani Express has not been extended beyond Bombay. The Calcutta Rajdhani Express has not been extended beyond Calcutta. But you are extending the Madras Rajdhani Express. Is it fair? Is it Justifiable? If you want, you have another Rajdhani Express to Trivandrum. But you cannot do it at the cost of the people of Tamil Nadu.

The train fare of the Rajdhani Express does not include the cost of the food served in the train. We have food being served in the train at the Passengers' Cost. The train fare of the Shatabdi Express which runs between Madras and Bangalore includes the cost of the food served. But it is not the case with regard to the Trivandrum Rajdhani Express or Madras Rajdhani Express, whichever way the Minister names it.

MR. CHAIRMAN: Shri Ramamurthee, please conclude.

SHRI K. RAMAMURTHEE TINDIVANAM: I suggest that the fare should include the cost of the food served in Rajdhani Express. This has to be taken note of and rectified. This is a demand from the day on which the train was introduced. But it has not been taken seriously by the Railways.

[Shri K. Ramamurthee Tindivanam]

Apart from Villupuram, in my constituency the most important station is the Tindivanam railway station. This station needs a lot of improvement. There is a vast land around the railway station. The entire place is highly polluted. It is being used as latrine for the entire town. But the Railways have not taken care to see that this area is kept clean. I am bringing this to the notice of the hon. Minister for immediate action.

Sir, I live in Tindivanam. At Tindivanam railway station, none of the high speed trains stop. We go to Madras daily from here for government and other workers. There are a number of passengers in this section who go to Madras and return on the same day. I request the hon. Minister that at least one or two high speed trains must be made to stop at Tindivanam in the interest of travelling public.

SHRI MURLI DEORA (Bombay South): Sir, I only want to make a short submission and not a speech. In the last week there was *rail roko* agitation in Bombay. Mr. Minister, you know about it. Four-and-a-half million commuters travelling in the suburban traffic system of Eastern Railway, Western Railway and Central Railway are facing nightmare journey. Mr. Minister, you know about it.

I am glad that the Government has now come up with the Bombay Urban Transport Project-II (B.U.T.P.-II). Mr. Chairman, Sir, you have very elaborately spoken about the problem of Bombay's commuters.

I only want that the hon. Minister, in his reply, may state very clearly what

is the latest situation of B.U.T.P.-II; when it will start; how much money has been provided; who is going to fund it; whether the funds are ready for it. The time has come when the city's commuters will not tolerate it any more. There is a limit for their patience. Those who are living in Bombay or those who are visiting Bombay will know very well about it.

I would urge the hon. Minister to make this clarification.

[Translation]

SHRI DATTA MEGHE (Nagpur): Sir, a survey for running local train in Kamleshwar, Kamathi, Bootbori, Hingna and Defence factory areas in Bagpur city has been conducted. The people of the area demand the action to be taken for its implementation. Nagpur city has a population of 20 lakh and its implementation will benefit the people of rural as well as urban areas. Therefore, this should be implemented forthwith.

Sir, my other submission is that there is a slum area called Dokem Nagar, Nagpur with a population of 15000 at a place donated by the Government of Maharashtra to the Railways. The State Government and the Corporation have provided all the facilities there including lights and roads. At present the Railway plans to drive away these 15,000 people from there. The Railways may take over the area required by it and rehabilitate the displaced people and allow the rest of people to live there because they are very poor people and have been residing there for the past 30-40 years. Moreover, they belong to minority class. Therefore, I request the hon. Minister to pay attention to it.

[English]

THE MINISTER OF RAILWAYS (SHRI C.K. JAFFER SHARIEF): Mr. Chairman, Sir, I am very grateful to the hon. Members who have participated in the discussion on the Supplementary Demands for Grants for the year 1994-95 and the Excess Grants for the year 1991-92. Every debate on the railways is more of education and knowledge to me, because without getting the feedback nobody can improve. Therefore, I am really very happy and I am sure all the railwaymen will also be immensely happy as they get benefited by the constructive criticisms and the various suggestions put forth by the hon. Members. We will keep all the suggestions in mind for implementation wherever possible and we have noted down most of the suggestions made by the hon. Members.

Sir, Shri Srinivasan spoke about reduction of work load at the integral Coach Factory, Perambur and transferring of the same to the RCF. This is a confusion. I do not know how this misunderstanding or wrong propaganda has been made. I do not know which quarter has spread this wrong propaganda.

Sir, as we all know, the budgetary support has gone down. I must leave it to the choice of the hon. Members. It is for them to decide. When they participate, when they discuss not merely the Railway Budget or the Supplementary Demands like this, even in the Consultative Committee meetings or in any forum connected to Railways, the Members take great pain and interest because they want their region, their constituencies to develop and everybody is interested in the economic development and the welfare of the people of their areas.

Sir, I cannot forget that during the debate on the last two or three Railway Budgets the Members took great pains to sit through the whole night and the debate continued till the next day morning. It is this which made us to think about when the Prime Minister also was made aware of the anxiety and the interest of the Members of Parliament, we have to very clearly and consciously decide between the two, whether we should go to expand the network or we should go by the conventional approach that we had in investing money on certain parameters which had been followed all these years. We took certain measures to see that we utilise our assets more effectively, particularly the rolling stock. Today, in the Railways we have enough of wagons and we have enough of coaches.

