

MR. DEPUTY-SPEAKER : That is enough, please sit down.

[Translation]

SHRI RAM NAIK : Mr. Deputy-Speaker, Sir, about 400 to 500 Indians were killed and thousands were injured in the fire accident of Saudi Arabia, who had gone there to perform Haj, This House had also passed a condolence motion in this regard. I have heard that a delegation, consisting of 38 representatives and 176 other persons were sent there and Rs. 2 or 2½ crore were spent on it and after this delegation hon. Ministers had also gone there. I hope that they must have submitting the report on this accident. In spite of all this another delegation comprising of 3 MPs i.e. Shri Mohammad Ali Ashraf Fatmi of Janata Dal, Shri E. Ahamed of Muslim League and Shrimati Begum Noor Bano of Congress was also sent there on 25th of April by the hon. Prime Minister. It would have been better if hon. Prime Minister were present here. Was it necessary to send a second delegation to inquire into such an accident.

12.00 hrs.

The hon. Prime Minister proclaims to create coordination with Opposition Parties, I would like to know from him as to why no M.P. from Opposition Party has been sent with these delegation. Some Members from BJP, Akali Dal, Samta Party, Shiv Sena and BSP could have been sent but it was not done. I seek clarification from the hon. Prime Minister as to why such a narrow and communal viewpoint has been adopted. It is not correct and I condemn this incident and demand that hon. Prime Minister should make a statement in this regard.

SHRI ILIYAS AZMI (Shahabad) : Sir, I support the viewpoint of the hon. Member. A big amount is spent on sending delegations again and again. Why they are not submitting the report about this accident. We seek the report on this accident.

[English]

MR. DEPUTY-SPEAKER : Now Zero Hour is over.

12.01 hrs.

RAILWAY BUDGET—DEMANDS GRANTS,
1997-98 *Contd.*

[English]

MR. DEPUTY-SPEAKER : Now the House will take up further discussion and voting on the Demands for Grants (Railways) for 1997-98.

Prof. Rasa Singh Rawat.

(Interruptions)

[Translation]

MR. DEPUTY-SPEAKER : Several issues are to be debated here.

(Interruptions)

[English]

MR. DEPUTY-SPEAKER : I am not allowing you. Nothing will go on record except Prof. Rasa Singh Rawat's speech.

(Interruptions)*

[Translation]

PROF. RASA SINGH RAWAT (Ajmer) : Mr. Deputy-Speaker, Sir, I would like to draw the attention of the hon. Minister of Railways towards the prevailing railway system in the country. Railway plays an important role in linking various parts and strengthening the integrity of the country. Rail's are the mines of the country. For sometimes various operations of railways and punctuality of trains have been disturbed very much. Though on every station we found the main features of railways i.e. Safety, protection and punctuality, but these are not followed properly. The Government are making efforts to improve the situation but so far the desired results could not be achieved.

Increase in freight charges has created a rise in prices. As a result of it, in comparison to Railways people prefer to send goods by trucks. The increase in number of incidents of looting, dacoity and thefts in trains especially during night has also created a sense of insecurity. The Government make GRP and RPF responsible for it. Sir, through you I would like to remind the hon. Minister that he had given an assurance to convene a meeting of Chief Ministers of various states to take some concrete decision in this direction, I would like to know as to what action has been taken so far. What steps have been taken to ensure the safety of lives and property of passengers and what more he propose to do in this regard ? Hon. Minister of Railway had assured to set up a complaint cell in the Railway Board. In the newspapers I have read that in Delhi division of Northern Railway such a cell has been constituted. But when I tried to contact on the given telephone number, no reply was received. As per your orders any complaint can be made and latest information regarding Railways can be received from RM-DRM of complaint cell of the headquarter but it seems that your

*Not Recorded

orders are not being executed in the Ministry. No proper arrangements are being made in this direction. A new Northern-Western railway zone has been set up in Rajasthan. Jaipur will be its likely headquarter. It is a good proposal. But I would like to suggest an amendment in it for shifting the headquarter to Ajmer because so far Railways could not procure the required land in Jaipur and it has to spend crores of rupees for this purpose whereas in Ajmer several bighas of railway land and buildings are lying idle. The Government need not to spend a single paise if headquarter is shifted there. Whereas in Jaipur efforts are being made to set up an office in stadium premises for the incharge officer, Sir, on the one hand our country's performance in Olympic is declining and on the other hand playgrounds are being misused by constructing office therein though on temporary basis. Later on crores of rupees will be spent on the purchase of land and construction of building whereas this infrastructure is already available in Ajmer.

