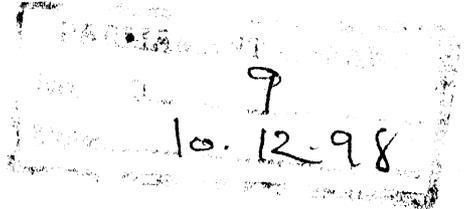


LOK SABHA DEBATES

(English Version)

Fourth Session
Part-IV
(Eleventh Lok Sabha)



(Vol. XIV contains Nos. 1 to 12)

LOK SABHA SECRETARIAT
NEW DELHI

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(English Version)

....

Wednesday, April 30, 1997/Vaisakha 10, 1919 (Saka).

....

Col./Line	For	Read
4/22	SHRI MADHUKAR SIRPOTDAR	SHRI MADHUKAR SARPOTDAR
12/24	Cered	Cured
13/25 13/34	Concerned	Convened
24/12 25/32 26/19 26/26 27/22	SHRI RAM KIRPAL YADAV	SHRI RAM KIRPAL YADAV
25/12(from below)	SHRI NAVAL KISHORE RAI	SHRI NAVAL KISHORE RAI
84/12	sick a problem	such a problem.

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LOK SABHA DEBATES

LOK SABHA

Wednesday, April 30, 1997/Vaisakha 10, 1919 (Saka)

The Lok Sabha met at one minute past
Eleven of the Clock.

[MR. SPEAKER in the Chair]

[Translation]

SHRI RAJESH RANJAN ALIAS PAPPU YADAV
(Purnia): Mr. Speaker, Sir, the fodder scam of Bihar.....

[English]

MR. SPEAKER : I will allow it a little later.

[Translation]

SHRI LALMUNI CHAUBEY (Buxar) : Mr. Speaker, Sir, the Chief Minister of Bihar is allegedly involved in this fodder scam...

[English]

MR. SPEAKER : I will allow after the papers are laid.

[Translation]

SHRI RAJESH RANJAN ALIAS PAPPU YADAV : Mr. Speaker, Sir, the whole Bihar is disturbed.....

[English]

MR. SPEAKER : Papers are to be laid on the Table. Shri Rupchand Pal.

.....(Interruptions)

MR. SPEAKER : After this, after the Papers are laid.

...(Interruptions)

MR. SPEAKER : Let the Papers be laid on the Table first.

11.03hrs.

ESTIMATES COMMITTEE

Action Taken Statements on Twentieth, Thirty-ninth, Forty Second, Fiftieth and Fifty-sixth Reports

[English]

SHRI RUPCHAND PAL (Hooghly) : I beg to lay on the Table statements (Hindi and English versions) showing action taken by Government on the recommendations contained in Chapter-I and final replies in respect of Chapter-V of the following Reports :

- (1) Twentieth Report of Estimates Committee (Tenth Lok Sabha) on Ministry of Industry (Department of Industrial Development)—Sickness in Heavy Engineering Industry.
- (2) Thirty-ninth Report of Estimates Committee (Tenth Lok Sabha) on Ministry of Railways (Railway Board)—Railway Lands and Land use Policy.

(3) Forty-second Report of Estimates Committee (Tenth Lok Sabha) on Ministry of Information and Broadcasting—Newsprint Policy.

(4) Fiftieth Report of Estimates Committee (Tenth Lok Sabha) on Ministry of Finance (Department of Economic Affairs)—Prevention of Frauds in Nationalised Banks.

(5) Fifty-Sixth Report of Estimates Committee (Tenth Lok Sabha) on Ministry of Civil Aviation and Tourism—Development of Tourism and Civil Aviation in Remote and Hilly Areas.

11.03¼ hrs.

PUBLIC ACCOUNTS COMMITTEE

Thirteenth and Fourteenth Reports and Minutes

[Translation]

DR. MURLI MANOHAR JOSHI (Allahabad) : Mr. Speaker, Sir, I beg to present the following Reports (Hindi and English versions) of the Public Accounts Committee :

- (1) Thirteenth Report on Union Government Appropriation Accounts (1994-95)—Defence Services and Minutes of the Sitzings of the Committee relating thereto.
- (2) Fourteenth Report on Union Excise Duties—Provisional Assessments and Minutes of the Sitzings of the Committee relating thereto.

COMMITTEE ON PUBLIC UNDERTAKINGS

Fifth, Sixth, Seventh, Eighth, Ninth and Tenth Reports and Minutes

PROF. RITA VERMA (Dhanbad) : Mr. Speaker, Sir, I beg to present the following Reports and Minutes (Hindi and English versions) of the Committee on Public Undertakings :

- (1) Fifth Report on Action Taken by Government on the recommendations contained in their Fifty-Third Report (Tenth Lok Sabha) on Steel Authority of India Limited - Bhilai Steel Plant.
- (2) Sixth Report on Action Taken by Government on the recommendations contained in their Fifty-First Report (Tenth Lok Sabha) on National Hydroelectric Power Corporation Limited.
- (3) Seventh Report on Action Taken by Government on the recommendations contained in their Forty-Ninth Report (Tenth Lok Sabha) on National Small Industries Corporation Limited.
- (4) Eighth Report on Action Taken by Government on the recommendations contained in their Thirty-Ninth Report (Tenth Lok Sabha) on Bharat Coking Coal Limited.

- (5) Ninth Report on Action Taken by Government on the recommendations contained in their Forty-Seventh Report (Tenth Lok Sabha) on Burn Standard Company Limited.
- (6) Tenth Report on ITI Ltd. and the Minutes of the sittings of the Committee relating thereto.

11.04 hrs.

COMMITTEE ON THE WELFARE OF SCHEDULED CASTES AND SCHEDULED TRIBES

Sixth, Seventh, Eighth Reports, Tour Reports of Study Groups and Minutes

[English]

SHRI K. PRADHANI (Nowrangpur) : I beg to present a copy each of the following Reports (Hindi and English versions) of the Committee on the Welfare of Scheduled Castes and Scheduled Tribes including Minutes (Hindi and English versions) of the sittings of the Committee relating thereto:

- (1) Sixth Report on Ministry of Welfare (Tribal Development Division) Action taken by Government on the recommendations contained in the 59th Report of the Committee on the Welfare of Scheduled Castes and Scheduled Tribes (Tenth Lok Sabha)- Rehabilitation of Displaced Tribals by Major Projects in Madhya Pradesh.
- (2) Seventh Report on Ministry of Food Processing Industries (Eleventh Lok Sabha)- Reservation for and Employment of Scheduled Castes and Scheduled Tribes in Modern Food Industries (India) Limited.
- (3) Eighth Report on Ministry of Railways (Railway Board) (Eleventh Lok Sabha) Reservation for and Employment of Scheduled Castes and Scheduled Tribes in South Central Railway.
- (4) Four Tour Reports of Study Group - I and II of the Committee on the Welfare of Scheduled Castes and Scheduled Tribes.

11.04¼ hrs.

STANDING COMMITTEE ON DEFENCE

Fifth Report

[English]

SHRI B.K. GADHVI (Banaskantha) : I beg to present the Fifth Report (Hindi and English versions) of the Standing Committee on Defence on Demands for Grants 1997-98 on Ministry of Defence.

11.04½ hrs.

STANDING COMMITTEE ON ENERGY

Fourteenth, Fifteenth, Sixteenth and Seventeenth Reports

[English]

SHRI JAG MOHAN (New Delhi) : I beg to present the following Reports (Hindi and English versions) of the Standing Committee on Energy :

- (1) Fourteenth Report on Demands for Grants (1997-98) relating to the Department of Atomic Energy.
- (2) Fifteenth Report on Demands for Grants (1997-98) relating to the Ministry of Non-conventional Energy Sources.
- (3) Sixteenth Report on Demands for Grants (1997-98) relating to the Ministry of Power.
- (4) Seventeenth Report on Demands for Grants (1997-98) relating to the Ministry of Coal.

11.04 ¾ hrs.

STANDING COMMITTEE ON LABOUR AND WELFARE

Fourth, Fifth, Sixth and Seventh Reports and Minutes

[Translation]

SHRI MADHUKAR SIRPOTDAR (Mumbai North-West): Mr. Speaker Sir, I beg to present a copy each of the following Reports (Hindi and English versions) of the Standing Committee on Labour and Welfare and Minutes of the Sittings of the Committee relating thereto :

- (1) Fourth Report on Action Taken by the Government on the Recommendations/Observations contained in the First Report of the Standing Committee on Labour and Welfare on Demands for Grants—Ministry of Labour-1996-97.
- (2) Fifth Report on Demands for Grants relating to Ministry of Labour for the year 1997-98.
- (3) Sixth Report on Action Taken by the Government on the Recommendations/Observations contained in the Second Report of the Standing Committee on Labour and Welfare on Demands for Grants—Ministry of Welfare-1996-97.
- (4) Seventh Report on Demands for Grants relating to Ministry of Welfare for the year 1996-97.

11.05 hrs.

STANDING COMMITTEE ON PETROLEUM AND
CHEMICALS**Ninth, Tenth and Eleventh Reports***[English]*

SHRI ABDUL REHMAN ANTULAY (Kulaba) : Sir, I beg to present the following Reports (Hindi and English versions) of the Standing Committee on Petroleum and Chemicals :

- (1) Ninth Report on Demands for Grants (1997-98) of the Ministry for Petroleum and Natural Gas.
- (2) Tenth Report on Demands for Grants (1997-98) of the Ministry of Chemicals and Fertilisers, Department of Chemicals and Petrochemicals.
- (3) Eleventh Report on Demands for Grants (1997-98) of the Ministry of Chemicals and Fertilisers, Department of Fertilisers.

11.05¼ hrs.

STANDING COMMITTEE ON COMMERCE

Twenty-eighth, Twenty-ninth and Thirtieth Reports*[English]*

SHRI NURUL ISLAM (Dhubri) : Sir, I beg to lay on the Table the following Reports (Hindi and English versions) of the Standing Committee on Commerce :

- (1) Twenty-eighth Report on Demands for Grants (1997-98) of the Ministry of Commerce (Department of Commerce) ;
- (2) Twenty-ninth Report on Demands for Grants (1997-98) of the Ministry of Commerce (Department of Supply); and
- (3) Thirtieth Report on Demands for Grants (1997-98) of the Ministry of Textiles.

11.05½ hrs.

STANDING COMMITTEE ON INDUSTRY

Twenty-Second Report*[English]*

KUMARI FRIDA TOPNO (Sundergarh) : Sir, I beg to lay on the Table a copy (Hindi and English versions) of the Twenty-second Report of the Standing Committee on Industry on the Demands for Grants (1997-98) of the Ministries of Mines, Steel and Industry.

11.05¾ hrs.

STANDING COMMITTEE ON SCIENCE AND TECHNOLOGY, ENVIRONMENT AND FORESTS

Forty-sixth and Forty-seventh Reports*[English]*

PROF. JITENDRA NATH DAS (Jalpaiguri) : Sir, I beg to lay the Forty-sixth and Forty-seventh Reports (Hindi and English versions) of the Standing Committee on Science and Technology, Environment and Forests on the Demands for Grants (1997-98) of Departments of Science and Technology and Ocean Development respectively.

11.06 hrs.

RE: CHARGES FRAMED BY CBI AGAINST A MINISTER
AND OTHERS*[English]*

MR. SPEAKER : Hon. Member, I have a number of notices from hon. Members including the Leader of the Opposition on the situation arising out of the decision of the CBI to file charge-sheets and to start criminal proceedings against a Union Minister and the Chief Minister of Bihar. I will allow hon. Members to raise the issue. But may I remind the House of Rule 31 of the Manual of Business and Procedure of the House. I want to quote that here :

"Reference by Members to the Chief Minister of a State is not in order as he is not responsible to the House."

There have been a number of rulings by different Speakers. Please keep that in mind. But since we have here the case of a Union Minister also, I would request hon. Members to be very careful. Restrain yourself and go to the issue and not refer to the people in high offices, particularly the Head of the Government of a State. That is all I want to say.

[Translation]

SHRI ATAL BIHARI VAJPAYEE (Lucknow) : Mr. Speaker, Sir, I thank you for allowing me to speak on such a serious issue of public importance.

Undoubtedly, it is a matter of public importance. It is a serious matter for us because an hon. Member of this August House is alleged to be involved in this case. At present, he is a Minister of State.

Mr. Speaker, Sir, as per the information gathered from newsitems published in various newspapers, CBI has taken a decision to prosecute him for his alleged involvement in the much publicized fodder scam of Bihar. Since he is a Minister at present, the CBI has to seek permission of the hon. President before taking any action against him. There are some officers of the Central Government also who are alleged to be involved in the scam and are working in that State and permission of the Central Government will also be required to prosecute them.

Mr. Speaker, Sir, I would like to know the Intention of the Government in this regard. The Hon. Prime Minister has assumed the office recently. His utterances inside and outside the House, have raised hopes that no such scam will be swept under the carpet. Law will take its own course and nobody will be allowed to flout law for political connections or other reasons.

In this connection, I would not like to quote the election manifesto of the United Front. This incident is a touchstone and whole country is awaiting the Government's decision on it. The fodder scam is of Rs. 1000 crore and the CBI wants to file chargesheet against 46 persons and investigation is going on against the same number of persons.

I do not want to mention the name of any Chief Minister, though during the discussion on Confidence Motion in this House, Sharad Yadavji had mentioned the name of the Chief Minister involved in this scam. The Government should have a clear-cut policy in the matters of giving permission to CBI for prosecution in such corruption cases. There should not be any dilemma in such cases. Instead I would go ahead to say that the alleged person should himself resign from the post before the CBI takes permission to prosecute him in the Court. He should say that he will not hold any office until he is acquitted by the Court. Such decisions can set ideals for others and prove a good step towards value based policies. But what we are hearing from Patna and here in Delhi reveals that this issue is being taken to streets.

The judicial matters cannot be resolved on roads. The party's internal matters should be resolved within the party. I do not want to interfere in internal matters of any political party, so far as my party is concerned, we have set an example in this regard. The leader of opposition in Bihar legislative Assembly needed not to resign but on the advice of leaders of the party he resigned from the post. I have already mentioned the conduct of Shri Advani.

It is a testing time for all the political parties and politicians. We all are committed to root out corruption. Our democratic system will be in danger, if the country does not get rid of this menace of corruption. Development of country is already adversely affected due to it. I would like to know the attitude and intention of this Government in the matter of giving permission to CBI for prosecution of the Minister of State, Shri Verma and Central Government Officers allegedly involved in this scam.

Secondly, I would like to mention political ramifications of this incident and due attention should be paid towards it. It is not merely a legal matter. We have to see as to what is the demand of democracy and what is the propriety of politics. It is correct that a person cannot be called guilty until his guilt is proved and he is punished for that. However, it is a narrow thinking. The question, today, is of the conduct of the politicians. The issue of chargesheet is not a new thing. Politicians had been chargesheeted earlier also. Antuleji is also present here. He had resigned from Chief Ministership in such a case. Advaniji was not holding any post but he resigned from the membership of Lok Sabha and did not contest any election till he was acquitted by the court.