We are short of locomotives. On the traffic front, the freight traffic has come down. The sectors which used to offer us the traffic have not been able to offer to the extent they used to offer. So, we have an idle capacity and it is available for use. Today, if anybody wants wagons, we are prepared to meet the requirement. Similar is the case with coaches also. We have rationalised our system thereby we will have more coaches. Of course, we are already having more coaches. It is this situation which made us to think keeping in view the aspirations of the people, the desire of the Members of Parliament which reflected in the debates on the floor of this House. We consciously decided that we should give importance to the expanding of network than to go on investing crores of rupees either on wagons or on coaches. Sir, I have said in reply to the earlier debate on the Railway Budget and I reiterate here again that when I say this we have not compromised in any of the thrust areas.

[Shri C.K. Jaffer Sharief]

We have not compromised or reduced any investment on renewal and replacement. We have not reduced any of our investment on doubling. In fact, we have given a little more to whatever we used to do.

So far as the new lines are concerned, we have to choose between two things. The gauge conversion programme, the unigauge policy which we have adopted has been able to give us some new alternative routes. Therefore, we have to see, keeping in view the alternative routes, whether to continue with the new lines or we have got enough traffic on the route that we had already created. Sir, before investing in a sector like this where basic infrastructure is required for the economic development of the country, we should judiciously think and invest the money in a proper manner in all the sectors.

Sir, some time back, some of the honourable Members of Parliament, particularly belonging to Kerala and Tamil Nadu were telling me, not all of them but one or two of them, that the investment to be made in their States is being diverted to the State of Karnataka to which I belong. Perhaps, this is one problem that every Railway Minister will have to face. Luckily, when I am saying this, the Deputy Chairman of the Planning Commission is sitting by my side, who controls us and without his clearance, without his knowledge we cannot take up any project and we cannot divert any funds. We have to give a firm commitment to the Planning Commission that we are not going to divert the funds that are being earmarked and which they have approved. Therefore, it is wrong for anybody to assume that the Railway Minister is free to do what he wants.

I want the hon. Members from different States to remove this feeling from their minds and not to go by Press reports. May be sometimes without ascertaining the facts, they may write all Press reports. Or some people may say this also. So, they should not be misguided by anyone of them. If they have any doubts or have such fear, they are always welcome. We are prepared to place all the records before them and we can satisfy them. I am sure this should satisfy all the sections of the House.

Shri C. Sreenivasan and some other hon. Members have said that the work-load of ICF is being reduced and it is being transferred to RCF in Kapurthala. Earlier also I was mentioning that we have three coach factories under the Government of India, two under the Ministry of Railways and one under the Ministry of Defence. The two under the Ministry of Railways are, one ICF, Perambur in Tamil Nadu and another is Kapurthala in Punjab. The one under the Ministry of Defence is Bharat Earth Movers Limited which is located in Bangalore in my Constituency.

As I said before in the beginning, because of our rationalisation, the requirement of our coaches has come down. It is also due to intensive utilisation of our assets. So, we have reduced the order. It is not that the capacity of our production units is less. They have produced and they will continue to produce more than about 1,000 to 2,000 coaches. They are capable of it. But the position is that we do not require them. Therefore, they have to reduce and we have reduced both.

SHRI R. ANBARASU (Madras Central): I am on a point of order. When we go in for long broad-gauge line,

definitely the requirement of coaches will be more.

MR. CHAIRMAN: There is no point of order, please. Do not disturb like this.

SHRI R. ANBARASU: The Minister is misleading the House. We require more coaches because of the conversion of metre-gauge line into broad-gauge line.

MR. CHAIRMAN: Do not disturb the hon. Minister. You can ask clarification at the end.

SHRI C.K. JAFFER SHARIEF: This is where the difficulty comes. When Shri R. Anbarasu becomes a Minister, he will understand what it is...*(Interruptions)* You must have some patience...*(Interruptions)*

SHRI MURLI DEORA: Then he will not be worried about the wagon resources.

SHRI C.K. JAFFER SHARIEF: He should not argue on hearsay and other presumptions. After all, whatever short-coming is there, the Members speak about it here and the bureaucracy cannot hoodwink and be fool the Government. We closely interact. We assess. Before preparing the Budget, the work programme exercise goes on with all the zonal railways. It is thereafter that the Demand comes.

In the Eighth Five Year Plan, the number of trains that we have introduced is perhaps more than any number of trains in the previous Plans. One should understand this. You see the last Budget itself. How many trains have we introduced? May be we have not been able to satisfy and meet everybody's needs. I am prepared to be guided by the Members if they are prepared to say

"All right. You leave the entire expansion. You concentrate on your wagons and coaches whether they are utilised or not. It can lie over in a terminal." If you want to waste money, you are welcome. You have to understand. When there is debate the whole night, when Member after Member talks about the development of his State or region or Constituency, should we give importance to this aspect, particularly with the new economic policy, with the new industrial policy, with the liberalisation policy when you expect investment and when you are thinking about the industrialisation of your country to create more jobs?