Sir, in 1984 a committee was constituted for this purpose which had recommended that if a new zone is to be set up its headquarter should be set up at Ajmer. But I do not know as to how it was ignored. Therefore, I would like the hon'ble Railway Minister to clarify it...
(Interruptions)

MR. DEPUTY-SPEAKER : Rawatji, will you please stop a minute. I want to know the opinion of the hon'ble members of this House. Still there are eight members to speak. And the Railway Minister has to give his reply at 2.00 P.M. We have got less than one hour. Therefore I would like you to finish within five minutes and request the hon'ble members to listen them.

PROF. RASA SINGH RAWAT : Sir, I will conclude within two to three minutes. My submission is that there is a pilgrimage centre by the name of Pushkar near Ajmer. So far it has not been linked with railway. That is hardly 10 km. away and is visited by many foreign tourists. Lakhs of Indian pilgrims visit this place. In case Pushkar is linked with Ajmer with railway, I think it would be more convenient for pilgrims and railway's revenue will also go-up. Further, it would be more useful and convenient for passengers, if a train is introduced for Hardwar and Amritsar from Ajmer, Pushkar. Many pilgrims from Rajasthan are visiting Hardwar for a holy dip in Gange but no direct train is available to them for this purpose. They are required to break their journey at Delhi station for their onward journey to Hardwar due to which they are facing a lot of difficulties. Therefore, in case a direct train is introduced from Ajmer to Hardwar, it would be more convenient for passengers going to Hardwar from Ajmer.

Sir, I have to make one more important submission

and but is absent the Ahmedabad-Ajmer line which has been converted into broad-gauge but so far it has not been made operational. The railways are incurring less of crores of rupees. Just because of the green signal from the Government to open the route, no train has been introduced for the last one or one and a half month from Ajmer to Ahmedabad. One and a half month's time has gone since the broad-gauge conversion was completed, crores of rupees has been spent on this project but in spite of this it has not been made functional due to which passengers are still faced with the same problems. Passengers belonging to Palanpur, Mehsana, Ajmer, Vyawar, Pali and Aburoad are faced with a lot of difficulties. I have been given to know that the hon'ble Railway Minister and Prime Minister are leaving for Ahmedabad tomorrow, its inaugural function should have held at Ajmer but I do not understand as to why Ahmedabad has been selected for this purpose. Likewise there is one more proposed broad-gauge conversion to be undertaken between Bandipur and Agra which is pending for the last two years. A train was proposed to connect Agra with Ajmer via Ahmedabad and Rajasthan. I would like the hon'ble Railway Minister to ensure that this broad gauge conversion between Bandipur and Agra Fort is completed in the minimum possible time. At the same time I would request you to introduce shuttle and passenger train between Ahmedabad and Ajmer and Vyawar... (Interruptions)

MR. DEPUTY-SPEAKER : Now please conclude.

[English]

SHRI RAJESH PILOT : Sir, Rajasthan is a very backward state.

[Translation]

PROF. RASA SINGH RAWAT : The Western Rajasthan is wide area. Convert Rewari line from Foolera into broad gauge line. People are saying that much has been allotted for railway in Rajasthan but the Government has paid attention towards Rajasthan in the last 40-45 years. Therefore the remaining work must be completed.