The members of previous Lok Sabha, who were holding the charges of various Ministries had resigned when their names appeared in Hawala case. They did not held out threats to take the matter on roads and no hue and cry was made on it but now it is being done.

Mr. Speaker, Sir, I demand that instructions should be given to the Government for providing the required information to CBI an obtain permission from the hon'ble President for prosecution of guilty persons. As I have mentioned earlier also, it is a testing time for all of us and I hope that this House will be able to withstand this test.

[English]

SHRI NIRMAL KANTI CHATTERJEE (Dumdum) : Sir, when the former Prime Minister was making his speech before his exit he stated in the House that he took credit that during his ten month Premiership, there was not a single case and his Government was transparent. Some of us cheered it and those who could not kept silent.

Today, something has exploded and it is not a matter of any party at all. Parties can sort out their problems. It is a matter of the entire polity and if we think of the dimension of the problem, we will all feel the kind of responsibility that devolves on us. The amount involved is about Rs. 950 crore. The list of people who are proposed to be charge-sheeted include high officials and members of the all-India Services posted in a State. They belong to all-India Services that are under the Central Government and the political executives are also involved at the Centre and at the State.

Sir, I do believe that, in terms of the United Front's Common Minimum Programme, it is urgently necessary that the Prime Minister should come here and state the next step for the Government and the CBI in the interest of the morality of the country.

It is not a party question at all. The parties have to look after themselves. From the BJP, he has claimed that their President remains a President and he has been exonerated by the High Court. Of course, there are State Benches which do not speak highly that although there is an Intention to go to the Supreme Court, some of them are trying to stall that appeal. The party has to look after this. In this case, the party has to look after the quality of morality that it wants to demonstrate before the whole country. But for the whole country and the whole polity and the governance of the country, it is urgently necessary that the Government comes out with a statement about the firm steps they are going to take in terms of further processing by the CBI as well as the Government itself.

The Prime Minister is not here. The Leader of the House is there. I request that he should come out with a statement before the House. This matter, I believe, is the concern of the entire House and of the entire people. For once, such a huge list of bureaucracy has come out in the Press. And the warning to the bureaucracy should also go so that the bureaucracy in future is warned adequately.

MR. SPEAKER : I will just go by the notices received. I will call those who have given notice first. But later on, I will allow others also to speak.

[Translation]

SHRI NITISH KUMAR (Barh) : Mr. Speaker, Sir, CBI has publicly announced its decision of filing charge-sheet against a central Minister, some officials of the Central Government, Chief Minister of a State, many other officials and some other people and the Director of CBI has said that he would take initiative in seeking permission from competent authorities to file chargesheet and launch criminal proceedings. I don't know whether the letter seeking permission, has reached the competent authorities or not. The Government must be aware of this, We want to know this and the House also would like to know this and the country would also like to know this. This question does not relate to some important persons who are involved in this scam and against whom the chargesheet is going to be filed. The issue is whether there would be one norm or different norms would be followed for public life in this country. One norm was mentioned by the leader of the opposition Shri Atal Bihari Vajpayee and the leader of CPI (M) Shri Nirmal Kanti Chattarjee. Under one norm we have seen that one by one several ministers lost power. The leaders of many new parties have resigned from their posts. Shri Advani ji, Shri Sharad Yadav have also resigned from the membership of the House and many other members have also resigned.

Democracy rests on democratic values. In the absence of these values democracy cannot be run. It can be said that nowhere it is written that if there is chargesheet against any one then he has to resign as a Chief Minister of or Minister where is it written? Our forefathers and the constitution makers never imagined that any chargesheet would have to be filed against any Minister or Chief Minister under this scam or any other matter. Today, after fifty years of independence it has happened. We are going to celebrate the 50th anniversary of our Independence....(interruptions). You can say your point, I have no objection. If there is competition of speaking loudly then it is some other thing.(Interruptions) you will get chance to speak. Mr. Speaker, Sir, I will not sit for these people and you see only these M.Ps in the whole country are sitting here....(Interruptions)

MR. SPEAKER : Please sit down.

SHRI NITISH KUMAR : They are also in the competition for the post of Chief Minister....(Interruptions)

[English]

MR. SPEAKER : Please sit down
.....(Interruptions)

MR. SPEAKER : I will give opportunity to all of you and then you can reply.
.....(Interruptions)

[Translation]

MR. SPEAKER : You can reply later on. Please listen. You will be given opportunity.

SHRI NITISH KUMAR : All of you the right to tell about your point of view. Here in the House discussion is going on and discussion should be held on this issue also. There is no way out in democracy. If a charge is imposed on anyone

or any investigating agency find it proper to file a charge-sheet against anyone on the basis of any evidence, irrespective of his position, then he has to prove himself innocent according to the Democratic process in the court. He cannot remain in power. It cannot be solved outside court because no one would be ready for it. Other people will also try to save democracy. It will serve no purpose, rather, it will malice the public life.

I, therefore, would like to put two points, through you and would like to have the Government's reaction on it. Would there be same norms for the politicians in public life or there will be one norm for Shri Sharad Pawar, Madhav Rao Scindia, V.C. Shukla, Lal Krishna Advani and the other norm for the other people. I would like to quote an important sentence in this House. Some one has told that no charge sheet has been filed against Mr. Bommai, only his name was mentioned in the Diary and it was reported in newspapers and after him, the person who inherited the seat of President of Janta Dal told that Hawala has given him this post of the president. Remembering that statement we would like to say that what will happen in the public life and when you face this situation, you say that we will deal with this issue in the street. It is said that we will see. To whom you will see? They are tackling this issue on the roads. We people and hundreds of people from Samata Party were severely Lathi Charged on the roads in Patna. People of this country are ready to face Lathis or bullets but they will not run away from the struggle to protect Democracy in the country.

Many times it has happened that people in power thought the country or the State cannot run without them but people have made them feel that they were wrong. We don't want to go in detail the people will give their verdict but for the purity in public life whether one norm will be followed or dual norms will be followed and if a person declines even after chargesheet has been filed, against him and he says that he would file from jail and run the Govt. Then will it not be the responsibility of the Central Government? In this situation what action would be taken by the Central Government because it cannot remain a dumb spectator because all these matters relate to the party from which head of the Govt. comes. Most of the people belonging to his party are involved. In such a condition Government should not be a silent spectator. Shri Ram Vilas Paswan is the leader of the House. In Patna, he said in a statement that it has adversely affected the image of the party.

Fortunately, the Prime Minister has assured in the House. He has already made a statement that such things would not be given protection. This is a matter concerning a Member of Cabinet. How much time would be taken in completing the formalities. Whether the documents have been sent to the President or not. What action is being taken. He should clear his position in this regard because he has double responsibility, because the person concerned is also a member of his party. Now even the representatives of the left parties have issued a statement. We have no intention to level charges against any person. Several leaders of United Front and Leaders of other parties have been giving statements. We are Members of opposition to protect a particular person, that too in the year when we are celebrating 50th Anniversary of our Independence that would be the black day in the history of Democracy. If they think they are very powerful and want to assert thereof publicly then let the matters be decided....(Interruptions)

SHRI RAM KRIPAL YADAV : We are ready.

MR. SPEAKER : Have patience, please.

SHRI NITISH KUMAR : If you have given the permission to raise this matter in the House, then let the matters be decided here....(Interruptions)

MR. SPEAKER : Please conclude now.

SHRI NITISH KUMAR (Barh) : I would conclude after making my last point. It is being submitted in the House that if a chargesheet is filed and prosecution is launched that does not prove someone guilty. From legal viewpoint correct But is, after filing of chargesheet says that he is not guilty and he will continue to run the Government even now, then, as per the said norm, all undertrial prisoners should be set from the prisons until their cases are decided in the Supreme Court they are granted bail. Since Constitution of India gurantees that all are equal as far as implementation of law is concerned, it is a matter where democratic values and public life is at stake. You are the guardian of law as well custodian of this August House. You have granted permission for discussion on this topic since it is extra ordinary situation. While thanking for the same. I hope that while taking a decision in this regard you would keep the basic spirit of Constitution in view, which would be touch stone for public life in future.

SHRI SHARAD YADAV (Madhepura) : Mr. Speaker, Sir, Shri Atal ji and Shri Nitish ji have already expressed their views. Although the names of Janata Dal may change but the senior members of the party have remained the same. The leaders of Independence Movement of 1942 were our forefathers. Atal ji has recalled the ideals of his party if I start recalling ideals of my party it would take much time.

When Emergency was imposed in the country, the tenure of Lok Sabha had been increased to six years. Late Shri Madhu Limaye and an ordinary person like me who was present here at that time also had told Mrs. Gandhi that she had no right to increase the fixed tenure of Lok Sabha from five to six years. Further, I would like quote one more example. In Hawala Scandal, our party's name was mentioned. The names of many persons were excluded my name. Only a single person had, made such a submission, when even no chargesheet had been filed against him. Against my name, the amount of three lakh had been mentioned and not an amount of five lakh. Some Jain had come to me along with Chiman Bhai with the mentioned amount. I do not recognise the person. I am the kind of person who would mention the same things not only in the Courts here but also in the court of Almeghly God. Noone else had admitted these things, Advani ji also did not admit it. I was the only person from Janata Dal....(Interruptions) Shri Rajesh Pilot had admitted it. We both have passed through the same agony in life one tribal leader had admitted Rs. 50,000....(Interruptions).

KUMARI UMA BHARATI : Because he had received the amount(interruptions).

[English]

MR. SPEAKER : Please do not talk among yourselves.

.....(Interruptions)

[Translation]

SHRI SHARAD YADAV : The debate which is going on corruption.....(Interruptions)

SHRI RAJESH RANJAN ALIAS PAPPU YADAV : What are you talking about.....(Interruptions).

[English]

MR. SPEAKER : You can not fight here. Please sit down.

.....(Interruptions)

[Translation]

MR. SPEAKER : If you want to talk among yourself please go out.

.....(Interruptions)

[English]

MR. SPEAKER : I will give you a chance.

.....(Interruptions)

[Translation]

SHRI SHARAD YADAV : Mr. Speaker, Sir, I respect Shri Advani for his faith and devotion to his ideals. He was the first person who had resigned from his post. I do not agree with his thinking but there is no difference of mind. Hawala Scandal has because a topic of discussion throughout the country and it is a good trend. It is a very big disease in the country. It should be cered. This issue should be debated in toto. It is regretted that the matter is discussed in parts only. A person targetted and debate is undertaken regarding him only. That should also be done I beet the debate should be comprehensive. If the matter is not discussed comprehensively then it is like attacking small mosquitoes through finit without cleaning the drain. We should take such steps also for quick remedy. But, we should discuss and enquire in depth on this issue. There should be a session of 4 to 5 days in the House to have a thread-bare discussion as to how can we get rid of this? It is an absolute necessity. In Hawala case Advani ji and thereafter we have also stated that if I had not been the leader of the House, I would have never resigned from my membership of Lok Sabha. The people of constituency as to what sort of person I am ? But the people of this country do not know about me Nitish ji was saying that I have told everything. I would like to say that in democracy the will of people is supreme. After that when this issue came before the party then nobody raised that matter. Our Chairma n, Honourable S.R. Bommai is not only person who have stated. He had told that he would also not sit in that meeting. Think over it and about my resignation he told me that I have not done a right thing by giving resignation first. And when you have given it then it is my moral responsibility to see that the image of the party is not spoilt. This was the meeting of the National Committee and in our P.S.P. supreme committee there was no Chairman inspite of having Chairman. He left all the people and then told all the people that he did not want to remain on that post. Nobody exerted any force the resignation was tendered to set an example. I want to say that he whould detailed discussion on this issue. There should must be a complete discussion on corruption. Legislature, Executive and Judiciary are running the system of this country.

Mr. Speaker, Sir, Judiciary, Executive and Legislature are running this country for the last 50 years. Without their connivance, the public property of this country can not be looted. I want to request you that a commission should be constituted. There were some people among us, who when died did not have even resources sufficient enough for performing their last rites. You can ask your former President that there was no money to sent the dead bodies to their families. While discussing corruption should not always talk about bad things while relegating the honest person to the background. We should discuss about honesty and corruption both.

Honourable Speaker, Sir, I want to request you that a special session may be concerned. Instead of enquiry commission a survey commission may be constituted commission may be set up to enquire into the movable property instered of immovable property acquired by these three wings and then lay a report in this House. I do not say that their undeclared property can not be seized. Do not conduct any enquiry, only enquire about the number of houses and Form-Houses owned by then. Conduct enquiry about the property which is in their name not in their wives name. Conduct enquiry about officers, Judges, Legislatives, M.Ps, M.L.A and place the enquiry report in the House. Seven days session may be concerned. I have got the signatures of a number of M.Ps in this regard and I am sending them to you. These will be no solution of corruption prevailing in the country by treating this subject on peace meal basis. Here we several every thing each there, we are exposed but there are many people, who are not being exposed.

Mr. Speaker, Sir, if you want to remove corruption then you should discuss this problem giving equal treatment to all and seven days session may be concerned. This is the biggest ill plaguing the country like cancer. This is taking our country towards decline. I agree with what the former Prime Minister Late Shri Rajiv Gandhi had said. I agree that out of 15 percents funds allocated for tribes, only 5% amount percolates to these poor people. Who are the people responsible for this? This aspect must be discussed and an enquiry be conducted into it. We all talk about one-another. We will talk about Atalji and Atalji will say about us. We all are accountable. We have to go to the people after every 5 years, no punishment more than this can be given to us. If the incredibility of the political life India is at stake then there will be danger to democacy but its credibility is not so weak. I can say so with confidence. Shri Antulay had to remain away from politics for 14 years which blacked his political life. Mr. Speaker, Sir, public life cannot be built so easily. A sapling becomes a tree after facing great hardships but that can be cut down in five minutes. That is why. we should discuss it carefully. I don't say that there should not be any discussion on corruption. In regard to the questions raised by Shri Atalji, I want to tell the Government that C.B.I has informed us that they would file charge-sheet against them on Sunday, I don't know whether permission has been sought or not. Only the Government can tell this but the C.B.I has not descended from the moon nor it has come from America from this belongs to the country only.

All are sitting in this House and this House has fought so much against corruption. Here, Shri Chander Shekher ji

is sitting, his name has become popular for raising corruption. I am here since the time of Dada. We could not solve the issues raised in this House. These issues should must be solved. On 24th C.B.I had said that there are no concrete evidence of it. Shri Joginder Singh who is the head of C.B.I. stated in the Press conference held in Calcutta on 15th that it would take time. This is his right and I cannot have any objection in this regard. I also say the same thing.