Which is the priority? One should understand this. It is here that there is no proposal to shift the work load of the Integral Coach Factory, Madras to the Rail Coach Factory, Kapurthala. Orders for manufacture of coaches had to be reduced on both coach factories in the railway sector owing to reduction in the demand for coaches. Further, the quantities of electric multiple units, diesel multiple units and AC coaches which require higher manpower content for the manufacture have been increased at the Integral Coach Factory, Madras. Orders have also been received by the ICF for export of coaches to Vietnam and manufacture of containers, manufacture of tower wagons and a rake for Palace on Wheels has also been planned at the Integral Coach Factory, Madras.

When I got this impression, I was really worried. I checked up with the management of the ICF, Perambur, I was told this year that they had the same work load - what I just explained - as compared to all the previous years. There is no question of less work load. There is no basis to say that the work of the Perambur Coach Factory is being given to the Kapurthala Coach Factory.

[Shri C.K. Jaffer Sharief]

We have not done that at all. What Kapurthala Factory used to do, it is doing that and what Perambur Factory used to do, it is doing that. On the contrary, to remove further doubts, I say that the Bharat Earth Movers Limited, which is under the Ministry of Defence and the Prime Minister himself is the Defence Minister, is manufacturing coaches. In my own parliamentary constituency, there is *dharna*. In Bangalore, workers of the Bharat Earth Movers Limited went to the Raj Bhavan. They approached me. They came here with the workers' delegation. We have not been able to place any order because when we do not have sufficient work to our own factories under the Ministry of Railways, where is the question of giving it to an outsider? And the Prime Minister has also not told me anything. Such being the case, it may not be fair to attribute motives to anyone. In this, the Prime Minister is very fair and I must say that myself and my Ministry are also very fair. We have not gone even by the political compulsions.

Mr. Chairman, Sir, you mentioned about the problems being faced by the Bombay suburban traffic. We know for the last few months, it has been in a bad shape. I directed the Railway Board officials to go there. The full Board went there and they had discussions with both the General Managers. It is not something new. Whenever there is monsoon, whenever there is heavy rain, it does effect. As Shri Murlī Deora rightly pointed out, the pressure on Bombay suburban system is greatly increasing. We have also done our best to improve the frequency by reducing the running time. We have had a discussion some time back with the Maharashtra Government. You know, the SIDCO is also trying to expand the network.

So far as BUTP-II is concerned, the World Bank has proposed three studies to be conducted. The scope and the terms of reference of the studies is under discussion between the World Bank mission and the Government of Maharashtra.

The project essentially is of Maharashtra Government and the Railways have also agreed to participate in it. The other day the Chief Minister of Maharashtra had come here and we had had a discussion with him. We said that we would also participate in it. This is the position with regard to the BUTP-II. On the suburban traffic, after the monsoon disturbance we have toned up both the Central Railway and the Western Railway and they are responding. I am sure it will come up to the expectations of the commuters of Bombay.

Shri Sriballav Panigrahi, Shri Rajnath Sonkar Shastri and Shri Ankushrao Raosaheb Tope have spoken about the Orissa portion of Bombay Howrah line, about Marathwada region of South-Central Railway to be clubbed with the Central Railway, about gauge conversion and about Varanasi station to remain under the administrative control of the Varanasi Division. Shri Chandulal Chandrakar has spoken about the new zonal railway headquarters to be in the Madhya Pradesh. The Railways have undertaken a major gauge conversion programme as you all know, known as Project Unigauge during the 8th Plan. The Konkan Railway is also being set up. These development projects have highlighted the need to redefine and relocate the geographical jurisdiction of the existing zones and divisions.

Sir, I have a different view on this. You all remember that the other day there was an accident in Pune where

small school children became victims. When I visited Pune, to my surprise I came to know that Pune suburb comes under the jurisdiction of Hubli. When my visit was getting over at early morning hours, at 2 a.m., the ADRM reached almost at the final stage of our visit. Secondly, the accounting of the Railways is also a little peculiar. The Railways have lived on conventional traffic like coal, steel, foodgrains, fuel products, fertilizer, etc. What happens is, it is not that only the place from where the traffic originates gets it, the entire Railway network gets it because it passes through the place. All that other stations do is only the service. Because the track goes through it, everybody becomes a party. This is my personal opinion and I have made it very clear to the administration. This way the Railways have not been able to give thrust to marketing.

One of the branch lines which was known as a sick line was recommended to be dismantled by the Planning Commission, because it is near to my personal place, my hometown, I could have the knowledge of it. Its removal was recommended. Since I had the knowledge, I insisted and asked whether they have done the marketing. There was no satisfactory answer. The other day the local people took me there.

17.00 hrs.

You will be surprised to know that about Rs. 150 crore worth of *supari* was going from Chitradurga to Kanpur and Lucknow for making *pan parag*. This was going by road. Now that we have unigauge system, they came and told me, "Due to the transshipment problems, we never used to send. Damages and losses were there and it took long time also. Now that you have been able to convert this, we

want to avail of this traffic." So, we have very clearly told the Railways, "Before rendering any line as an uneconomic line, please do not go by what you have earlier in mind because you were running on conventional traffic. We need not just disturb the infrastructure which is already available, without proper justification. But, if you have done marketing survey, if you are satisfied that there is no traffic available and if we are running under loss, then, 'yes', let us not incur loss; we will take decision about it."