Seekar line is also required to be converted into broad gauge. Further, I have to make one more special mention. There are 54 trains arriving and starting from Jaipur and the number of coolies at this station is about 150-200 whereas at Ajmer the number of coolies is about 250-300 against the 15 trains. During the last three-four months licences have been issued there which has caused anger and resentment among the people and they have lodged complaints in this respect also but I do not want to dwell on this point right now. I will meet and make a personal request to the hon'ble Minister in this regard. This kind of treatment is not fair with the coolies who are earning

their livelihood through this hard means. A Rajdhani Express train should be introduced between Ahmedabad and Delhi. For Ajmer and Vadipur, the hon'ble Minister has announced some gauge conversion programme for which Rs. one crore has been sanctioned. I want to know whether this line will be converted into broadgauge? One more point is there. There is ban on fresh recruitment in the factories located at Ajmer. There are 15 thousand workers employed in these factories who should be assigned maximum work of broadgauge conversion so that they are saved from any kind of retrenchment.

SHRI DILEEP SINGH BHURIA (Jhabua) : Mr. Deputy-Speaker, Sir, I want to thank you for giving me a chance to speak on the Railway Budget. I rise to support this Budget presented by Shri Paswanji.

Mr. Deputy-Speaker, Sir, railway is the biggest means of transportation in our country. Lakhs of people travel in the trains daily. Paswanji has introduced certain trains bound for long distances. Better facilities have been provided to the passengers travelling in first class coaches. But the poorer people, particularly SC/ST, who need some facilities for travelling a distance of 100 km. or so have been ignored. The entire train is having reserved coaches. I want you to get their needs identified, colour of the trains changed and add maximum number of non-reserved coaches so that ordinary man can travel in these trains. No body opens the door of a reserved bogey to prevent a common man from entering into the bogey. A long waiting list is always there for reservation. Therefore, this is my request to you to kindly introduce some non-reserved trains also—be it between Delhi and Mumbai or Calcutta and Madras—so that common man also feel that they have also get their participation in the railways.

Further, as he has said, he is going to construct some new railway tracks in hilly and backward areas which is a good sign. In my constituency, Indore, Dahod and Godara railway lines are included every year in the Budget since 1995 but they so far they have not been touched for the last seven to eight years. This year only Rs. 3 crore has been provided in the Budget. Jhabua in Madhya Pradesh is a tribal area. The budgetary allocation for this year is only Rs. three crore. If the construction of one kilometer track requires the expenditure of Rs. one crore then these three crores will suffice for the construction of three kilometer track only. This way, it will take 100 years to complete the track. Even then, nobody knows, whether it will be completed or not.

Mr. Deputy-Speaker, still there are several places in our country where people have never seen a train in their lives. To see a train, walk many kilometer on their foot to come to a nearby station. Whether such backward areas

should not be accorded priority and connected with railways? I hail from Madhya Pradesh. There is a plenty of mineral resources in M.P. but railways are not available. If I go by this budgetary figure, I would say that Madhya Pradesh has not got it's due share. Madhya Pradesh, as in clear from name itself, is a centrally situated state of the country. Whether you go from North to South or from South to North or from a state to any other state, Madhya Pradesh is bound to come in between your journey. But unfortunately the budgetary allocation made this year for Madhya Pradesh is not adequate enough. It is far less than being sufficient. I expect the Railway Minister not to ignore the state. Mandala, Neemach, Indore, Khandwa railway lines require today to be developed. If you accord priority to the railway lines going through Madhya Pradesh, the transportation of mineral goods from the state will become easier. Today the entire quantity of coal is carried by trucks but the condition of roads is very bad. You should, therefore, give priority to the railway lines in the state—be it Indore-Dabod or Delhi-Rajhara—so that the development of Madhya Pradesh can be accelerated.

I want to say one more thing which I had referred to in the railway committee also. The back log quota for SC/ST people has not been filled so far. Unless there are SC/ST people in our railway boards, the recruitment of SC/ST people is very difficult. You should launch special recruitment drive in Bastar, Jhabua, Assam, Panchmahal, Chhatisgarh and Orissa. The back log quota for tribals is not filled-up by the railways in these areas. The quota fixed in these areas is far less. It seems as if we people have got no participation in the railways at all. Unless you give us our full quota in railway's service, stalls at railway stations and you are going to achieve nothing. I, therefore, request you to kindly include the SC/ST people also in railway board and the boards set up at state-level.