Mr Speaker, Sir, I don't want to involved myself into the merits and demerits of this incident but I want to say that there is a caste system in this country.

SHRI BRAHMANAND MANDAL (Munghyer) : Sharad ji, why do you want to bring in caste system in this case....(Interruptions).

SHRI SHARAD YADAV : Whether you say it a merit of India or demerit of India but caste system is the real system of here and all other are fake. When the people who have gone through this agony and suffering speak they are dubbed as a casteiests. For thousands of years they have been toiling in the fields. But who like this? We also want to excel in every field. We also want to make a history. We are also human beings but is there any mention about is in the history. I want to say that it is a fact but in this country everybody says they should not talk of casteism but allow them to indulge in casteism. If the casteism is bad then why don't they take steps to break this system? Shall we spent our entire life cows grazing. I personally feel that we want to get rid of this. If the caste system is broken then we will be benefitted out of it. If a relationship develops between me and Atal ji then it will be in our interest and not in his interest....(Interruptions) But, what is the difference between me and him. Why was the House deliberate upon it that this castiest system be done away with. We are unanimous in a sense that this is a malaise....(Interruptions) Everybody is victim of this(Interruptions)

SHRI HARPAL SINGH SATHI (Haridwar) : Hon. Speaker Sir, I want to tell Shri Sharadji that first he should extend his hand of friendship towards us and talk to us before talking to Shri Atalji. I belong to Scheduled Caste Community and I am ready to develop relationship with him.....(Interruptions)

SHRI SHARAD YADAV : I agree with his views that there is no uniformity in respect of the upper casts with the most upper castes amongst the backward communities. You are right in this regard. We will also think twice before developing relationship with you. You are rightly saying so.

DR. MURLI MANOHAR JOSHI (Allahabad) : You have also become manuvadi.

SHRI SHARAD YADAV : In however is manuwadi he becomes the victims of caste-system.....(Interruptions)

DR. MURLI MANOHAR JOSHI : You have raised the question of history, where is your name? Shri Krishna was Chandravanshi Yadav. He was a great personality Indian of history, tradition and culture. Only their names figures in the culture and tradition of this country. Who were Maharsi VALmiki, the writer of Ramayana and Vedvyas, the writer of Mahabharat? They were not Brahmins. The writers of

Uprishads and Vedas and number of great of sages were not Brahmins. If you go through the education and the report of Adam only then you will come to know who did what with this country. Your name is written in golden letters in the history. You have to learn from it and you must know the history.

SHRI SHARAD YADAV : I have learn your lessons.

DR. MURLI MANOHAR JOSHI : Then learn it.

SHRI SHARAD YADAV : Hon. Speaker, Sir, I have heard the words of Shri Joshiji.

[English]

MR. SPEAKER : That is beyond the jurisdiction of the subject.

....(Interruptions)

MR. SPEAKER : Sharadji, please confine to the issue.

.....(Interruptions)

MR. SPEAKER : It is not a full debate.

.....(Interruptions)

MR. SPEAKER : Please, I am conducting the House.

[Translation]

SHRI SHARAD YADAV : Hon. Speaker, Sir Shri Joshi had rightly said to which I agree. But the reality is that out of total 52% of people working against executive and burecratic posts this in country. Only 2% belong to backward class. Do not forget this reality. 70% of people engaged in judiciary of this country belong to upper caste who always consider manual work a crime. We will continue to fight for our rights. We will not stop.

[English]

MR. SPEAKER : Please conclude now.

.....(Interruptions)

MR. SPEAKER : Please, let me handle it. You are standing up again and again. What is this?

.....(Interruptions)

[Translation]

SHRI BRAHMANAND MANDAL : Have they any share in corruption?

[English]

MR. SPEAKER : Mr. Mandal, you have stood ten time today.

.....(Interruptions)

MR. SPEAKER : Mr. Mandal, listen to me. You cannot misbehave like this. You have stood ten times today. This is not the way to behave in the House. Please behave yourself. What is this?

[Translation]

SHRI SHARAD YADAV : Hon. Speaker, Sir, I feel that they are feeling pained because of my words. I am concluding my speech by saying that our struggle will continue,

it will not stop. We will keep our struggle alive so far as we are alive. If at all it is possible then we will root out the caste-system before our death. Hon. Speaker, Sir, I want to reply to Shri Atalji and Nitish ji that our party is directly concerned with this and that's why we are more worried. I want to know form the Government that only announcement has been made so far. This House is witness of the fact that before this announcement, hardly anyday had passed without discussing the fodder scam of Bihar in this House. We have raised in this House matters regarding scams involving 55 thousands crores of rupees and they have gone into oblivion but no body bothers about it now-a-days. Neither treasury benches nor the opposition raised those matters. We have raised various scam such as security scam, Telephone Scam, Gold Star Scam and Urea Scam and many more such scams. Now the question is of Government ruling over it. Hon. Speaker, Sir, the Govt. must give its rulings (Interruptions) Please listen to me. Justice and sense of propriety should not be scuttled. The Government have the information. It is almighty. This announcement has been made on Sunday. In this the court had directed that it would not go to press directly. It was the directive of the court that not a single document will be sent. Shri Atalji has access to that document in which it is stated that Shri Laloo Yadav is an accused. He has sent it to the Prime Minister on 24th November through a letter. How come secrecy and impartiality of investigating agency reached in Shri Atalji's hand? If it happens then an enquiry be conducted to find out the sources through which those documents reached in his hands? The court was of the opinion that this para should have not been made public. You must enquire into it properly. How all these things became public? Chargesheet is yet to be filed but you have identified the culprit and punished him. Real punishment is given by the people but you have already announced it. Nobody is agitating there. Today we are having our Government in Bihar but nobody has come on roads there. I appeal to the Govt. to explain the situation. We are totally unaware of the existing situation. We are demanding the same thing from the Govt., which you are demanding that they should explain all these things. With these words I conclude my speech. Today corruption is discussed in a phased manner....(Interruptions)

[English]

MR. SPEAKER : I will think over it..

[Translation]

SHRI SHARAD YADAV : If corruption is rooted out under your guidance then it will be a great thing.

[English]

MR. SPEAKER : It is a good suggestion. I will think over it.

[Translation]

SHRI RAJESH PILOT (Dausa) : Hon. Speaker, Sir the reality is this that we are ashamed of speaking now. Many a time this matter has been raised in this House and we close these matters very lightly. I am telling you with a heavy heart that we are ashamed of discussing such things. We

are elected to this House to deal with the problems of poverty, removal of unemployment but most of the time we indulge ourselves in discussing the issue that corruption has increased, so and so is involved in corruption and he has done this and so on. It is unfortunate for us and at least for the younger generation that today. This issue is being discussed in Parliament. This House has seen such great personalities who never allowed such a talk to take place in House. S/Shri Atal Bihari Vajpayee, Nitish Kumar and Sharad Yadav have spoken before me. I was judging their feelings were same but those were expressed in different way while associating myself with the feelings of Shri Atal Bihari Vajpayee I can say that our dignity has lowered to such an extent that if we go public in this dress, people abuse us in their hearts. A day will come when they will come on the roads and hurl abuses on us. The time has come to think above the party lines. Today, it is the question of the conventions and traditions of the country. This country has certain traditions and conventions. We go to foreign countries and tell them that such and conventions exist in India. When reports of scams worth crores of rupees used to pour in from Philippines, people used to refer to India and claim that in democratic country like India no such scams were reported. We had established certain traditional values of India in the world. Today, we are not following even those values. We are leaving behind this lesson for coming generation. I do not want to add more. I have been saying since long that use should root out corruption from our country. The people particulars those holding high offices should prove this by setting up example before the people of this country. We should not let it grow. If we start arguing among ourselves then how can we do away with it?

Today, Shri Nitishji was rightly saying about the difference between a common man and a leader. If they talk of justice in the court, the common people will also depend on court. Then, what for we are here? Our Court is the public perception. Our Court is the Public. The life of a political person is involved in realising the condition of people and understanding the views of people.

12.00 hrs.

There is no need of clearance of the Court. The Court can prove anyone honest. But if people think that a person is dishonest, then he can never become honest. This has been the tradition of the country.

I am making submission to you. Today, I am on fast. I have not eaten anything since morning. Farmers are sitting at Rajghat. We don't know the exact number of people present there may be hundred or two hundred. Discussion has been going on in the villages as to which direction the country is moving. The day before yesterday, Mahapanchayat of Farmers was held the only option left before us was to resort to fast at the Samadhi of Mahatma Gandhiji and express our concern over the problems of country. If the people holding high posts will not take any decision, the general public could only express their concern. But you must remember one thing that we can forget, but people will not forget. People will come on the roads

and do justice and they will not let the prestige of the country go down. It is my perception about the people. On this Occasion, everyone has expressed his view, I think, a message should go down to whole country by rising above party lines, that this House expresses its serious concern over this development. There is degradation moral values of value-based politics and the standard of our institutions is also declining. Shri Sharad has rightly said that we are proud of the institutions, of this country and these institutions, have upheld the glory of this country. Now these institutions are growing weaker. The Hon'ble Prime Minister is present here. He had said in his statement on the first day and also said here that if the institution of this country become weak, it would be difficult to strengthen the democracy in this country. These Institutions have been our foundation. Today, the level of these institutions is declining. The Government should pay attention towards the ways to strengthen these institutions especially those institutions which are under the control of the Government. What would be the fact of these institutions? The feeling expressed by Shri Sharad was correct. While intervening Shri Atal ji said that the day C.B.I starts investigation, newspapers are full of the news. During when we were Ministers, the C.B.I also used to conduct investigations. If Sharadji thanks that the C.B.I has taken a wrong decision, then you, being the elected executive, should decide whether the C.B.I. is acting in the right direction or not. You must gather courage and if you fail to do so and even do not perform the role of the executive and let the institutions became weaker, then the country will also become weak. Investigations have been done in many cases but the Government has adopted the same attitude. I don't want mention them. The Government had given its decision in such cases in 1952 and 1957. Investigations have been done in the past and decision have been taken in the the interest of the country. But if you fail to take any decision, it will not only defame the executive but the institutions of the country as well. The problem arose when institutions started taking decision because the Executive was not taking decisions. When the decision was by the Executive, every institution started acting on its own way, Today we talk of judicial activism. The Judiciary became active when the executive failed and when it did not give any direction to the country. As a result, other institutions marched forward. I, therefore, urge upon the whole House that a message should go from this House down to the country and abroad big rising above party lines that the political parties of this country follow certain principles. Here, all are affiliated to their individual parties but for the country, all are equal. I may belong to the Congress Party, Atal ji to the B.J.P and Sharad ji to Janta Dal. Our ideologies may differ but we should involve to common ideology in the interest of our country. For this, I have prepared a resolution which I am going to read out before you. If the Members of the House agree then they can pass it. If they don't then it in their will. I can only say:

[English]

"We, all Members of this House, irrespective of political affiliation and political party, show deep concern on the devaluation of value-based politics in the country

and visible deterioration in the institutions, in the Government. We appeal to all to keep up the tradition set up by freedom fighters and elderly statesmen of this country in the past. If everybody approves, this message must go to the nation(Interruptions)

[Translation]

SHRI VIJAY GOEL (Sadar-Delhi) : You should speak on the matter which is being discussed.....(Interruptions)

SHRI RAJESH PILOT : The Honourable Speaker had said in the beginning that level of the debate of today should be such that it reflected the concern of the country(Interruptions). When the Chief Minister of a state said that even if he went to jail, he won't resign. In my reaction to this statement at NOIDA, I had said that it was a great setback for our democracy and such thing should not happen in a democracy.

I have told this. But today we have to encourage value based politics. Therefore my suggestion should be accepted. I agree with the leader of the opposition Shri Atal Bihari Vajpayee and hon'ble Prime Minister. This point of concern should be discussed all over the country so as to apprise the whole country of the matter. Thank you very much.

SHRI RAJESH RANJAN ALIAS PAPPU YADAV : Mr. Speaker Sir, the whole country is very much concerned about the same problem which is the concern of the House. Today the whole country is looking with expectation towards this House. First of all I would like to say that the points raised by the leader of the opposition party, leaders of CPI associated with our United Front Government, are very big and of serious nature. Hon'ble Prime Minister of our country is present here. Traditionally everyone can speak here but to say that we will ruin the centre is not good. If such points are raised by anyone then the Prime Minister, who is present here along with leader of opposition and top leaders of the country. I think he would also be concerned over it.....(Interruptions).

SHRI RAM KRIPAL YADAV : Mr. Speaker, Sir, incorrect statement should not given in the House(Interruptions)

SHRI RAJESH RANJAN ALIAS PAPPU YADAV : Mr. Speaker, Sir, I have not named anyone,(Interruptions)

SHRI RAM KRIPAL YADAV : Mr. Speaker, Sir, they are talking of ruining the Government(Interruptions)

SHRI RAJESH RANJAN ALIAS PAPPU YADAV : Mr. Speaker, Sir, I have not named anyone. I have only expressed my concern that I have expressed my concern for the Prime Minister of the country, for the leader of the opposition and for all the leaders present here in this House that if the Central Government is going to face such setback then Hindustan will not survive. The way it has been said today that the centre will be ruined and if someone among us say like this and leave the House then it is certain that the state of Bihar is going to be ruined.

Hon'ble Speaker, Sir I want to raise only two questions. At present the matter regarding Shri Chandradev Prasad Verma, who is a minister in United Front is not re-

sponsible for this because when this matter came in light he was minister in that state. If he was a minister in the cabinet of that state then this matter is related to the state and if today he is in our cabinet then this responsibility lies on the Prime Minister. We don't want to debate the Front's future course of action with regard to that minister.

Hon. Speaker, Sir, the situation in the state, which we are witnessing for the last three days, is not conducive. There were no violence anywhere but the statement from the people holding the highest office that they have told their people through Television not to indulge in any kind of act of violence. What does this mean? Whether they want to indulge in the act of violence because violence was taking place anywhere. Nothing such was happening in the House still the statement from the person holding the highest office that nobody will indulge in any act of violence(Interruptions).