Then the other thing I found is that there is no unit cost. Railway is such a big system, a well-defined network which is a very important network which has been doing an exceedingly good work. Without the Railways, I do not think, the economic development of the country would have proposed so much, as we have been carrying on the developmental activity in these 40 years. But, I wanted to know whether a railway station – may be big or small – or a train has any unit cost on its operation. We bear about Rs. 2,000 crore as social burden or as social cost. I wanted to know on what basis it is done. Even assuming that we are meeting Rs. 2,000 crore, I wanted to know, whether we are thorough in our system, whether we have examined all the aspects before going in for a revision of freight and fare, time and again. I found some grey areas.

So, I have told them to work on this. It is therefore, for the purpose of field activity and from the point of view of supervision, safety, efficiency, earnings, etc. that the Divisions and Zones will have to have a totally new jurisdiction. So, a Committee was appointed to go into this. Three months' time was given to the Committee. That time is almost over now. I am sure that before we go

[Shri C.K. Jaffer Sharief]

to the next Budget, the Committee will be able to give us the report; and the Railway Board and the Ministry will be able to formulate a policy with which we can go to the Planning Commission and to the Cabinet.

There have also been demands for new superfast trains between Aurangabad and Bombay, for a new train from Jharasgura to Bombay via Chittlagarh. Again Shri Sriballav Panigrahi demanded this. Shri Vasant Pawar has demanded that the passenger train from Bhusaval-Manmad be extended up to Igadhपुरi. There were demands for new Shatabdi and Rajdhani Express Trains to Delhi via Central Railway, extension of Wayanad Express to Palghat. There was also a demand for the early completion of the electrification of Erode-Emakulam line.

Electrification is again based on the density of the traffic. Many hon. Members have mentioned about the need to electrify certain areas. Our ultimate goal, of course, is electrification.

[Translation]

SHRI RAM NIHOR RAI: I have been continuously demanding that a new train be run from Shaktinagar.

[English]

SHRI C.K. JAFFER SHARIEF: Electrification involves a very high investment. Wherever we want to speed up and increase the line capacity based on the density of traffic, we are taking up electrification work. From North-South route, we have gone up to Erode. Now, we have to go further up to Thiruvananthapuram. It is in this

background that we have taken up the Erode-Emakulam line which was ultimately go up to Trivandrum.

Dr. Kartikeswara Patra has spoken about the need to electrify the Kharagpur-Kurda Road line. The proposal for electrification of Kharagpur Bhubaneswar - Kurda Road line has already been sent to the Planning Commission for clearance which is being awaited.

Captain Ayub Khan has spoken about the desirability of extending the Sainik Express up to Delhi. 9701-9702 Sainik Express was cancelled in May 1994 due to the blockade of Rewari Bandikul Section as also poor occupation of 35 to 45 per cent at Sikar - 0 Loharu section. However, keeping in view the persistent public demand, the Sainik Express has been restored between Sikar and Rewari with effect from 1.7.1994. According to the traffic surveys, extending this train up to Delhi is not feasible due to acute terminal constraints in Delhi. The problem in Delhi is of getting platforms. Once we increase our terminal capacity, we can also think of bringing this train up to Delhi.

Hon. Member Frida Topno has demanded that the Utkal Express should be restored to Nizamuddin Station. Then, there are various issues to be taken into consideration. We are constituting BRCCs and other CCs. Shri Pawan Kumar Bansal has spoken about computerised reservation facility to be provided at Chandigarh. I may inform the House that the computerised reservation complex has already started functioning at Chandigarh from 26 March 1994.

SHRI UMRAO SINGH: Shri Bansal has suggested that there should be a

computerised reservation counter at the railway station itself.

SHRI C.K. JAFFER SHARIEF: Then there are very many small points such as change in timings and so on. We have to examine all these things from the angle of line capacity and density of traffic. We will get all these demands examined properly. All that I would say is that I will keep the hon. Members informed about all these aspects.

We are a responsive administration. Even in the letters that the hon. Members of Parliament write to us, there has been a lot of complaints about the negative replies. I also genuinely felt that, when I signed the letters. Most of the letters were negative.

17.11 hrs.

(MR. DEPUTY SPEAKER *in the Chair*)

Sir, I must tell you that we have appointed a sub-group of the Consultative Committee of the Ministry of Railways of which Shri Suraj Mandal is the Convenor. It is a three member small Committee...*(Interruptions)*. I am only giving you the reaction of the Members in the Consultative Committee. The Members of our Consultative Committee told me that the replies they used to get before, of them, about 25 to 30 per cent were positive and 70 per cent were negative. Now, it has improved to 60 per cent being positive. That shows how...*(Interruptions)*. It is just not that the Minister is signing what the administration is giving. It is even seen by the sub-group of the Committee which also scrutinises. It of course does not mean that when a sub-group has been formed, it will satisfy everybody. There may be problems, which even they might be

convinced that they can not do. The fact remains that the Ministry is not simply blind and goes by whatever the administration says. All that I am trying to say is that we subject it to further scrutiny. This is what I want you to appreciate. I do not say that I am satisfying you. I may be satisfying you or may not be satisfying you. What I mean to say is we are taking more care to see that the aspirations of the people are being met.