The fast train, Rajdhani Express, between Mumbai and Delhi runs continuously for eight hours. After Baroda, it stops at Kota. Ratlam is having headquarter but it does not stand there. It seems as if they are doing everything in their own interest. My submission is that it should stand where it's stoppage are required and do everything when it becomes necessary. We talk about Western Madhya Pradesh. But there is no direct train for Bhopal inspite of the fact that there are 10 to 12 districts in Western Madhya Pradesh. There is no train for Bhopal but people have to go to Bhopal. Earlier there was a train, namely, 111Up/112Dn but now it has been withdrawn. Run the Shatabdi Express and E.M.U. trains for five to six hours so that people can go in the morning and return by the evening after finishing their work. Unless you provide this facility to the people living there, they cannot get better railway facilities. People there cannot travel by road. The Minister has assured me

to look into these things. I have to raise a number of points but since you have rung the bell, I support this railway Budget and conclude. Thank you.

SHRI JOACHIM BAXLA (Alipurduar) : Mr. Deputy-Speaker, Sir, before saying anything, first of all I felicitate Shri Ram Vilas Paswan, who has taken charge of the Railway Ministry for the second time. We are all grateful to him for the work he has started for the development of railways, after assuming office.

North-east is a very backward region. The region can not progress until there is a network of rail lines. He has sanctioned Rs. 400 crores for the development of rail track there and out of this Rs. 300 crore has been set aside for that region.

Mr. Deputy-Speaker, Sir, my constituency is a Scheduled Tribe area. I represent Alipurduar in the Duaras region. Since the past 25-30 years efforts were being made for the development of railways in that region but, no one paid any attention to it. In the previous Railway Budget, Shri Ram Vilas Paswan paid attention and took upon the challenge of converting the metre-gauge line from New Jalpaiguri, Siliguri which goes to New Bongaigaon via Alipurduar, into double line. But if the amount needed for this is not provided timely by the Finance Ministry, I doubt if it could be completed before 2000 A.D.

Another proposal was for the construction of a new line from Mainagudi to Jogigota via Chaingrabandha, Mottabanga and Tufanganj, as it is a very backward region. He had said that a survey would be conducted in 1997-98. It is a good thing that he had given an assurance. In the eve of independence, there was only 54,000 km. of rail line. After 50 years of independence only 8,000 km. of rail line has been added. I would request the Railway Minister to make efforts under the leadership of the Prime Minister, Shri I.K. Gujral, not only to have the survey work done but also to lay the rail lines before the dawn of the present century.

Second thing is that it is the desire of the Adivasis and the people of the Scheduled Tribes, who work in the tea gardens of Assam and Duaras region, to be contact of their native place, such as Ranchi and Chhotanagpur region. Since there is no direct rail service, I would request the Railways Minister, that in view of the Katihar-Barouni Link Express he is going to introduce upto Tatanagar, it should start from New Jalpaiguri and extend it beyond Tatanagar, upto Ranchi-Hatia. This would partially be a boon for the poor and the backward people.

Mr. Deputy-Speaker, Sir, similarly Sunderbans is a tourist place. If Sonarpur-Kenning-Baraipur-Lakhimpur is made a double line, the people there would be immensely

benefited. Token system is still prevalent at Sonarpur-Kenning-Sealdah section. My suggestion is to immediately make it a tokenless system. My another suggestion is that Sealdah-Kenning-Sonakhali-Dhanakhali section should have double line. The Balurghat rail project could not be completed till now as the project was not executed timely and in a proper manner. My request to the Minister is to provide the funds for this so that this line can be completed.

Mr. Deputy-Speaker, Sir, there is a Buxa fort in my constituency. The State Government is trying to develop it as a tourist place. In this regard the State Government has written to the Railway Ministry for their assistance to make it a success.

With these words, I conclude and support the Railway Budget.

SHRI MADHUKAR SARPOTDAR (Mumbai North-West) : Mr. Deputy-Speaker, Sir, this is the first time I am speaking on the Railway Budget. It is clear from the provisions of the Railway Budget, presented here that justice has not been done with Maharashtra. Give a reply to this point of mine. Time is short, else I would have given more figures.