Hon. Speaker, Sir, I want to draw your attention towards the prevailing situation in the state because you are holding highest office and people have a lot of expectations from you and entire country is looking at you and at the Prime Minister with high hopes. Being representative of that state it is our responsibility to raise the matter pertaining to the state before you.....(Interruptions)

We are not opposing anybody but we are concerned about the state and being a member of the Front, I am very much concerned. I wish that whatever they were taking about C.B.I.....(Interruptions)

He said that.....(Interruptions) Shri Joginder Singh has given one more statement(Interruptions) Joginder Singh has given one more statement that he had sought some more time because or he had said this thing so that the matter should not come to an end immediately. Let nobody watch them and they would complete the work silently(Interruptions) this is what Mr. Joginder Singh said but when the points lies on C.B.I.'s stand or on corruption. Sharad Bhai has suggested one week period for corruption and one weeks period for Bofors, that question stands now here. Keep one week each for separate issues but today everybody is worried about the issue of animal Husbandary. We will not keep quiet if somebody questions or make allegation against this Front. We are the members of that Front.....(Interruptions) It is because we are the member of this House and we too have the right to speak(Interruptions)

Hon. Speaker, Sir, law and order situation is deteriorating in the state. It is fundamental and moral responsibility of the opposition to burn effigies all over the state(Interruptions) anybody's effigy could be burnt. Anybody can sit on 'Dharna' and move anywhere but the people holding power as the Administrative officers, the leaders are not doing anything, they are removing us completely and the administrative officers posted there are causing us harassment. These are the norms there. If the centre receives any threat then what will happen to the state? It must be a cause of concern to you.

I would like that Prime Minister should take the House and certainly the country into confidence, all leader are sit-

ting here. C.P.I. and C.P.M. are also a part of the United Front, people belonging to every party are in the United Front then on behalf of the United Front this message should reach the country that at any cost, whatever be the number of cases, United Front is not ready to give support to them....(Interruptions) But they talk about investigation. In 1974 Laloo Yadav Ji was like a soldier of the opposition Party.....(Interruptions) You don't worry about our company....(Interruptions) You talk about investigation(Interruptions) I want to tell you one thing today....(Interruptions) I do not want to say anything(Interruptions) I am speaking on behalf of the Front. I am not speaking about anybody.....(interruptions) I want to tell you this much.....(Interruptions). I will finish my speech in one minute. I want to request you through this House. I met the President and Governor yesterday to inquire about directions....(Interruptions) The Front has taken tough decision on this question. How far the Prime Minister is concerned about this country and about the state where people are dying of starvation. Whether the Prime Minister is concerned about this or not? This country must know this. With these words I thank you very much for giving me this opportunity.

[English]

SHRIMATI GEETA MUKHERJEE (Panskura) : Mr. Speaker, Sir, I thank you for allowing me to express the opinion of our party as well as of mine on the questions that has been raised here. All the Members have already said about the seriousness of the CBI's report which has been given and then they are also waiting and wanting to proceed against those who have been mentioned in the report(Interruptions)

MR. SPEAKER : This is not a place for argument please.

SHRIMATI GEETA MUKHERJEE : Sir, as I understand(Interruptions).

MR. SPEAKER : Please keep quiet now.

SHRIMATI GEETA MUKHERJEE : Sir, whether we accept it or not it is true and most sorrowfully I have to state that the situation that has arisen in the country has already put us, the politicians, in the dock. We must understand that. We must find the way so that this state of affairs can be totally obliterated by our way of functioning and by our way of dealing with these things. Personally, whether I am honest or not, that is another thing. But we must appear to be so which is very important. That is why, this point really is very important. Since very serious charges have been brought, it is always better to create a situation by our own way of functioning so that people can understand that and can say that these are the people who really are ready to face any situation. What is that 'any situation'? It is that if a man is not ultimately convicted, everybody will understand that he was correct and his point of view, his prestige and his party's prestige would go up.

This is not the only time that we have been tried. Therefore, in future also people will understand it if we take a stand. If some serious charges have been brought against me, even though the actual proceedings have not yet started, but some serious charges are there, then I will wait.

I will say that till I am freed by a court from these charges, I shall not remain in the position which I am now holding maybe, as a leader of the Party or as a Minister. The bureaucrats would also learn from our behaviour. We can also discipline them.

Therefore, the Government should take it seriously and find a way so that the prestige of the Government as also the prestige of all the politicians as a whole could go up instead of going down. This is one of the cases where we can surely do it and in future also all such cases can be dealt with like this.

[Translation]

SHRI RAM NAIK (Mumbai-North) : Mr. Speaker, Sir, I agree with Sharad Yadav ji that discussion on corruption should not be in parts. Suppose, today first phase starts and second, third can be started on some other day. He has said something, I agree with him the disease of corruption is like cancer. Mr. Speaker, Sir, you might be aware that I had been a cancer patient for one year. If you want to treat cancer, you have to treat it on time otherwise operation is required for its treatment. Chemotherapy is required or radiation is given. The disease of corruption which is breaking out, if it is to be eradicated, steps to cure it must be taken up in time and now it is appropriate time. Therefore immediate discussion must be held on this subject.

It is a first case of this type in which a union Minister and Chief Minister and President of a Party are involved. In this situation a serious discussion should be held and immediate steps should be taken to check its recurrence. I would like that the role of Prime Minister should stand the test of time.

Here we have discussed about Antulayji and I am very closely associated with the discussion. I was the lone member who had lodged a complaint with the Governor against Antulayji. I am happy that Antulayji has never made any such allegation openly against me or us, nor he threaten us with dire consequences. At that time the Honourable Governor also said that there are facts in your cases and he gave me permission to file the case. Therefore, I would say that if complaint against somebody has been received of the persons who have to take a decision in this regard, must decide without threatening anybody.

Thirdly, this House or the Prime Minister can not be a silent spectator to all these things. Therefore, what is happening in Bihar, there is a need to ask for a report from the Governor there. That report itself will show the situation prevalent there. The Prime Minister should ask the Governor there to send a report and what he is doing there, a report to that effect must also be asked for and if necessary and I think it is necessary and if there is demand to dismiss the Government there. The Government should be dismissed, I demand that the Prime Minister should make a statement in this regard.

SHRI SHARAD PAWAR (Baramati) : Mr. Speaker, Sir I would like to bring 4-5 points before the House regarding the matter which is being discussed in the House, for the last one hour. C.B.I officers are saying something for the last 2-3 months and on that announcement taking any step

or asking to take a step is not right. If any demand for permission to file a charge-sheet is made the Government of India or Honourable President or Governor, should grant permission and the day this permission is given, the person holding high office must be asked to resign from that post. Earlier on many occasions Congress faced this situation or whenever some complaints were received against some of our colleagues, such steps were taken. Whether he is T.T. Krishnamachary or K.D. Malviya, last time names of several of our colleagues were taken in the House in connection with Hawala. Sh. Madhav Rao Scindia is sitting here and there are several our colleagues, who immediately resigned. Antulayji's case had been referred several times there because as his name appeared he submitted his resignation immediately. This case has taken 12-14 years and at last it was proved in the court that the allegations against him were false. Therefore, when such complaints are received against the people's representative holding high office and the need to take some steps arises while accepting moral responsibility we have to take some steps for maintaining their prestige. Congress Party always has supported this ideology and we support it today also.

Something in this regard has been reported in the Newspapers. I do not know the truth behind these news. Some people want that the matter which should be decided by the Court, and should not be taken to the streets.

It is our responsibility to maintain the dignity of all such institutions. If once a confusion is created among the people about these institutions then the whole country has to pay the price for this and it is totally wrong if some responsible persons give such statements.

I would like to raise one more question regarding the need for a debate in respect of approach of the investigating agency adopted and its role. I am unable to understand why the investigating agency is reporting to the media on day to day basis. If they want to file chargesheet against somebody or their demand for permission, they must ask for the permission and must issue the chargesheet but it will take them one more month. But reporting all these details to the media is wrong. It creates apprehensions regarding the credibility of the investigating agency in public minds. Sometimes it appears that the investigating agency is engaged in defaming the politicians in the country. Hawala Case has been discussed and the High Court has given some judgement in the cases of Vidayacharan Shukla and Advaniji. The investigating agency has announced that it would like to appeal in the Supreme Court. I don't know whether they had taken government permission or not. What is the need to appeal after the judgement. I had read in a Newspaper that after his resignation Advaniji has never visited the House, entered the premises of Parliament House. Any politician who did not enter the Parliament House premises for once after the High Court's decision, they are going to appeal again. It will take 5-10 years in the Supreme Court then the political career will be spoiled and it will be his political death. We have to consider whether there is any need for appeal when the High Court has given its decision?

The working of investigating agencies has been exposed several times. Kalpnath Raiji, who is sitting here in

this House, was sentenced for ten years and on filing an appeal against it in the Supreme Court, Supreme Court observed that those who sentenced him did not have even the elementary knowledge of criminal law. Perhaps Supreme Court has made such a statement for the first time and therefore sometimes it appears that the investigating agencies investigate with a pre-determined mind to implicate someone or to spoil one's political career. It is, therefore, necessary to have a detailed debate in this regard so that the functioning of these agencies could be improved. This much I would like to submit.

SHRI RAM KIRPAL YADAV (Patna) : Mr. Speaker, Sir, the House is today discussing a very serious issue. Many hon. Members have expressed their views especially Fodder scam has been the focus of today's discussion. In this regard, I would like to make my submission. I appeal to the hon'ble members that they would also listen to me as I have listened to them.... (Interruptions) Have patience.

Mr. Speaker, Sir, I would like to mention that in Fodder scam Government of Bihar itself took an initiative to find out the truth and has filed 43 F.I.Rs. against about three hundred people. This scam started in 1977 but so far nobody cared to know about it. But under the leadership of Laloo Yadav, our government took steps for bringing this issue before the public and showed the world how treasury was being looted on a large scale. How the officials being in collusion were not doing their duty for a long time. Under the circumstances, state government instead of hiding, tried to bring the reality before the people.

Mr. Speaker, Sir, you would be pleased to know that C.B.I has not conducted a separate enquiry. It has investigated into the 43 cases which the State Government filed. The intention of the State Government has been very clear. The people who were involved have been arrested and dismissed from service. The intention of State Government has been clear and it also attached the property of officials and other found involved in it. But unfortunately some political parties which lost their credibility among the masses and were defeated in elections worked to get this case investigated by C.B.I through Court. We welcome it but if we go into all the aspects one by one it is quite clear and many of our hon. members have also explained that since when C.B.I. has undertaken the investigation of this case this matter has been politicised and under a political conspiracy one particular person is being made the target. Shri Sharad Pawar has said that previously CBI was known as an intelligence agency of our country and the people used to respect it but it is also surprising to know as to how the people in the fodder scam were implicated by it after preparing a hit list.

I would like to know the facts in this regard from the hon. Prime Minister. An affidavit was filed on 20th by the Government saying that report consists of 2000 pages and requires much more time to study. Thus extension of time may be granted. After that in Calcutta it is said that it will take two weeks. What was the hurry to announce it on Sunday at 4 p.m. It is agitating the minds of the people and they want to know why Sunday was chosen for this announcement when offices were closed and officers had not come

to office on that day? How was the task of studying two thousand pages got completed so early particularly when Supreme Court and High Court have directed to present the report directly to the court and will not be made public? But it was made public. People want to know about it also. I would also like to know how Hon. Atalji in his letter to the Prime Minister referred to accused No.24, who has a mention in the report. How he came to know about that person. I feel that a conspiracy has been hatched against a person who is uplifting the poor and endeavouring to bring them honour. Under whose leadership poor people of whole Bihar are progressing and there was communal harmony and social unity in Bihar. He was working towards Hindu-Muslim unity. They want to crush such a price. This is the only fault of Laloo Yadav. It has been the history of the world and the country. When a son of the poor comes forward then he is suppressed and it is obvious from this case that Shri Laloo Yadav, who has tried to clear the country from corrupt people and when these people thought that they cannot defeat Laloo they have been trying to entrap him by hatching a conspiracy. The one who tries to catch the culprit is himself made the culprit. It is a paradox. I want justice. I want justice from the Hon'ble Prime Minister. People like Nitish Kumar and Pappu Yadav are shouting and telling about the corruption (*Interruptions*) but they themselves indulge in corruption. What were they six years ago and what are they after six years.....(*Interruptions*)

[English]

MR. SPEAKER : I have given you opportunity.

(*Interruptions*)

[Translation]

SHRI RAM KIRPAL YADAV : Today they are talking about corruption. Here are such people who were talking in the House.....(*Interruptions*) People involved in the scams have stated that people from Samata Party have also taken money from them.....(*Interruptions*) In this regard investigation should also be made. Every aspect should be investigated. I demand this.....(*Interruptions*)

SHRI RAJESH RANJAN ALIAS PAPPU YADAV : My name has been quoted. I was silent....(*Interruptions*)

SHRI NAVAL KISHORE RAI (Sitamarhi) : Is truth pinching you. You should have courage to face the truth(*Interruptions*)

SHRI RAJESH RANJAN ALIAS PAPPU YADAV : Mr. Speaker Sir, he says that what was Shri Pappu Yadav and what he has become now after six years.....(*Interruptions*) If general if we say that what was the son of a peon and what was Pappu Yadav in the family of Chief Minister. I challenge them.....(*Interruptions*)

[English]

MR. SPEAKER : Nothing is going on record.

.....(*Interruptions*)*

[Translation]

SHRI RAJESH RANJAN ALIAS PAPPU YADAV : Mr. Chairman Sir, you ask him as to what he has said(*Interruptions*) If it is so then I will resign from the membership of the House.....(*Interruptions*)

[English]

MR. SPEAKER : What is this going on?

.....(*Interruptions*)

MR. SPEAKER : Please sit down now

.....(*Interruptions*)

[Translation]

SHRI RAJESH RANJAN ALIAS PAPPU YADAV : But we should not level allegation against anybody(*Interruptions*)

[English]

MR. SPEAKER : Please conclude now.

.....(*Interruptions*)

[Translation]

SHRI RAM KIRPAL YADAV : I am demanding justice . I should be given chance to express my views (*Interruptions*)

[English]

MR. SPEAKER : You yourself are disturbing him.

.....(*Interruptions*)

[Translation]

SHRI RAM KIRPAL YADAV : The persons who according to the people of Samta Party are involved in the scam and, those who have been charge-sheeted in the scam have given a statement that me have given money to the leaders of Samata party. The veracity of their charge it must be ascertained. It is told that this statement has been given under Section 164. It is told that this and that House or property belongs to the Chief Minister of Bihar Government. I can challenge that not a single officer has given right information about the property of Laloo Yadav. Instead his character assassination has been done. I want to challenge the House that the people of Samata Party and BJP should prove the allegations made against him and if they fail they should resign from the political life.

Honourable Speaker Sir, there is panic among people due to a particular person, who is a leader of the poor and backward people, that is why this allegation is politically motivated conspiracy. They have an apprehension that if they failed in implicating Laloo Yadav ji in the scam, then one day he would be the leader of this country(*Interruptions*)

Sir, I would like to tell you that when Janta Dal came to power in Bihar, it restored dignity of the poor and controlled the communal forces in Bihar. It tried to root them out and

that's why there is resentment among the communal element right from that very day the Janta Dal came in power when hon'ble Shri Adwani ji's Rath Yatra was and the whole country was facing communal riots Laloo Yadav ji tried stop them in Samastipur. That is why they are feeling uneasy.....(Interruptions).