Sir, I am briefly describing the works for which Supplementary Demands have been sought. The Korakkupet Goods Terminal in the Southern railways does not have any access to the main line even though it is situated in close proximity to south-west line and north-west line. All the freight rakes are terminated at Tonderpet Marshalling Yard resulting in heavy detention of the rolling stock. The average detention of rolling stock is about 48 hours. It is, therefore, proposed to take up Korakkupet Goods Terminal and additional rake unloading facility on out of turn basis during the current year.

A Palace on Wheel rake is running on the Metre-Gauge section in Rajasthan. This has been quite popular with the tourists, specially the foreign tourists. As is known, the Metre-Gauge section in this area is being converted into broad-gauge. It is, therefore, proposed to manufacture the Broad-Gauge Palace on Wheels rake to maintain the continuity of service.

Sir, there are certain very heavily worked sections. The existing track structure requires urgent renewal of these stretches which have been identified. Track renewals on such stretches has become unavoidable and, therefore, the works on these stretches are proposed

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to be taken up during the current year on out of turn basis.

There are six such works costing Rs. 43.76 crores. The outlay in the current year is proposed to be Rs. 12.00 crore. A token grant of Rs. 0.6 lakh is sought through these Demands. Rest of the amount would be found out by re-appropriation from the sanctioned grant.

Second distance signals on certain Rajdhani routes are proposed to be provided with a view to improve the safety by ensuring adequate prewarning to the train drivers of the aspect of home signals. Only token Supplementary Grant has been sought to take up the work during the current year. Rest of the amount would be provided through re-appropriation from out of the sanctioned grant. The traffic on the road overbridge near Vishadpuram has increased many-fold because of coming up of industries on this Highway. It has, therefore, been proposed to construct a cable straight bridge to overcome the problem of traffic congestion. The work is proposed to be unertaken on out of turn basis and only a token Supplementary Grant has been sought for. Rest of the amount would be provided by re-appropriation from the sanctioned grant.

As the House is aware, an excess of Rs. 2195 crore was projected in the original Budget estimate for 1993-94. Despite the offer of freight from the core sector being far below expectation, we kept the projected excess at the same level at revised estimate stage by cutting down the expenditure. I am happy to inform the House that the Railways have been able to contain their expenditure within the sanctioned grant. This has

been possible due to earnest and concerned action taken by the Railways in controlling their expenditure. However, the earnings from freight traffic have been below our expectation mainly because of less offer of freight by the core sectors and non-payment of dues by the various State Electricity Boards. More than Rs. 1000 crore remain outstanding from the State Electricity Boards in 1993-94. In spite of all these adverse factors it has been possible to improve the operating ratio to 82.93 per cent from the revised grant figure of 83 per cent.

In the current year an excess of Rs. 1970 crore has been projected. The latest indications are that the Railways will be able to achieve this target. There is an appreciable growth in passenger traffic. The earnings are more than the expectations but the earnings from the freight traffic are slightly below our expectations. The reason seems to be a fall in average lead of freight. It is, however, a happy sign as it has indicated better economic growth and as a result freight is not required to be carried to longer distances. As in the previous year, an Action Plan has been launched on the Railways to improve the operating ratio by 2 per cent. The target has to be achieved by the Railways by containing their working expenses and augmenting the earnings. The new marketing thrust is not only for lifting more core traffic but also to recapture the high rated value added finished products with the assistance of the Container Corporation of India on multi-modal basis. Sir, the Indian Railways Finance Corporation is required to raise Rs. 1050 crore to finance the developmental investment on the Railways. With the change in the market condition, it is felt that IRFC would be in a position to raise full amount from the market.

As regards excess grants, an excess of Rs. 294 crore occurred in the year 1991-92 in Grant Numbers 6, 8, 13, 14, 15 and 16. The overall excess expenditure incurred works out to 1.21 per cent of the final grant. The Public Accounts Committee has scrutinised the excess expenditure on Railways in 1991-92 and have emphasised the necessity of exercising a close watch on the trend of expenditure with reference to the sanctioned grants. As per the recommendations of PAC in its Report submitted on 20th April, 1994, excess expenditure is now sought to be regularised.

Sir, out of the 16 Grants, the excess expenditure was incurred in five Grants only. In the rest of the Grants there has been a savings of Rs. 127 crore as a result of close monitoring of the expenditure by the Railways. Railways have been instructed to take adequate measures to ensure that the Budget projections are made realistically and variations of this magnitude do not recur.

Sir, as regards excess in Grant No. 14 and 15 it is mentioned that it is technical in nature. This has happened because of the better financial performance of Railways during 1991-92. As against the projected excess of Rs. 235 crore, Railways could achieve an excess of Rs. 435 crore after increasing the appropriation to Pension Fund to Rs. 1,180 crore from Rs. 1,050 crore. As the financial performance was better, Railways also paid Rs. 338 crore on account of repayment of loan and interest thereon, to the general exchequer.