You have made an annual provision of Rs. 8300 crores in the budget. Budget support of Rs. 1831 crores have been provided and sought Rs. 400 crores in budget support in the current year. Rs. 3419 crores would be mobilised from internal resources and from other means collect Rs. 3050 crores. Through you I want to know from the Minister, the amount to be earmarked or the project to be taken up for Maharashtra. I was happy to receive your letter. But I still do not know what provision has been made for Maharashtra for 1997. I am not aware of any project that would be completed during 1997 in Maharashtra. Nothing of this sort has been mentioned in the letter, whatever has been provided is the target till 3-3-98, 12-12-98 or 12-12-99. And the assurance given by you pertains to post-1998. But it is not known what is in store for Maharashtra during the year 1997. For Mumbai Rs. 170 crores have been provided. If you take the case of Mumbai, you will see that 34 per cent of the people belong to Maharashtra and 65 per cent belong to other parts of the country—mostly Biharis. I want to know from you, whether or not it is the responsibility of the Railways to cater to the needs of these people? What is the condition of suburban trains? A large number of people travel daily. In accidents, several people die. It would be better if you would make a reply regarding whether the Railway Board intends to provide some facilities to them.

Mr. Deputy-Speaker, Sir, I feel happy to know the projects mentioned in the letter. Since, at least three figures have been put on record. I will wait till the period

by the Minister. Therefore, I would ask him what has been done? I would pray to God that you remain the Railway Minister, at least till your promises are fulfilled. I hope the Government completes its term.

MR. DEPUTY-SPEAKER : Have you any doubt?

SHRI MADHUKAR SARPOTDAR : Doubts are expressed daily. News appear daily in the papers, leading to doubts regarding the Government's survival. If the Congress and my leftist colleagues so desire, the Government can run for five years. We would not create any controversy that would harm the Government.

What provision have you made for Mumbai for the year 2001? You should have provided for Rs. 1917 crores. But you did not complete the World Bank Scheme. You were to get a loan of Rs. 3500 crores from the World Bank. I do not know the reasons but the Rail Board failed to get the loan.

Mr. Deputy-Speaker, Sir, it is the responsibility of the Railways to provide facilities for the development of a city. Whatever provisions you have highlighted, you have also mentioned about public grievances. The assistance you have provided is no assistance at all. You have written a lot regarding the catering services. You have recruited qualified people who are diploma holder. And you have mentioned that they would take care of the food served. I want to say that you travel by train and see whether there are any arrangements to supervise the food served by the qualified supervisor. Look into the cleanliness and the way the food is served. See, how much time is taken in removing the dishes after the food is eaten. In the compartments, canteen items are strewn all over. No one cares. This is the condition of the Railways. In the proposed new lines provisions have been made for, Baramati, Logad, Ahmednagar and Shridi. Maharashtra sends 48 members to Parliament. Out of this 33 belong to Bharatiya Janata Party and Shiv Sena. And at least 15 belong to Congress, which supports you.

You should, at least, take note of the points raised by these 15 members, for the life of your Government depends on their support. Do you know what will happen once they have withdrawn their support? Therefore amend yourselves and take care of these 15 people. They do not make much hue and cry. They are very disciplined people and raise their matters only when they have been allowed to do so. These 15 people include Shri Sharad Pawarji also, he does not shout for Maharashtra as he is a national leader. When one becomes a national leader, he gets very little time for his own home state. Probably this is the case here.

I ask you whether it is not the responsibility of the

Government to take care of the welfare of people coming to Bombay from other states like Bihar, Uttar Pradesh, West Bengal, Orissa and Tamil Nadu.

SHRI KALPNATH RAI (Ghosi) : Mumbai belongs to everyone.