Sir, I would like to submit through you that Shri Sharad Pawar has rightly said that rising above all other consideration we should take up discussion on corruption but while doing so we should take care that it should not be against any particular person or any particular class. If son of a poor makes progress then there is no need to make hul and cry. Sir the issue before us is that Shri Joginder Singh leaked out the chargesheet to the newspapers instead of furnishing them in the court and Hon'ble Shri Atalji has quoted those press reports. It seems that he is being indicted in the scam under the conspiracy of B.J.P(Interruptions)

PROF. RITA VERMA : If the name of the Chief Minister cannot mentioned then his name should also not be taken again and again....(Interruptions).

SHRI RAM KIRPAL YADAV : So far as question of resignation is concerned, I would like to say that this Lok Sabha or the Legislative Assembly has not been constituted by any Prime Minister or other people of this country nor they have elected the Chief Minister. This work has been done by the MLAs and people of Bihar. No one can compel Laloo Yadav to resign till the MLAs and people of Bihar are supporting Laloo Yadav, the Chief Minister of Bihar. We are talking of morality and values. We know how much regard we have for moral values. I also know about the values that are being upheld by the people of BJP and Samta Party sitting on that side. You talk of values though you are yourself are devoid of any morality.....(Interruptions). This is a political conspiracy. They should have the knowledge of everything before trying to implicate Laloo Yadav in fodder scam. This election has been held three-four times within one and a half year after these scams(Interruptions)

Whether it is a sort of retaliation in the aftermath of this election. Even now the people of Bihar are ready rout out you in the elections. They will end the Coalition of BJP and Samta Party in Bihar. The poor people of Bihar will try of end the coalition of BJP and Samta Party. Poor people of Bihar are with Janta Dal and Laloo Yadav. No force can remove him(Interruptions) I demand that a commission should be constituted. There should be a debate on it and everything should be made crystal clear. Thank you.

[English]

SHRI NITISH KUMAR : Sir, there has been a specific reference to my party and to me. So, I want to explain something.....(Interruptions)

MR. SPEAKER : Mandal ji, when Nitish Kumar ji is standing, you many please sit down.

[Translation]

SHRI BRAHMANAND MANDAL : I have given the notice.....(Interruptions)

[English]

MR. SPEAKER : You have forfeited your chance because you stood up twelve times and wasted the time of the House. I am not allowing you.

.....(Interruptions)

MR. SPEAKER : No you have forfeited your right. You are responsible for wasting the time of the House yourself.

.....(Interruptions)

MR. SPEAKER : If you behave, you would get the time to speak.

[Translation]

SHRI NITISH KUMAR : Mr. Speaker, Sir, just now hon'ble member Shri Ram Kirpal Yadav has made wild allegations during the discussion. A thrashed army resorts to rampage C.B.I. as making investigation and if any evidence is found against any person then a chargesheet will be filed against him. I would like to say one thing that if a charge sheet is filed against any M.P. or MLA of Samta Party then he will resign from them membership of Parliament and Legislative Assembly. He would not down grade himself by continuing the membership of the legislature. It is called shamelessness in Bihar. It is the highest degree of shamelessness and these people do not have any amount of self-respect at all.....(Interruptions). Chargesheet has been filed and still you are time and again repeating this thing only(Interruptions). For the last one year, when investigation into fodder scam had started and elections to the Parliament were held at that time only 22 persons could get themselves elected to Lok Sabha under the leadership of Laloo Yadav and when Bhartiya Janta Party contested the elections with Samata Party then 24 M.P.'s won the election from that Bihar only. Today you are showing us your might. You will be reduced to dust in the elections. Therefore, it was very necessary to clarify this point.

[English]

MR. SPEAKER : I think, I will call Shri Vishambhar Prasad Nishad now. Enough, Shri Nitish Kumar.

[Translation]

SHRI NITISH KUMAR : There is no point in seeing whatever come to your mind.

PROF. RITA VERMA (Dhanbad) : Mr. Speaker Sir, would like to ask one question. :

[English]

MR. SPEAKER : Shrimati Rita Verma. I cannot allow you. We have only fifteen minutes' time before lunch. The Prime Minister is here to reply. Shri Nishad, you should take just two minutes.

[Translation]

PROF. RITA VERMA : I want to ask just one thing.

[English]

MR. SPEAKER : Shrimati Verma, I cannot allow all individual explanations here.

[Translation]

PROF. RITA VERMA : I just want to ask one thing that as to whether he can say these things referring the name of CBI Chief.

[English]

MR. SPEAKER : We are discussing about it.

.....(Interruptions)

MR. SPEAKER : There is no allegation about him.

[Translation]

SHRI VISHAMBHAR PRASAD NISHAD (Fatehpur) : Hon. Speaker, Sir, I rise to speak on behalf of Bahujan Samaj Party on the discussion about fodder scam in Bihar. Our Leader of Opposition was expressing his views and all the hon. Members have expressed their views. I will also express my views in short. C.B.I has asked for permission to chargesheet a union minister and the Chief Minister of Bihar and concern is being expressed about this in the House and we are criticising each other. I would like to express my views on that. Today the situation is that when we visit our Constituency and express our views about the elimination of corruption then the public and the employees of all categories say that leaders of the country are involved in Havela scam, Bofors scam, Telephone Scam, Fodder scam etc. We have to hang our heads in shame because of such scams. I agree with points expressed by Pilot ji. In Uttar Pradesh I.A.S. has constituted one forum to punish the corrupt I.A.S. officers and in this forum they have achieved some success. We want that a committee should be constituted with two or four members of all parties and investigations against corrupt people must be made and all political parties must not give election tickets to the persons who have Benami property worth crores and laks of rupees. Hon. Speaker, Sir, a number of such scams will come up for discussion like guest house scandal of Uttar Pradesh, Ramesh Chandra Report and Ayurvedic Scam of Uttar Pradesh. I would like to say that corruption is the country is a disease which is thousands of years old. Many Trust and temples of the country earn crores and crores of income and it is not utilised for development of country but for individual. This must be nationalised and donations amount to crores of rupees which are made to the temples of the country and gifts and funds offered to leader by the industrialists should be banned and discussions should be held about the property of crores of rupees accumulated in the temples. Why do we not discuss about that? Funding by the industrialists should be banned. Until these things are not charifled corruption will prevail.

Just now Sharad Yadavji was talking about caste system that this caste system must be eliminated. All types of people are present in this House. I would like to appeal all the Hon. Members that nobody should use surname before or after the name like our Kanshiramji. Only then we will feel that everybody is against the caste system. Many

people say that they are against the caste system but they use their surname and put caste restrictions. These type of double standards will not serve the purpose. Until the difference between words and actions are not cleared, nothing can be done. The issue of corruption is not new, it is thousands year old. You give directives for this. A committee should be constituted in this regard and it must discuss this issue. A solution must be evolved after discussing it. I would like to demand from the Prime Minister that he must take a special decision on the issue to granting permission to file chargesheets against the Union Minister and the Chief Minister of his party. He must take some action in this regard. Today every leader is deviating from this issue by talking about caste system and other unnecessary things. This issue cannot be ignored. The people of this country are looking at the Prime Minister as to how he is going to do justice in an impartial manner.....(Interruptions)

[English]

MR. SPEAKER : It has turned to be a two hour debate.

.....(Interruptions)

[Translation]

SARDAR SURJIT SINGH BARNALA (Sangrur) : Honourable Speaker Sir, you have done a good thing by giving a chance to discuss this matter in the House. For several years, many scandals are taking place one after another the situation in the country is such that people are feeling that politicians, who are our representatives in Parliament and assembly have become corrupt. Many big scandals have occurred and prominent people were involved in it. Investigation agency is the same but its head has been changed from time to time. This is an agency of the Central Government and they have the right to enquire into the scandals. When such scandals come before the people again and again then people's faith in the politicians started dwindling and they started thinking that what type of people are they, whom they have sent there for doing a good job and to work for the welfare of the country but they are involved in other activities. Gradually people gained information about such big scandals in which prominent persons were involved. Out of these scams one scam is being discussed here today. If only this much has been said that investigation has been done and its report would be sent to the court and the charge-sheet would be filed then this matter could have finished there only and this matter would not have been stretched so much but it is being felt that they are not prepared to accept anything, whether any investigation take place or any charge-sheet is filed against them. People will protest against it. Such news are being published in newspapers also that people will come in the streets. I could not understand as to who are the people who would come on the streets. In favour of whom the people will come to the streets? People want justice. People don't want corruption in the country, people will not like that their representatives are involved in corruption and public money is squandered. The fodder scams being discussed. Fodder is meant for animals but It is seen that men have eaten that fodder. When human beings start eating fodder then the people

are bound to feel pained. People feel that there should be a limit to this end. Justice should be done. But the people who are authority to give justice, they used to say that people will take a decision thereon. I am very surprised to see that some people of their party support this fact while others oppose it. Such a situation has arisen first time.

SHRI RAJESH RANJAN ALIAS PAPPU YADAV : Yes, it has happened for the first time.....(*Interruptions*)

[*English*]

MR. SPEAKER : No, Shri Pappu Yadav. Kindly conclude now. Shri Barnala.

[*Translation*]

SARDAR SURJEET SINGH BARNALA : It has happened for the first time that within a party, some members of a state opposing and while some are supporting it. Members of the same party have different opinions. During the past when a rail accident was occurred the then railways Minister Shri Lal Bahadur Shastri resigned as Minister of Railways, although he was not directly responsible for it. He was leader in the real sense. Now a days such thing are not seen. At least we should create this type of atmosphere. Even a single charge was strong enough for a person to submit his resignation. These days chargesheets have been filed and CBI is demanding that permission to fill the case should be given. At such occasions these leaders should have resigned so that people do not doubt their character. Therefore I would like to submit that at least we should have courage to wipe out corruption in the country.

SHRI ANANT GANGARAM GEETE (Ratnagiri) : Mr. Speaker, Sir Shri Atal Bihari Vajpayee expressed his views on Fodder scam. CBI has conducted an enquiry into this scam. Newspapers have been reporting this case and today the matter is going to be discussed in the House. Everybody know that this subject will be taken up for discussion in the House. The Chief Minister of Bihar, other ministers and a union minister and some officers in the states are involved. CBI wants that cases should be filed against these persons. Since the name of one union state Minister is involved and Chief Minister of the State is also involved, so permission would be sought from the Governor of the state for filing case against the Chief Minister and from President for filing case against a Union State Minister.

Mr. Speaker, Sir, the matter is being discussed in the House; I thought since it is the responsibility of the Government to issue a statement in this regard. The reason being that the majority of the people on whom charges have been levelled belong to the ruling party. Charges of corruption have been levelled against the party President also. Within five ten minutes the Leader of Opposition had completed his statement that the public is losing faith in the public representatives.

13.00 hrs.

When such scams are taking place and public representatives are found involved in them. So the best alternative before such people is that they should voluntary resign from their posts.

Secondly it is responsibility of the Government to see whether the statement of the CBI published in the newspaper regarding the charges levelled against them is correct or not. The statements of the CBI may be wrong but the charges levelled against them not wrong. This responsibility should be borne by the Government. I was surprised to hear the speech of Shri Sharad Pawar. He said that the enquiry should be conducted against the Institution which is conducting this enquiry, The credibility of that institution has come under doubt. This institution works under the Prime Minister. While making his statement Prime Minister should make a reference in this regard. But the Government.....(*Interruptions*). The Court would tell regarding its working, but when charges are levelled against public representatives., no efforts should be done to protect them. It is not correct. Our country is also known for the scams. Government should clear its stand regarding the persons against whom charges have been made, if the image of the country is to be improved.

[*English*]

SHRI N.K. PREMCHANDRAN (Quilon) : Mr. Speaker, Sir, I thank you very much for giving me an opportunity to express the views of my party regarding this issue. The main question to be considered is whether after the Central Bureau of Investigation has sought the permission to prosecute one of the Ministers, who is a part of the Central Ministry, it is proper for him to continue to hold the office of a Minister even after making a specific allegation before the Press. I would like to say that scams and corruption have become the curse of Indian politics. We are proud of not having a piece of allegation of corruption against the United Front Government for the last 10 months. So, I would like to say that regarding this issue, everybody knows that unless and until a person- an accused is convicted by a court of law, the criminal law of India presumes that he is innocent. That is an accepted principle. We all agree with it. But it is a question of propriety and morality. It is a question of democratic principles. And upholding the principles of morality, propriety and democratic principles, I would like to say that it is better to resign so as to uphold the principles by which the democratic principles will be highlighted.

A specific allegation has also been levelled against the CBI. The CBI has been subjected to severe criticism for the last three years. The mechanism under which the CBI is functioning and the *modus operandi* of the investigation are being brought out in the Press, the media and everybody is surprised. Shri Sharad Yadav has made a specific allegation pointing out the hurry in which this investigation has been made and then coming out before the Press. That also is to be discussed in detail. I would like to say whether it is better to continue to hold the office.....(*Interruptions*)

The Common Minimum Programme is the basic document of the United Front Government which envisages that this Government is an alternate made of Government and is committed to transparency. In order to fulfill the Commitment it is better that the person or the Minister against whom the allegation has been made resigns on his own. It

is better so as to uphold the principles of democracy and propriety.

[Translation]

SHRI G.M. BANATWALLA (Ponnani) : Hon. Mr. Speaker, Sir, since almost all issues have been covered. I will take only few minutes to bring my points on the notice of the Government. I have read in the newspapers that CBI will seek the Government's permission to file the chargesheet in the matter on the basis of the reports of the newspapers, now what can be said here, except that the Governor, the head of the State Government will proceed in this case as per the rules and the constitutional provisions. If permission is sought from the Governor he would study the Constitution and act according to the laws. The Governor will solicit the opinions of constitutional experts. So far as political differences, political individuals, political leaders and political parties are concerned, we expect that all of them would set a very good democratic and moral example. I am on my legs to say these two things only and not to advise any one as to what he should do and what not but this is a fact that he should set the best democratic example in this matter. Be he a Governor the head of the State or the Government itself, law is above them and they should take every action in accordance with the constitutional provisions.

At the same time I would like to make an important submission before the people that we should not forget those nations and communities which were completely destroyed because of their discriminatory laws, that is different laws for the people of different strata of society. What is this that you are going to file a chargesheet against a common man, you do not need to take the permission of his family members or anybody else but it is *vice versa* in the cases of we politicians and bureaucrats. Why are we required to take the permission of the Governor or, to say, head of the state for filing a chargesheet against the politicians? We should repeal such discriminatory laws. There should be no discrimination in the interest of a person who is chargesheeted or subjected to enquiry or sued in a court of law.

But at the same time, Mr. Speaker, Sir, we have also to consider one more question and that is,

[English]

Who is going to police the Police.