Sir, I fully share the concern expressed by Members from the South regarding the safety on railways. Even though the number of accidents has come down in 1993-94 when compared

to the year 1991-92, there is no complacency in our approach to this problem. In the first three months of 1994-95 also, while there has been a decline in the number of accidents when compared to the corresponding period of the previous year, I am concerned to note that the derailments have not shown the same trends as the accidents pertaining to other causes. Vigorous steps have been initiated to upgrade the track standards so that in this area also there can be considerable improvement.

Another area where the House has been expressing concern is with reference to the accidents at un-manned level crossings. The following steps have been taken to prevent such accidents at un-manned level crossings.

1. Intensive educative campaigns through mass media including TV and radio targeted at road vehicle drivers, on the precautions to be taken at level crossings.
2. Joint ambush checks in coordination with the civil authorities to nab the errant road vehicle drivers under the Motor Vehicle Act, 1988 and the Indian Railways Act, 1989.
3. Involving the village panchayats and other agencies in rural and semi-urban areas in public awareness programmes.
4. Monitoring and ensuring provision of whistle boards, speed breakers, road signs, and white-painted gate posts at the approaches of level crossings.
5. Ensuring adequate visibility for road users and train drivers.

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6. Provision of Rs. 25 crore in 1994-95 railway budget for manning 500 un-manned level crossings.
7. A decision has been taken not to open any new un-manned level crossings. A decision has also been taken not to de-man any existing manned level crossings despite a fall in traffic.

Sir, about the Zones, I have already said. Some hon. Members have demanded construction of new lines. The demands for expansion of railway network are always more than money available at our disposal. Extension of network and improvement in the services require huge inputs in terms of money and material. With the declining budgetary support from the general exchequer and the non-payment of our dues by many State Electricity Boards, Railways' capacity to make the allocation of funds for large number of projects has been badly hampered. There are large number of projects which are in progress. An amount of Rs. 11,498 crore is needed to complete these works which are already under execution. The amounts required for new lines account for Rs. 3,240 crore; doubling Rs. 630 crore; gauge conversion Rs. 2438 crore, and electrification projects Rs. 1,347 crore.

Sir, in the face of such heavy throw-forward, it cannot be considered desirable to add more number of projects. Already the money made available is thinly distributed on the works in hand. Non-availability of sufficient funds is resulting in both cost and time overruns. It is mentioned that the work relating to the computerisation of passenger reservation at Nasik is already included in the work programme for 1994-95. The

electrification of Erode-Emakulam is an approved work. Due to resource constraints, it is being electrified in phases. The first phase to be electrified is Erode-Palghat. The proposal for electrification of Kharagpur-Bhubaneswar-Khurda road has been sent to the Planning Commission for clearance which is awaited. On the receipt of clearance, I will come before the House.

Sir, one of the hon. Members from the State of Kerala – this I have already mentioned – mentioned about the track material which is generally used for renewal and replacement. The House will recollect that during my Budget Speech on 24 February, 1994, I had stated that the Government proposed to take up some gauge conversion and new line projects during the current year after all these are approved by the Planning Commission. I am happy to inform the House that the following works have been approved by the Planning Commission. The following projects will be started during the current year itself:

Mow-Shagan - MG to BG

Inwara-Parashia - MG to BG

Mangalore-Narasikarai - MG-BG

Yelahanka-Chikbalapur and Bengarapet – Kopar as First Phase of Yelahanka - Bungarapet MG to BG, and Dhumka-Manderhill Rampurhat-New line.

The anticipated cost of this work is Rs. 433.83 crore and the outlay for the year 1994-95 is Rs. 27 crore. As each of these work constitute a new service, this will be taken up by withdrawing Rs. 0.90 crore from the contingency Fund of India as permitted in such cases. The money so withdrawn

from the Contingency Fund of India will be recouped through Supplementary Demands for Grants which I shall be submitted to the Parliament during the next Session.

I hereby commend this Supplementary Demands for Grants, 1994-95 and the Demands for Excess Grants, 1991-92 for the consideration of the House.

SHRI UMRAO SINGH: Sir, what about re-naming of Amritsar Shatabdi Express into Golden Temple Express?

SHRI P.C. CHACKO: Sir, the Minister, in his speech, has wrongly quoted me. Sir, he owes me an explanation. When the Minister was replying, he mentioned that "a Member from Kerala" has said that the fund was being diverted for the development of railways in Karnataka. He got a wrong briefing. It is not correct. He can verify it. It is on record. My speech has been recorded. Sir, we are not that parochial. We belong to Congress Party. We cannot say that the fund is diverted to Karnataka. Whether it is diverted to Karnataka or any other State is the responsibility of the Minister to enquire into it. But, Sir, the fact remains that after the five months of the presentation of the Railway Budget, now the Supplementary Demands for Grants has been brought forward by the hon. Railway Minister before the House. In the last five months, out of approximately Rs. 7,000 crore of the total Railway Budget, Rs. 30 crore which were allotted to Kerala, and not a single pie had been spent. This is what I have said. I have also said that the construction materials for doubling of the railway tracks which were stacked between Quilon-Trivandrum on both sides of the railway-line, were transported out of Kerala. There also, Sir, I did not

deliberately mention the name of Karnataka. If any development is taking place in Karnataka. I am more happier than Shri Jaffer Sharief. But the fact remains. I want the Minister to enquire into this matter. I only said that Kerala is being neglected. The fund that is being provided for Kerala is too meagre an amount. Even that amount is not being spent. So, this was my charge and I stand by my words.