SHRI MADHUKAR SARPOTDAR : That is why you should also take care of these people. When it comes to their welfare, this is the responsibility of Maharashtra only. But when it comes to their livelihood then it is our responsibility just because they are the people of this country. It will not do like this. I will talk to the Finance Minister and ask him to look at the condition of Mumbai while making provisions in the Budget. Mumbai is faced with so many problems today and I will talk to you in private in this regard. But right now I would request you that much railway facilities should be given to the passengers and that is possible only when increased budgetary allocation is made therefore. You have given Rs. 1831 crores to railways which should be raised a little bit taking into account the situation Mumbai is faced with today. Otherwise the day will come when no M.P. or Minister would dare to go to Mumbai for fear of facing the wrath of the people. I do not say that only Maharashtra people will take to street, rather the people of every state, staying in Mumbai, will come out against you. So please do not forget this point. I am warning you of the problem assuming alarming proportions. Will you let me know as to what provision have you made for gauge conversion and line doubling work in Maharashtra? There is no provision for conducting a survey in Maharashtra also whereas list of the survey conducted so far is quite long. Though I extend my thanks to you for making a provision of Rs. 170 crores for MTP plan in Mumbai but at the same time I would say that this amount is for less than our requirement. You have to make an increased provision in this regard. Further, there is no mention about the rail line between Bandra and Kurla. If a person from Borawali, Pali wants to go to the other side of Kurla or Thane, he cannot go there without going to Dadar. Shri Pramod Mahajan, the M.P. from that area, is sitting over here. You have made no provision for Bandra-Kurla railway line, therefore, I would request you to kindly make some budgetary provision for this railway line also.

Mr. Deputy-Speaker, Sir, earlier also we have discussed the matter pertaining to the train available for Konkan from Mumbai. We stressed that the train available should start from Dadar. Presently, you are the Minister of Railways, hence, give us an opportunity and come to Mumbai. There I will take you to Kurla station and, from there, to Western and Central railways just to let you know and realise that how much problem people are facing while going to Konkan. Unless you see it for yourself you can

not realise and solve the problem. Due to this inconvenience, there is large scale resentment among the Konkan people or they have to board the train from Kurla which is full of inconveniences. I know that it can have bearing on another train, but at the same time I say this also that.

[English]

I am not saying that, as it is, all the railway stations are crowded and that there is no scope for introduction of new train unless some more Rail lines are added. But eventually one has to find out some alternative methods and try to find out a solution to the problem. It is a serious problem and we all are here to solve it. It is necessary that Shri Ram Vilas Paswan should give top priority to this particular problem and see that this problem is solved. This is my humble request.

[Translation]

It is good that now our Prime Minister has also reached here. I think he would also take note of this issue.

Mr. Deputy-Speaker, Sir, you are earning Rs. 85 crores from suburban railways and probably the load, which is on Mumbai suburban railways, is nowhere to be seen on any suburban railways in the whole world. But you are pushing them into death trap. If you do not take note of their problems and if you do not provide more facilities to them, you are going to incur losses. Are you aware of the encroachment on railway land? I have submitted a proposal to you. Are you aware of the condition of Bandra railway station? There is no 'in' and 'out' going facilities at Bandra railway station.

[English]

There is no infrastructure at all. In the absence of infrastructure, if you start a new train and construct a new station, how can the people be benefited? What is the guarantee for the security of the people? This is the another question which I would like to ask.

[Translation]

Right now we are discussing the railway matters. Two days ago I heard that you are going to set-up an independent corporation of Mumbai suburban railways. I want to know whether it is a fact? And if so may I know from the Railway Minister as to who has made announcement in this regard? If you were to make any announcement, it should have been in this House itself and not outside.

[English]

It is said that on the lines of Konkan Railway Corporation, you are going to introduce a Mumbai

Suburban Railway Corporation. That is our demand also.

Shri Ram Naik is also asking for this corporation since last two to three years, but no proper attention was paid to that and eventually when it was declared, it should have been declared in the House if at all it is declared. I am very much doubtful whether it has been declared.

If it happens like that, that will become a matter of privilege, in case your Railway Board has done it without taking this August House in confidence.

[Translation]

If any such announcement is made, the proper place to make it is this August House before all of us.

Mr. Deputy-Speaker, Sir, the railway land which is lying useless, should be brought to some use. In this respect, the Hon'ble Railway Minister has given a good news. You are going to lay six line track in Bandra, Andheri and Borivalli. I want you to expedite the work in this regard. My another point is about police force provided to the Railways in Maharashtra by the State Government which is very important and which requires serious attention of the Railway Minister. So kindly take note of my point.

[English]

Our Finance Minister is also there. The Railway Board has to pay about Rs. 63 crore to the Maharashtra State Government against the provision of the police which has not been paid. I feel that Railway Board should give top priority to this particular payment.