[Translation]

Shri Atal Bihari ji, for whom I have great regard in my heart, has this way or that way, repeatedly raised a question in this House as to why the Congress has withdrawn his support on 30th only? I was thinking that today he would be raising the question as to why the CBI Chief has decided to file the chargesheet only on the 27th day of the month? Why, only on the 27th which was also Sunday? A few days ago he was saying that case requires more study for which they need more time but what happened that all of a sudden he decided to file the chargesheet on a holiday? I am not speaking either in favour or against anybody

but it is an important issue which I am raising. Now I demand that our hon. Prime Minister should institute an enquiry to look into the case as to why the decision was taken only on the 27th i.e. Sunday? Why the decision was taken in such a hurried manner?

SHRI PRAMOD MAHAJAN (Mumbai-North East) : Probably he has apprehended his transfer the next day i.e. on 28th.

SHRI G.M. BANATWALLA : Why this haste? It also requires investigation so that people's faith in our handling of the case remains unshattered.

Moreover, even if the CBI has, at all decided to file the chargesheet, they should have proceeded further with their action. What is this that they went to media and spread the news on T.V and newspapers? What is this that they are making this announcement in a press conference? Why was such a method adopted to make this announcement and why only on that day i.e. 27th? This all requires to be investigated.

Hon. Prime Minister, you had said that there would be no witch hunting and you would study the files. You would go on studying your files but at this moment I am reminded of a couplet of Ghalib :

Hamne Mana ki Tagaful Na Karoge Lekin
Khaak ho Jayenge Ham Tumko Khabar Hone Tak.

I am a person who neither understands as to what is corruption or what is the experience of being a corrupt. But if we have to run the country and if we want to give a best democratic Government, then we have to see that there is no witch-hunting and the real culprits are brought to book and law is allowed to take its own course. And at the same time we have also to ensure that our police, our administration and our CBI do not misuse their powers for their ulterior motives. Therefore I would like that these things are taken note of.

[English]

SHRI SOMNATH CHATTERJEE (Bolpur) : Mr. Speaker, Sir, our Party's position has always been very clear. Although we know that everybody, until proved guilty, is presumed to be innocent but people occupying certain positions cannot take up that attitude. Therefore, we have always felt that it is in the fitness of things— to maintain the polity of this country— that when such allegations or charges are made, the politicians and officials should respond in a manner that leaves no doubt in the minds of the people about the investigation or the trial. Therefore, it is fit and proper that such resignation should take place. We have had instances in this country. One type of instance was provided by Shri Lal Bahadur Shastri when he resigned taking moral responsibility for a railway accident. Another type of responsibility is involved here.

We mainly talk of cleanliness in politics. We must act in a manner which gives people the confidence that all politicians try to maintain that. Unfortunately there is no doubt that today all politicians are under a cloud. This is helping neither us nor the political system. With all humility I wish to say that so far not a single allegation has been made against

any politician belonging to the Left. That does not mean that we should be callous about it. We are more concerned as this is something which should be maintained.

I would here like to say that sometimes to maintain our credibility, for the prestige of this country, we are taking up attitudes which probably cannot help us. Sometimes, there is a trial by Press or a trial by us in the House. There should be some method to do it. There must be some basic principles with regard to this. Sometimes we are coming to conclusions too soon and it is affecting us. Sometimes an attitude of confrontation is taken up. Although the CBI is a very important organisation and we feel that it being the top-most investigating agency in this country ought to have a certain position, certain credibility but sometimes it is functioning in a manner which gives rise to some doubts in the minds of the people. I could not understand all his Urdu but very graphically Shri Banatwalla has said it and I think he means it also. Why was the date chosen as 27th of April, a Sunday, when our esteemed Leader of the Opposition was showing great concern about it on the 24th of April?

He seems to know many things which others do not know. From his letter of 24th April it appears that our Leader of the Opposition was posted with many facts which normal human beings, the ordinary mortal in this country, are not aware of. I do not know how they came to his knowledge; it is for him to explain.

The Director, CBI asks for time and within two days makes an announcement. Going by what Shri Pramod Mahajan just now said, probably he was trying to prevent his removal from that post. Is there any basis for that? I do not know! If he was going to be removed from his position on 28th April, then he was pre-empting that. Is this the way CBI should function? I have said that the resignation should follow. Following that well-established principle does not mean that other very important agencies will behave in a manner which unnecessarily raises doubts in people's minds. Shri Pramod Mahajan seems to be a very well-informed person. He said that within 13 days he could achieve many things. Let us know what the basis of his intervention just now is. Was it true?

I respectfully submit that when we have such a discussion, everybody starts saying, as the leader of the Opposition has said, "I do not want it to be a political matter" but it degenerates into a gross political battle on the floor of the House with accusations and counter-accusations. Sharadji has said that for four days he wants to have a discussion on corruption in this country. I do not know what will be the scene here in this House when that happens. Something is necessary which is commitment, which is involvement and certain basic values. Merely saying, "No, no, I shall be all right. After we discuss it some *mantra* will be delivered and everything will be cured" would not help. It is not that easy.

I agree with Banatwallaji when he says "Why should there be any distinction between person and person in this country?" What is the logic behind the provision for sanction? The logic is, persons in positions are also vulnerable to false accusations. Therefore, let there not be a sort of

witch-hunting. Let there not be frivolous prosecutions or allegations. But, it is giving rise to doubts in the minds of people. Today, it is unfortunate that the Leader of the Opposition- I find it from his letter- made a serious allegation against the Prime Minister who had taken charge only three days earlier. On 24th April, the Leader of the Opposition writes:

"This change in the attitude, namely, trying to delay the submission of the charge, has strangely coincided with the change of Government at the Centre which I presume is not coincidental."

It is a direct charge on our Prime Minister that once he had taken up the reins of Government, the attitude of the CBI to delay matters occurred. Such allegations were made within three days of his becoming the Prime Minister. One day he went to Jammu, one day he went to Bhubaneswar, I do not know how many hours of time he had to consider these matters. Whether the CBI had sent the applications to the Government for sanction as yet, I do not know. This is a matter of procedure. So long as it remains in the Act of Parliament, it has to be followed.

Many issues have been raised. As I was saying, such discussions generate many other feelings and we always lose track. What is supposed to be a non-Party discussion concerning the future of this country, the prestige of this country and the credibility of the political system, always, ends in mutual recriminations. Therefore, what we have been respectfully suggesting with great conviction is that we are occupying positions and people are looking at us. People are looking at politicians, Ministers, Prime Ministers, Chief Ministers and so on and so forth. They are entitled to expect a certain type of behaviour from us. We cannot take up an attitude and say, "Well, until I am proved finally guilty, I am innocent." Yes, under the law, we are. But we cannot afford to take up that attitude while we are occupying such positions.

Therefore, for the credibility of the system, for keeping people's faith in the system, we request whosoever is facing such charges and allegations to prove themselves. The will get an opportunity to prove their innocence and meet the charges.

Let them wait for that. Heavens will not fall if they are out of power for some time. They can come back if they are innocent thereby setting an example which others should follow for the benefit of the country. That is our position.

[Translation]

SHRI CHANDRA SHEKHAR (Ballia) : Mr. Speaker, Sir, Shri Banatwalla has raised a very basic question. The series of events that is being witnessed in the country is not of recent origin but has been continuing for last several years. It is very much apparent that to a large extent, the politicians themselves are responsible for tarnishing the image of politicians. I do agree that several allegations are being levelled now-a-days. Old conventions have been mentioned time and again in this House. I have been a member of Parliament for the last 35 years except for five years term in between. I have also raised several matters.

As Shri Sharad Yadav has said, but I do not recall any such instance when we might not have informed the concerned Minister or concerned person well in advance before raising a matter. I am very much aware as to how a letter addressed to the President or the Prime Minister, unless it is an open letter, falls in the hands of newspaper journalists and general public. We should pay attentions towards our own conduct while speaking about the parliamentary, practices and old conventions. I also agree that whatever is happening is condemnable. However, should we sensationalise the matter to such an extent that it may force the people to come out on the streets. I am against the idea of issuing threats of making the matter public. I am afraid of making the matter public because I am not brave or courageous enough to do so. But I also believe that if torture or oppression crosses a certain limit, the person subjected to it would be forced to take the matter out on the streets.

I would like to refresh the memory of my friends who are making loud proclamations about the conventions of the House. Three of my friends are present here. Allegations were levelled on Antulay ji. Congress leaders consider it to be a very convincing proof of their traditions. Antulayji would probably recall the day the allegations were levelled on him. At that time, no Congress member dared to go over to his house. Only Chandra Shekhar dared to do so.

SHRI ABDUL REHMAN ANTULAY (Kulaba) : This is true.

SHRI CHANDRA SHEKHAR : You may recall that when Hawala Scam was being disussed in the House, I had maintained that I do not think that Shri Advani and Madhav Rao Scindia could have accepted any Hawala Money that Statement was also criticised in the newspapers. It was said that I am a defuser of crisis. Similarly when Shri Kalpnath Rai was held under TADA. I have known him since the days when we were students. My home is just three kilometre away from his home. I know his family members. When I went to meet him in the prison, several comments were made. Is this the way to root out corruption that we should break our human ties? I wont say whether they were innocent or not. I have stated many a times in the House and when I was running the Government that if our son turns out to be a criminal, we try to persuade him to change his ways and try to get his friends to do the same. At that time we wish to start a dialogue with him. If a son or a daughter of India makes a mistake, we try to put him or her on the right path by firing bullets. What kind of morality are we observing here? I believe that the politicians should observe some decorum and it is binding on all of us to do the same. Even if we do not wish to do so, law and order is there to force us to observe propriety of conduct. Charge sheet has not been filed as yet. I am not aware as to what charges are being framed therein. So is it ethical to demand resignation before chargesheet? If this is not politically motivated, it also can't be deemed to be within the parliamentary code of conduct. A Government official gives a statement to the newspapers that chargesheet is about to be filed. If anybody knows anything about the contents of the same, I am not aware of it. I do not know anything

about that chargesheet. I am also a member of Parliament. I would like to tell you that in 1977 during emergency, the then Prime Minister had sent a C.B.I. Officer to my place for the first time due to some reasons. Before that, I did not even know as to what persons were serving the C.B.I. and what did they look like. But today the C.B.I officials are giving interivews on television quite openly. I said this in Patna at which it was said that I am saying all this in order to protect Laloo Yadav. If the investigating agencies do not observe any decorum and the Parliament members do not observe decorum, we can not root out crime.

I have a friend who is a jurist and an advocate of justice. He wrote to me as to why do I help the criminals? I replied that I do not help the criminals. I believe that the criminals are destined to die criminals can not survive for long. They die ultimately. If those who are in the power and have the power of law with them, cross their limits, they tend to push society in the realms of darkness forever. Today we are discussing a matter partaining to a certain person and tomorrow it could be somebody else's turn. Someone was saying that several scams would be discussed here. I would like to submit that today it is us, tomorrow there would be someone else and thereafter somebody else would be there in our place. Could not we have waited for three four days? The skies would not have fallen if we had waited for the charge-sheet? I would like to ask as to what kind of Parliamentary Conventions are we observing in this case? A C.B.I. Director expresses his opinion against someone and states that he is going to file a charge-sheet against such and such person, should all of us rise from our seats to demand a resignation or else it will spell doom for the political decency. Normally I don't speak on it but when falsehood is spread is the name of conventions, propriety and parliamentary practices, I feel that we are heading on a wrong track and as Shri Somnath Chatterjee has stated whether charges levelled would be proved to be true or not. In the case of Shri Kalpnath, the Supreme Court Judge made an observation that the judge who sent Shri Rai to prison did not seem to have even the basic knowlege of law. I had stated in this very House that I do not find Shri Kalpnath Rai guilty of any crime. Shri Somnath Chatterjee and one more left party member, who unfortunately is not present in the House at the moment got into an argument with me. I said that so long as law does not hold a certain person guilty of any crime, why should they be calling that person a criminal? He got angry and tried to prove me guilty. That he did not succeed in doing so is a separate matter altogether.

Mr. Speaker, Sir, there is a need to exercise restraint in Delhi also besides Patna. If we do not exercise restraint In Delhi and instead lecture those in Patna, our lectures will not have any effect.....(*Interruptions*)

SHRI VIJAY GOEL : If you protect a certain person it could have wider ramifications.....(*Interruptions*)

SHRI CHANDRA SHEKHAR : He is in politics. He considers himself guilty.... I am also a politician. I do not consider myself guilty(*Interruptions*)

[English]

MR. SPEAKER : Mr. Vijay Goel, no. That is not the way you cannot do like this

.....(Interruptions)

[Translation]

SHRI CHANDRA SHEKHAR : I can't reply to each and every member.

MR. SPEAKER : No, no. There is no need to do so.

SHRI CHANDRA SHEKHAR : There is no need to give any reply. Neither am I supporting anyone nor am I protecting any criminals. But I would certainly like to make it clear that I consider it my duty to protect the dignity of this Parliament. I am not interested in protecting any person. But I would like to say that we have some national values. So long as charges levelled against my senior colleagues, who have served this nation, are not proved, I consider it unfair on my part to say even a word against their dignity and honour. This is my personal belief. Other people also influenced by Indian culture might have their own beliefs. Our culture says that so long as any person is not held guilty of any crime we should not consider him guilty. I won't disgrace myself by calling that person a criminal. Hence I would say that instead of holding the discussion in the House now, the discussion should have been held after the filing of charge-sheet. Then if those named in the charge-sheet would have taken any steps against the constitution, propriety or conventions, the discussion would have been more fruitful. It would have been more in keeping with the parliamentary traditions.

Mr. Speaker, pardon me for saying so but the discussion being held today goes against parliamentary practices, traditions and conventions.

[English]

MR. SPEAKER : Would the Government like to respond? This is a matter which has been raised during Zero Hour; the Government is not bound to reply. But looking at the mood of the House, I do not know whether the Prime Minister would like to respond.

THE PRIME MINISTER (SHRI I.K. GUJRAL) : Sir, you are right that normally the Government does not respond to matters raised during Zero Hour and that is my intention. But I think, the discussion has taken a trend; I would only like to say a few words. I would not say more.

I had in the beginning, when I took charge of this Office, made certain commitments in this House. The Commitments were: First, that the Government would be transparent; second, that there would be no witch-hunting; and third, that anybody who has committed a crime would not be spared. I only repeat those and sit down.

MR. SPEAKER : The House stands adjourned to meet again at 2.30 p.m.

13.31 hrs.

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

14.40 hrs.

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

[MR. DEPUTY SPEAKER in the Chair]

[Translation]

SHRI NITISH KUMAR : Mr. Deputy Speaker, Sir, when Fodder Scam was being discussed in the House, thousands of Samta Party workers were holding demonstration at the Jantar-Mantar road demanding action against the Ministers against whom charge-sheet is to be filed. These workers were lathi-charged in the most barbarous manner. Several people have been injured. I am mentioning this incident because on one hand the Prime Minister gives an assurance and on the other hand what is Government trying to indicate by suppressing the demonstration held by some other political party. It is difficult to comprehend(Interruptions) you should view the situation yourself(Interruptions) This is the problem that the public held a demonstration and you are taking it easy(Interruptions) People are not living only in Patna.