SHRI R. ANBARASU: Mr. Deputy Speaker, Sir, I mentioned about 11 issues and none of the issues was dealt with by the Minister. So, I would like to urge the hon. Minister as to what happened to the fate of the Mass Rapid Transit System which was started in the year 1983 but till date the railway authorities could not complete even 8.5 kilometres. I would like to know whether the hon. Minister will take up this issue on out of turn priority and complete the project before 1995.

[Translation]

SHRI DATTA MEGHE: Mr. Deputy Speaker, Sir, about my constituency, Nagpur, I had stated that 15-20 thousand people have been living there for the past 40-50 years who are daily being threatened by the officials that they will be displaced. I have demanded their rehabilitation and we are ready to evacuate the required land area. In this connection, we have met the hon. Minister as also the hon. Chief Minister. But they should not be displaced until arrangements for living rehabilitation are made. 15000 people, who are very poor, have been living there for the past 40 years but today their future is uncertain. The officials of the Railways should not threaten them meet me daily until at least a decision is taken in this regard. Those people meet me daily and I have made repeated

[Shri Datta Meghe]

requests but all in vain. Therefore, I would request the hon. Minister to clarify his position over it.

[English]

SHRI UMRAO SINGH: Sir, our demand of linking Chandigarh with Ludhiana is pending for a long time. The second demand is that the renaming of Amritsar-Delhi Shatabdi Express as the Golden Temple Express. I do not understand why this issue of renaming has not been taken up. The Railway Ministry is not going to lose anything financially by renaming a train.

MR. DEPUTY-SPEAKER: This debate has taken a lot of time. I would like to inform you that the hon. Minister will reply you for all those issues which you have raised on the floor of the House. Only three hours are allowed. But we have already taken more than ten and half hours for this debate. Mr. Brar, it will take another four hours if the Minister has to reply every question.

[Translation]

SHRI DATTA MEGHE: Mr. Deputy Speaker, Sir, in this regard we have written to the hon. Minister 2-3 times but received no reply. The people are in trouble there.

[English]

SHRI JAGMEET SINGH BRAR: Sir, in the last three years I have written letters—at least 40 letters—to the Minister that the people of my constituency want to meet him. But even a single letter has not been replied. We have been demanding for linking of Chandigarh with

Ludhiana and renaming of Amritsar-Delhi Shatabdi Express as the Golden Temple Express or after the name of Syed Mian Mir who laid the foundation stone for the Golden Temple.

MR. DEPUTY SPEAKER: My suggestion is you better meet the hon. Minister, sit with him and get the clarifications. He is easily accessible.

(Interruptions)

[Translation]

SHRI SANT RAM SINGLA (Patiala): Not an inch of rail line has been constructed in Punjab for the last 40-45 years. Chandigarh is not being linked with Punjab. The region of Malda and proposal for linking Patiala with Jakhal by a new rail line has been pending for the last 50 years. Leaving that aside, our demand of granting a stoppage is also not being acceded to for the last two years. (Interruptions)

[English]

MR. DEPUTY-SPEAKER: You have made it very clear in your speech. You cannot expect reply from the hon. Minister within a short period on each and every point. If there are any doubts, kindly go to the hon. Minister, sit with him, discuss with him and get your doubts cleared. I think that is the only way out.

Now let us proceed further.

...(Interruptions)

MR. DEPUTY-SPEAKER: Hon. Minister, would you like to say something?

...(Interruptions)

MR. DEPUTY-SPEAKER: Hon. Minister will give a very satisfactory reply to all of you.

SHRI C.K. JAFFER SHARIEF: Anyway, I am grateful and very happy about one thing that I do not feel that there is no opposition here...
(Interruptions)

SHRI P.C. CHACKO: Sir, we wish that they should have been here.

SHRI C.K. JAFFER SHARIEF: Sir, I am grateful to you as you have rightly pointed out that it may be very difficult for me to answer each and every point. Such of those points, which I have not been able to refer to here, particularly those points which have been raised in the debate today, I may be able to write to the Members as I cannot, on the spot, respond to all those suggestions.

Sir, one thing which hurts me is that I thought, I had been able to take more interest to satisfy the Members, but it seems that it is not so. I said and it is also on record that "it does not mean that I am satisfying everybody." What I felt was that it was very difficult for a Minister to see whether the administration has given a positive or negative answer.