[Translation]

If you want to provide better security arrangements there, please make this particular payment at the earliest.

[English]

Total amount being Rs. 62,67,81,567/-

[Translation]

Make this payment very soon.

About Konkan railways, I have already given my suggestions. My another request is in respect of a small railway station, namely, Andhranagari, Tehsil-Liza, District-Ratnagiri. Though it's mention finds a place in the railway map but I am not aware whether it is being ignored by mistake or deliberately. So, please you yourself take note of it. The entire Village Panchayats of this area have been demanding that a railway station be constructed there.

Mr. Deputy-Speaker, Sir, there is not much infrastructure available at Bandra railway station which falls in my

Lok Sabha constituency. I have drawn your attention towards it on many occasions. The facility of computerised ticketing is not available there. There is a great need of wide roads outside the station or non-availability of the same is causing many difficulties. There is scope for widening of the roads there. I have written many a time to railway administration in this regard but to no avail. So far they have taken no initiative due to which there is a lot of dirt on that narrow street which is causing many traffic problems. Please attach priority to this work and get it done soon.

I have to make many more submissions but due to the time constraint, I would say only that—

[English]

Whatever problems I have mentioned about my particular city, they all are burning problems. My only humble request to the Railway Minister as well as to the Finance Minister is that they should look into this matter with top priority and just see what they can do in the matter. I do not claim that everything should be done this year only. But somehow the work should be initiated, it should be started and the results should be shown to the people. Then only the people of Mumbai city will realise that Railway Board is giving some relief to them and that they are not running up and down for their bread and butter. You have to take into account this very serious problem. There is no question of doing something to the people of Mumbai only. It is a matter of the people of the whole country because people from all over the country enter this city. So, all the States of the country should take maximum care to see that adequate funds are provided to Mumbai city for this development.

MR. DEPUTY-SPEAKER : Prime Minister may please introduce the Ministers.

[Translation]

SRIMATI SUSHMA SWARAJ (South Delhi) : Mr. Speaker, Sir, I have a point of order. Sir, you are allowing the Prime Minister to introduce his ministerial colleagues to this House. I have no objection thereto since it is a good occasion to do so but if it is done in violation of the laid down rules then it is not proper. In this respect, I do not want to refer to the convention, rather I want to raise my point of order by quoting properly the laid down rules. You may read out the rules. It is mentioned in sub-rule 2 of Rule 31, that no other item except these included in the list of Business, can be taken up in the House. If the Prime Minister has obtained prior approval of the

Hon'ble Speaker in this regard then it is all right or else it is not proper because it has not been included in today's List of Business which you may see yourself... (Interruptions)

MR. DEPUTY-SPEAKER : You may sit down, I will see it. I have given my approval to him.

SHRIMATI SUSHMA SWARAJ : If you have allowed them he can introduce his Ministers to this House—otherwise this item is not included in today's agenda. Sub-rule of Rule 31 clearly prohibits that unless and until permitted by the speaker, no item beyond the list of business can be taken up in the House. Now since you have allowed, it is all right.

[English]

SHRI P.R. DASMUNSI (Hawrah) : This matter has been disposed of in the morning itself you made your reservation... (Interruptions)

SHRI NIRMAL KANTI CHATTERJEE (Dumdum) : Adam, probably you were not there in the morning.

1.45 hrs.

INTRODUCTION OF MINISTERS

[English]

THE PRIME MINISTER (SHRI I.K. GUJRAL) : Sir, with your permission, may I submit to this august House and introduce to you some of my colleagues who have joined the Government now?

Cabinet Ministers :

Shri M. Arunachalam—Minister of Labour

Shri P. Chidambaram—Minister of Finance

Shri S. Jaipal Reddy—Minister of Information and Broadcasting

Ministers of State :

Shri Mohd. Maqbool Dar—The Minister of State in the Ministry of Home Affairs.

Shri S.R. Balasubramoniyam—The Minister of State in the Ministry of Personnel, Public Grievances and Pensions and Minister of State in the Ministry of Parliamentary affairs.

Thank you, Sir.