MR. DEPUTY SPEAKER : Now that you have made your mention, please sit down.

SHRI NITISH KUMAR : Mr. Deputy Speaker, Sir, people are being lathi-charged and they are getting injured and the Government wishes to suppress our voice.

MR. DEPUTY SPEAKER : Please take your seat.

14.42 hrs.

MATTERS UNDER RULE 377

- (i) **Need to expedite setting up of a High Power T.V. Transmitter at Taragarh hill in Ajmer, Rajasthan**

[Translation]

PROF RASA SINGH RAWAT (Ajmer) : Mr. Deputy Speaker, Sir, Ajmer is centrally located in Rajasthan. It has great importance from historical, cultural, educational and religious points of view. Ajmer has made an important contribution in the freedom struggle of the country. During the British regime, there were several princely states in Rajasthan. At that time, throughout the entire Rajputana, Ajmer was the Centre of Freedom Struggle activities. Ajmer was a Union Territory till 1956. Doordarshan has launched several channels but what to say of viewing programmes on the new channels of Doordarshan even the programmes telecast on the main channel are not clearly visible in Ajmer, Bhilwara, Pali, Rajasmand, Nagaur and Tonk districts of Rajasthan and at times the telecast is interrupted in between due to which there is resentment among lakhs of T.V. viewers in Ajmer and its surrounding areas.

Non-availability of a powerful T.V. Transmitter is the main reason for poor reception of T.V. programmes in Ajmer. It is a matter of concern that though the Government had taken a decision to set up a High power T.V. Transmitter

(H.P.T) of 10 K.V. in Ajmer during the 8th five year plan and 8 crore rupees were set aside for this project but even after completion of 8th plan the T.V. Transmitter has not been set up which is unfortunate.

The Central Government is therefore requested that in order to benefit lakhs of T.V. viewers and bring the Doordarshan programmes within the reach of all the people, a High power T.V. Transmitter should be set up without further delay at Taragarh hill in Ajmer city which has the credit of achieving the goal of cent percent literacy first of all in the Northern India.

(ii) Need to provide funds for widening of National Highway between Mumbai and Bangalore via Pune

[Translation]

SHRI ANNASAHIB M.K. PATIL (Erandole) : Mr. Deputy Speaker, Sir, a National Highway connects Mumbai with Bangalore via Pune. The State Government of Maharashtra had made a request to the Central Government for widening of this National Highway and after getting the sanction of the Central Government, the work regarding widening of this National Highway is likely to commence soon. The Government of Maharashtra also has to meet a part of the expenditure likely to be incurred on this work, but the State Government does not have adequate funds. Hence the State Government proposes to purchase land of farmers, land-owners and other persons at Government rates and sell the same at higher rate so as to raise money to invest it in this project. However the farmers whose land are proposed to be acquired by the State Government will face the problem of earning their livelihood.

The Central Government is therefore urged upon to bear the entire expenses of widening of the National Highway so that the farmers and the land-owners are not deprived of their land.

(iii) Need to open an LPG outlet at Pimpalner in Sakri Tehsil in Maharashtra

DR. SAHEBRAO SUKRAM BAGUL (Dhule) : Mr. Deputy Speaker, Sir, there is no Gas Agency in Pimpalner, Tehsil Sakri which falls under my constituency, Dhule in Maharashtra. There are several Government and private offices as well as academic institutions, wherein thousands of people are working. The population of the area is about 25,000 and there is acute shortage of fuel due to which people of this area are facing difficulties.

The Union Government is therefore urged upon to open a LPG outlet at Pimpalner under Tehsil Sakri in Maharashtra at the earliest.

(iv) Need to take effective steps for providing employment to Scheduled Tribes in Rajasthan

SHRI BHERU LAL MEENA (Salumber) : Mr. Deputy Speaker, Sir, the poor labourers and unemployed youths of the tribal areas of Rajasthan are looking for job opportuni-

ties. I want that job opportunities should be prevented to the poor labourers and tribal youths by generating employment opportunities in the tribal areas of Rajasthan. The Union Government should provide funds for setting up small scale as well as large scale industries at Udaipur, Dungarpur and Banswara for development of this region and also for providing employment to poor tribals for their livelihood. Besides, ponds should be dug up in order to provide irrigational facilities to the tribals so that they could make use of their land. The Government should make special provision in the budget in order to improve the financial position of the tribal area so that standard of living of these tribals may also be uplifted like their counterparts living in urban areas.

The Central Government is urged upon to take effective steps in this regard.

(v) Need to extend Gaya-Dihri passenger Train upto Garhwa Road in Bihar

SHRI VIRENDRA KUMAR SINGH (Aurangabad) : Mr. Deputy Speaker, Sir, Aurangabad and Palamu districts, of Bihar state are extremely backward and terrorist infested areas. Only one passenger train 127 Up and 128 Dn. is being run on the Dihri-Barwadihys line of Eastern Railways with only four bogies. The train is always overcrowded and the passengers are forced to travel on foot board due to which accidents take place quite frequently. On the other hand Gaya-Dihri passenger train remains halted at Dihri on-Son for nearly 10 hours daily.

The Union Government is, therefore, urged upon to extend the Gaya-Dihri passenger train upto Garhwa road and get 10 bogies attached with the 127 Up and 128 Dn passenger train.

(vi) Need to improve the Supply position of LPG in Jalpaiguri and other adjoining Districts in West Bengal

[English]

PROF JITENDRA NATH DAS (Jalpaiguri) : Mr. Deputy Speaker, Sir, there is an acute crisis of LPG connections and also the supply of LPG cylinders to the consumers in the districts of Jalpaiguri, Darjeeling, Cooch Behar and Uttar and Dakshin Dinajpur, West Bengal. A good number of applications seeking LPG connections have been pending since long in these districts. Irregular supply of LPG cylinders is creating much resentment among the consumers. There is no bottling plant in this region as a result of which consumers are facing difficulties.

I urge upon the Central Government to take necessary steps to increase the LPG dealership in this region and also to set up LPG bottling plants at the Industrial Complex of Raninagar in the district of Jalpaiguri and also in the district of Coochbehar and other districts of West Bengal.

(vii) Need to conduct a Survey of Kollil Hills in Rajaji District, Tamil Nadu to Harness Medicinal Herbs

SHRI K. KANDASAMY (Rasipuram) : Mr. Deputy Speaker, Sir, at present the natural herbs and medicinal

herbs available in abundance in Kolli Hills in Rajaji district, Tamil Nadu are not being properly harnessed. This natural wealth of medicines which is valuable for human beings is being taken away by foreigners without permission from the authorities. I request the Central Government, especially the Ministry of Health to take urgent action to survey these hills and to make use of this natural wealth by harnessing these herbs for human consumption.

Hon. Members present in the House whose cut motions to the Demands for Grants in respect of Budget (Railways) for 1997-98 have been circulated may, if they desire to move their cut motions, send slips to the Table within 15 minutes indicating the serial numbers of the cut motions they would like to move. Those cut motions only will be treated as moved.

Motion moved :

"That the respective sums not exceeding the amounts shown in the fourth column of the Order Paper be granted to the President of India out of the Consolidated Fund of India, to complete the sums necessary to defray the charges that will come in the course of payment during the year ending the 31st day of March, 1998 in respect of the heads of demands entered in the second column thereof against Demand Nos. 1 to 16."

14.52 hrs.

RAILWAY BUDGET 1997-98- DEMANDS FOR GRANTS

[English]

MR. DEPUTY SPEAKER : The House will now take up discussion and voting on the Demands for Grants (Railways) for 1997-98 for which four hours have been recommended.

Demands for Grants (Railways) for 1997-98 submitted to the Vote of the Lok Sabha

No. of Demand	Name of Demand	Amount of Demand for Grants on Account voted by the House on 13.3.97	Amount of Demand submitted to the Vote of the House
1	2	3	4
1.	Railway Bord	6,00,76,000	30,03,82,000
2.	Miscellaneous Expenditure (General)	28,23,30,000	141,16,52,000
3.	General Superintendence and Services on Railways	201,62,50,000	1008,12,50,000
4.	Repairs and Maintenance of Permanent Way and Works	392,87,93,000	1964,39,67,000
5.	Repairs and Maintenance of Motive Power	222,81,85,000	1114,09,25,000
6.	Repairs and Maintenance of Carriages and Wagons	405,15,66,000	2025,78,28,000
7.	Repairs and Maintenance of Plant and Equipment	209,22,22,000	1046,11,08,000
8.	Operating Expenses-Rolling Stock & Equipment	319,90,98,000	1599,54,91,000
9.	Operating Expenses - Traffic	1324,39,10,000	2991,95,47,000
10.	Operating Expenses - Fuel	744,69,11,000	3723,45,55,000
11.	Staff Welfare and Amenities	147,21,59,000	736,07,97,000
12.	Miscellaneous Working Expenses	182,75,71,000	913,78,58,000
13.	Provident Fund, Pension and other Retirement Benefits	418,84,00,000	2094,19,99,000
14.	Appropriation to Funds	1177,66,67,000	4406,33,33,000

1	2	3	4
15.	Dividend to General Revenues, Repayment of loans taken from General Revenues and Amortization of over-Capitalization	4,28,11,000	1625,43,89,000
16.	Assets - Acquisition, construction and Replacement		
	Revenue	7,50,00,000	37,50,00,000
	Other Expenditure—		
	Capital	1608,67,21,000	8043,36,04,000
	Railway Funds	682,59,67,000	3412,98,33,000

[Translation]

SHRI RAM NAIK (Mumbai- North) : Mr Deputy Speaker, Sir, I want to express my views on the Railway Budget in the House. The Standing Committee on Railways has laid its sixth report on Demands for Grants on 22nd April on the Table of the House. Our friend Shri Basu Deb Acharia is its Chairman and I am a member of the committee. I hope that the Railway Minister will take action on the unanimous recommendations of the committee but at the same time I am not sure whether Railway Minister has in fact study the report, due to paucity of time because of the ongoing hectic political activities?

THE MINISTER OF RAILWAYS (SHRI RAM VILAS PASWAN) : I have got the time and studied the report.

SHRI RAM NAIK : If so, then I am sure that your replies will be based on the recommendations of the Committee. Mr. Deputy Speaker, Sir, some study groups were formed by the Parliamentary Consultative Committee of the Ministry of Railways in this regard which included different cells to undertake study regarding economic condition, passenger amenities and suburban railway services. I was the Convener of the Metropolitan sub urban cell and whatever experience I have got during the study, I have tried to include all of them in my report. I would like to place some of those facts before the House.

Mr. Deputy, Speaker, Sir, the Metropolitan Suburban cell visited Mumbai, Calcutta and Chennai and undertook study therein. Findings of the cell was further studied by the Committee. The Committee have dwelt at length about the findings of the cell in paragraphs 2.74, 2.75 and 2.76 of the report. Mr. Deputy Speaker, Sir, situation is very serious about the suburban railways in Mumbai, therefore, first of all, I would like to say something about it. The committee have said in their report that 54 lakh daily commuters travel in Mumbai Suburban railways. Thus it is the most crowded railways in the entire world. Railways might be incurring losses but Mumbai suburban railways have earned a profit of Rs. 82.24 crores. But inspite of it the proposal worth of Rs. 1917 crores for the 1997-98 as announced by the former Railway Minister, Shri Suresh Kalmadi who is not present here at the moment for "Action plan for Mumbai 2001" has so far not been provided. Taking this into account, the Standing Committee on Railways have

recommended the following five main recommendations :

[English]

I quote :

"The Committee therefore desire that:

- (i) All efforts be made to implement the projects indicated in the "Action Plan Mumbai 2001";
- (ii) A separate autonomous Corporation on the lines of the Konkan Railway Corporation be constituted so that proper attention could be paid to the development needs;
- (iii) A decision for commercial utilisation of the surplus Railway land in Mumbai be taken without any further delay and the proceeds be used for development of Suburban System;
- (iv) A separate series of "Mumbai suburban Railway Bonds" be issued to garner more funds; and
- (v) Twelve coach rakes be issued for all services upto Borivli and beyond on western Railways and upto Thane and beyond on Central Railway.

The committee desire that all the above recommendations be examined by the Ministry of Railways, expeditiously under intimation to them.

[Translation]

Likewise the recommendations have also been made in respect of Calcutta and Chennai. I do not want to take much time of the House by going through all recommendations but I want to point out towards a very serious thing. Mumbai Metropolitan Transport Project which is known as MUDP-II and being discussed in the Ministry for the last ten years. The matter was again discussed by the Ministry of Railways and the Government of Maharashtra and it was decided to request the World Bank to grant a loan of Rs. 3500 crore. The proposal was submitted to the World Bank which was accepted by the Bank with certain conditions, which have also been mentioned in the report. On my part I have also been discussing about these conditions. One of their conditions was to set up a separate autonomous corporation for Mumbai. Another condition was commercial utilisation of surplus Railway land in Mumbai. But on March 20th, 1997 the World Bank wrote to the Minister of Railways that since you have not fulfilled these conditions, we are, hereby, returning your loan proposals and the result is that we could not get the said loan of Rs. 3500 crore.

[Shri Ram Nalk]

Mr. Deputy Speaker, Sir, the passengers in Mumbai are put to various difficulties and dropping of the MUTP project in its present form by the World Bank is a bolt from the blue for Mumbai. When I learnt this news, I could not believe it. I asked the Government of Maharashtra as to whether there was any truth in this news because I was given no hint in this regard by the Ministry of Railways—even during the sitting of the Committee, they had not told us anything in this regard.

15.00 hrs.

So when I asked the Government of Maharashtra in Mumbai, they sent me a FAX message at two O'clock which reads as follows:

[English]

I am quoting it. It says :

"It is true that the World Bank *vide* its letter dated 20th March, 1997 has informed the Government of India and the Government of Maharashtra that in the light of lack of specific timely action and responses on the points raised by the Bank, the Bank is left with no option but to drop the MUTP Project in its present form from the current lending programme, while the on-going pre-finance projects, which are to expire on 30th June, 1997 will remain ineffective."

[Translation]

When asked as to what are the likely consequences, they gave the following contentions:

[English]

I am quoting this :

"The main issues where actions were pending with the Government of Maharashtra and with the Government of India were as follows:

- (i) Project funding and flow of funds arrangements.
- (ii) Institutional and funding arrangements for Mumbai suburban railway system.
- (iii) Responsibilities for project implementation and start of preparation of overall project and component specific project implementation plans, including decisions regarding measures for streamlining procedures for procurement and implementation.
- (iv) Priority schemes for detailed engineering of non-rail component with decisions on appointment of consultants and implementation arrangements and funding over and above the PHRD grant.
- (v) Specific rail components to be considered for funding under MUTP-II and initiation of needed techno-economic studies."