I, not as a Minister but even just a Member of Parliament, have been here for the last 25 years. I have similar feelings as you have. I have the similar experience. It is, therefore, I subjected the replies of the administration of the Members, which generally go to the scrutiny of the Parliamentary Committee. I am not asking any certificate from you. I want to satisfy you with the efforts, with the sincerity of purpose. It is not that I am meeting your requirements and I am satisfying all your needs. It is just not

possible. The Administration has its own problems.

Sir, I must mention here that to remove all those kinds of things the practice, which was not there before - I introduced a system of meeting at the level of DRMs because the DRM is a local official. ... (Interruptions) Please bear with me. You had your say. Please allow me to speak.

DRM is a local official, so it is for the Members of Parliament to take their constituency or local problems to him. It need not come upto the Minister. It could not have been solved there itself at a meeting of the Members of Parliament with the DRM at the divisional level. ... (Interruptions) Then we set up a system of meeting at the level of General Managers. In addition to that, as you are aware, we have one formal Consultative Committee and nine informal Consultative Committees, which meet and where all the people come.

I am very happy that my friend, Shri Chacko, was mentioning that the intellectual people of Kerala are not narrow minded and they are not parochial. I entirely agree with him on this.

Some Member has said - I do not know whether it is Shri Chacko or somebody else - that rails and sleepers bought for Kayamkulam-Quilon doubling work have been removed and despatched to areas outside Kerala. I would like to clarify that rails and sleepers moved from Kerala was second hand released material, which comes out with the renewal and replacement, from the track renewal and are not required for any work in Kerala and as such were despatched to various gauge conversion works.

[Shri C.K. Jaffer Sharief]

On the question of funds being transferred, I would like to assure my colleague from Kerala that all works in Kerala are progressing as per schedule and no targets fixed for the current year, 1994-95, will be allowed to skip. The entire amount allotted for these works for the year 1994-95 would be spent and no diversion of funds from these works would be allowed.

Sir, I have been told that the acquisition of land is something which takes time. It is for that reason, without acquiring the land—generally by depositing the money with the State Government—you cannot just take up the work. If such of these few things have come, one should not come right now to a conclusion that we are not spending money or we are diverting it. Further I assure that I will go into this matter. If any diversion has taken place without my knowledge, I will go into that, and if I am satisfied that there is a justification and it has gone to a right cause, not being at the cost of others, I will allow, otherwise, I will call you people, discuss with you and explain to you. ...(*Interruptions*)

SHRI P.C. THOMAS: Sir, I had raised this point. ...(*Interruptions*)

MR. DEPUTY-SPEAKER: Kindly excuse me. There is a limit for everything. So far as time is concerned, the House was very liberal. Every one was able to speak and discuss threadbare. Now it is up to us. Now we have time constraint. Kindly allow me to proceed.

...(*Interruptions*)

SHRI C.K. JAFFER SHARIEF: On the other suggestion, that is about renaming of the Shatabdi train, I am very

happy about this suggestion. We are examining as to whether to name this same train which we have inaugurated recently or to introduce a new train by that name. So, please give us some time. We will come back to you. This is what I would like to say about it.

As regards the rest of the things, Sir, as has been rightly observed and advised by you, we will be written to the individual Members on the points that they have raised.

Now, I request that the Excess Grants for 1991-92 and the Supplementary Grants for 1994-95 be passed. ...(*Interruptions*)

MR. DEPUTY-SPEAKER: If there are any doubts, the hon. Minister has specifically and categorically mentioned that he will write to the individual Members on the points that they have raised. Further, if there are any doubts, you can meet him and discuss with him. Let us now proceed.

I shall now put the Supplementary Demand for Grant (Railways) for 1994-95 to vote.

The question is:

"That the supplementary sum not exceeding the amount shown in the third column of the Order Paper be granted to the President of India out of the Consolidated Fund of India to defray the charges that will come in course of payment during the year ending the 31st day of March, 1995, in respect of the head of Demand entered in the second column thereof against Demand No. 16."

The motion was adopted.

Supplementary Demands for Grant (Railways), 1994-95 voted by Lok Sabha

No. of Demand	Name of Demand	Amount of Demand for Grant voted by the House
16.	Assets—Acquisition, Construction and Replacement <i>Other Expenditure</i> Railways Funds	12,000

MR. DEPUTY-SPEAKER: I shall not put the Demands for Excess Grants (Railways) for 1991-92 to vote:

The question is:

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

of India out of the Consolidated Fund of India to make good the excess on the respective grants during the year ended on the 31st day of March, 1992, in respect of the heads of Demands entered in the second column thereof against Demands Nos. 6, 8, 13 to 16".

The motion was adopted.

Demands for Excess Grants (Railways) 1991-92 voted by Lok Sabha

No. of Demand	Name of Demand	Amount of Demand to be Voted by the House
1	2	3
		Rs.
6.	Repairs and Maintenance of Carriages and Wagons	16,47,50,076
8.	Operating Expenses - Rolling Stock and Equipment	7,78,63,334
13.	Provident Fund, Pension and other Retirement Benefits	37,79,30,598
14.	Appropriation to Funds	87,36,39,308
15.	Dividend to General Revenues, Repayment of Loan taken from General Revenues and Amortization of Over-Capitalization	94,67,58,501