[Translation]

Mumbai R and R project is also there but I would not like to go into its detail. When I asked about his further move, he said that :

[English]

"It will be seen from the above that in spite of the constant persuasion of the Government of

Maharashtra with Railways at various levels, the actions on the following issues were pending with the Railways for more than three years :

- (i) Sharing cost of R&R.
- (ii) Creation of a separate zone for rail network in Mumbai Region.
- (iii) Commercial exploitation of railway land.
- (iv) Acceptance to the sharing of rail cost between Railway and Government of Maharashtra on 50:50 basis.
- (v) Finalization of suburban rail components in MUTP-II.
- (vi) Taking up techno-economic studies for suburban railways".

[Translation]

He has also given the details of projects likely to be affected by it.

[English]

"The following projects have been included in MUTP-II by the Railways:

- (i) Borivali-Virar quadruplicating.
- (ii) DC to AC conversion.
- (iii) Sixth Corridor between Carnac Bunder and Ravli Junction.

However, the following projects which have been admitted also need to be included:

- (i) Andheri-Goregaon section or sixth line from Mumabi Central to Borivali.
- (ii) Bandra-Kurla East-West Rail Link.
- (iii) Kurla-Thane fifth and sixth line."

[Translation]

It means that the discussion which has been going on this subject for the last one decade has gone waste. I, therefore would like to know from the hon. Minister of Railways as to what this Government is doing? The officers of the concerned Ministry were making estimates that it would cost Rs. 3500 Crore and funds would be allocated for it and now the situation has changed totally. We demand your explanation on it. That is why I said that Ministry of Railways has given step-motherly treatment to Mumbai. I have tried my best in this budget. You and the hon. Chief Minister came to Mumbai and a sup-committee was constituted for it. I had said it earlier itself that it was much ado about nothing. What is role of local public in it? Sir, through you, I seek the explanation of the Minister on it. I also demand that recommendations of the Railway Standing Committee should be implemented.

Secondly, railway is not getting the required budgetary support. The committee has recommended that more funds should be given. Indian Railways Finance Corporation provides loan to Railways and levy lease charges. It has been mentioned that in 1997-98, Railways is going to take a loan of Rs. 2050 Crore. I would like to draw the attention of the hon. Minister towards a point written on page 93 of the report of Railways Standing Committee which says that Rail-

ways are in a debt trap as huge amount of loan has been sought from I.R.F.C. In view of this situation the hon. Minister has planned to take up some specific cases under the BOLT scheme and in its report, the Standing Committee has made recommendations that:

[English]

"The Committee therefore desire the Ministry of Railways to review the scheme in the light of the experience of other departments while implementing such schemes without any further delay and recommend that in case of non-materialisation of projects under BOLT scheme within a year...."

[Translation]

It is being stated that various proposals are received under BOLT scheme but so far no important project has been finalised. I have received the information that:

[English]

We are convinced that the BOLT scheme is a total failure.

[Translation]

In view of the failure of BOLT scheme, the Standing Committee of Railways has given recommendations in para 2.61 of page 93 for its reconsideration.

15.07 hrs.

[SHRI P.C. CHACKO *in the Chair*]

Now I would like to draw the attention of hon. Railway Minister towards para 2.66 on page 97 of the report, which is an important matter. You have presented the Railway budget and when the Ministry of Railways was asked as to whether it had sought approval of Planning Commission on some projects, their reply was in the negative. These projects were not given approval by the Planning Commission and no estimates have been worked for them. What type of budget is this? The concerned department has not worked out the estimates and you are trying to get it passed by Parliament. Such a thing has happened for the first time in the Planning Commission and when an enquiry about it was made, it was told in para 2.66 that :

[English]

"The Committee are surprised to find that several new line projects have been included in the Budget 1997-98 without the necessary clearance of Planning Commission and Cabinet Committee on Economic Affairs."

[Translation]

You did not seek the approval of the Cabinet Committee or the Planning Commission and now presented it before the Parliament for approval. This is not the way of presenting the budget.

SHRI RAM VILAS PASWAN : You cannot complete Singrauli-Lalitpur rail line if the things move with such a pace. Parliament is supreme and when a project is passed here, it means that it is subject to clearance. There is no hard and fast rule for it if consensus is reached on some project, and I have no objection if any project is left for some reasons.

SHRI RAM NAIK : It means that all the rules, financial disciplines and financial rules are formulated in the interest of the country, will those rules be flouted and announcements made in this House? For the last ten years, announcements regarding M.U.T.P. are being made. The problem is not that projects of a specific area is taken up or left out. But, the main question is that as per the rules you cannot present a project for approval before the Parliament until and unless the estimates are worked out by the Planning Commission and approval of the cabinet and the committee on Economic Affairs is sought, or

[English]

You change the rules.

[Translation]

SHRI RAM VILAS PASWAN : Ram Nalk ji, what do you want to say? Parliament is the sovereign body in matters of every project. Parliament has a right to pass such projects but work on these projects is not started until and unless the approval of Planning Commission and C.C.E.A. is received so far. There is not such project which has been taken up without the approval of C.C.E.A. and the Planning Commission. It is an old convention and is being followed even today.

SHRI RAM NAIK : Then you are not aware of the full facts. I would like to read out the recommendation given on it in para 2.66, after collecting all the facts about it. I am not going to make a long speech and a final decision on such practice is yet to be taken after the discussion. In para 2.66 of the report, the committee has said that: This practice started just 2 or 3 years ago. I am not blaming you for it. Financial discipline should be maintained otherwise, nothing will happen and we would again approach you.

[English]

It further says and I quote :

"The Ministry of Railways have informed the Committee that this practice has been going on for the last two to three years. The Committee feel that this practice is highly improper as any project for which Budget has been passed by Parliament becomes a commitment to the nation. They, therefore, strongly recommend that no project should be included in the Budget unless it has the final clearance from the extended Board, the Planning Commission and the Cabinet Committee on Economic Affairs."

[Translation]

Therefore, I would like to draw your attention toward two-three more points. One is about the increase of 12 percent on freight charges. Railways will get less freight due to it and it will also affect the revenue earning of Railways you had increased 10 percent freight charges last year and now there is an increase of 12 percent. Due to this the railways will not get the quantity of freight which it used to receive in the past which will reduce its revenue. Last year also you had effected an increase of 15 percent in the freight rates.

[Shri Ram Naik]

Due to its cascading effect, inflation will soar up further. In view of this background, the Government should reconsider its decision to increase the freight to 12 percent.

Secondly, I would like to say something about the passenger trains. The Standing Committee has made a recommendation in this regard which is given in para 1.79 at page 51. The Government is introducing new trains but which trains are proposed to be introduced? Whether Rajdhani Express, Shatabdi Express or long distance First class and A.C. class trains are proposed to be introduced. No passenger train has introduced in the last three four years, rather their number is being decreased. Similarly two-three unreserved coaches are attached with every train so that those forced to travel in emergency may utilise this facility. However the number of such coaches is being decreased whereas more such coaches are required.

Similarly, the Government should take into consideration the recommendations made by the Standing Committee. I believe that the Standing Committee is a mini Parliament, hence Hon'ble Minister should give due regard to the recommendations made by the Committee.

The Government should also clarify the position regarding M.U.T.P.-II of Mumbai. If no action is taken in this regard, there would be unrest in the city which will go against the interests of the nation and this Industrial city. Hence, the Hon'ble Minister should clarify the position in this regard. With these words, I thank the Hon'ble Chairman.

15.15 hrs.

CUT MOTIONS

[Translation]

SHRI AMAR PAL SINGH : I beg to move :

That the Demand under the Head Railway Board be reduced by Rs. 100.

Need to provide sufficient funds for doubling of broad gauge line between Muradnagar and Meerut city (1)

[English]

SHRI PUNNU LAL MOHLE : I beg to move :

That the Demand under the Head Railway Board be reduced by Rs. 100.

Need to set up a new railway zone in district Bilaspur of Madhya Pradesh. (72)

That the Demand under the Head Railway Board be reduced by Rs. 100.

Need to provide stoppage for Express and Super Fast trains at Pendra Road station (Bilaspur). (73)

That the Demand under the Head Railway Board be reduced by Rs. 100.

Need to halt all super fast trains at Villaha station. (74)

That the Demand under the Head Railway Board be reduced by Rs. 100.

Need to increase the number of 2nd class coaches of Super Fast trains running from Bilaspur to Amritsar, Delhi to Bilaspur and Bhubaneswar to Bilaspur. (75)

That the Demand under the Head Assets - Acquisition, construction and replacement be reduced by Rs. 100.

Need to lay a new railway line between Bilaspur and Mandla (Jabalpur). (83)

That the Demand under the Head Assets-Acquisition, construction and replacement be reduced by Rs. 100

Need to link Bilaspur, Mumbai, Chennai, Howrah and other stations with computerised system of reservation. (84)

SHRI KASHI RAM RANA : I beg to move :

That the Demand under the Head Railway Board be reduced by Rs. 100.

Need to set up Surat Division instead of Bombay Division with all offices located at Surat (136)

That the Demand under the Head Railway Board be reduced by Rs. 100.

Need to prepare and execute Master Plan for Surat Railway Station so as to provide jobs to educated youths. (137)

That the Demand under the Head Railway Board be reduced by Rs. 100

Need to shift headquarter of Western Railway from Mumbai to Ahmedabad immediately. (138)

That the Demand under the Head Assets-Acquisition, Construction and Replacement be reduced by Rs. 100.

Need to extend Gujarat Queen upto Gandhi Nagar. (139)

That the Demand under the Head Assets-Acquisition, Construction and Replacement be reduced by Rs. 100.

Need to introduce one new train from Surat to Rajkot or Bhavnagar. (140)

That the Demand under the Head Assets-Acquisition, Construction and Replacement be reduced by Rs. 100.

Need to extend Surat-Virar train upto Borivali. (141)

That the Demand under the Head Assets-Acquisition, Construction and Replacement be reduced by Rs. 100.

Need to repair Madda gate Garnala to plug leakage and sewage. (142)

That the Demand under the Head Assets-Acquisition, Construction and Replacement be reduced by Rs. 100.

Need to extend Bharuch-Surat shuttle train upto Valsad. (143)

That the Demand under the Head Assets-Acquisition, Construction and Replacement be reduced by Rs. 100.

Need to introduce echo announcing system at Surat Railway station. (144)

That the Demand under the Head Assets-Acquisition, Construction and Replacement be reduced by Rs. 100.

Need to attach A.C. sleeper coach in Ahmedabad-Mumbai passenger for overnight journey between Ahmedabad and Surat. (145)

That the Demand under the Head Assets-Acquisition, Construction and Replacement be reduced by Rs. 100.

Need to convert all metre gauge rail lines of Gujarat into broad gauge immediately. (146)

That the Demand under the Head Assets-Acquisition, Construction and Replacement be reduced by Rs. 100.

Need to allot sufficient funds to complete Modasa-Kapadvanj line for immediate completion. (147)

That the Demand under the Head Assets-Acquisition, Construction and Replacement be reduced by Rs. 100.

Need to introduce A.C. Chair Car coaches in Gujarat Queen and Flying Rani. (148)

That the Demand under the Head Assets-Acquisition, Construction and Replacement be reduced by Rs. 100.

Need to introduce Inter-city train, between Surat to Navapur. (149)

That the Demand under the Head Assets-Acquisition, Construction and Replacement be reduced by Rs. 100.

Need to remove some stalls at platform Nos. 1, 2 and 3 of Surat Station to facilitate smooth movement of passengers. (150)

That the Demand under the Head Assets-Acquisition, Construction and Replacement be reduced by Rs. 100.

Need to shift city booking office to fully equipped building of Surat railway station. (151)

That the Demand under the Head Assets-Acquisition, Construction and Replacement be reduced by Rs. 100.

Need to increase the number of booking agents at Surat to remove hardships to the passengers. (152)

That the Demand under the Head Assets-Acquisition, Construction and Replacement be reduced by Rs. 100.

Need to run Surat-Varanasi Express via Allahabad daily. (153)

That the Demand under the Head Assets-Acquisition, Construction and Replacement be reduced by Rs. 100.

Need to run Okha-Puri Express daily. (154)

That the Demand under the Head Assets-Acquisition, Construction and Replacement be reduced by Rs. 100.

Need to run Surat- Patna Express daily. (155)

That the Demand under the Head Assets-Acquisition, Construction and Replacement be reduced by Rs. 100.

Need to construct high level platforms at Bhestan (Western Railway). (156)

That the Demand under the Head Assets-Acquisition, Construction and Replacement be reduced by Rs. 100.

Need to increase reservation quota in A.K. Express, Shatabdi Express, Western Express from Surat. (157)

That the Demand under the Head Assets-Acquisition, Construction and Replacement be reduced by Rs. 100.

Need to allot emergency and VIP quota in South bound trains from Surat. (158)

That the Demand under the Head Assets-Acquisition, Construction and Replacement be reduced by Rs. 100.

Need to make available water, milk, tea, bookstall and telephone facilities on platform No. 4 at Surat. (159)

That the Demand under the Head Assets-Acquisition, Construction and Replacement be reduced by Rs. 100.

Need to extend the existing reservation building for better facilities to the passengers. (160)

That the Demand under the Head Assets-Acquisition, Construction and Replacement be reduced by Rs. 100.

Need to open more ticket windows at Surat railway station. (161)

That the Demand under the Head Assets-Acquisition, Construction and Replacement be reduced by Rs. 100.

Need to lay third rail line between Bombay and Ahmedabad. (162)

That the Demand under the Head Assets-Acquisition, Construction and Replacement be reduced by Rs. 100.

Need to doubling of railway line between Udhna and Jalgaon. (163)

That the Demand under the Head Assets-Acquisition, Construction and Replacement be reduced by Rs. 100.

Need to introduce new train between Ahmedabad-Bombay starting after 10.00 A.M. (164)

That the Demand under the Head Assets-Acquisition, Construction and Replacement be reduced by Rs. 100.

Need to cover open platforms of Maroli Railway Station as sanctioned. (165)

That the Demand under the Head Assets-Acquisition, Construction and Replacement be reduced by Rs. 100.

Need to construct new railway station on Western side of Navsari. (166)

That the Demand under the Head Assets-Acquisition, Construction and Replacement be reduced by Rs. 100.

Need to repair newly constructed platforms of Utran Railway Station. (167)

That the Demand under the Head Assets-Acquisition, Construction and Replacement be reduced by Rs. 100.

Need to provide stoppage of Intercity Express at Maroli Station, Western Railway. (168)

That the Demand under the Head Assets-Acquisition, Construction and Replacement be reduced by Rs. 100.

Need to construct a Mini railway station on eastern side of Surat railway station. (169)

That the Demand under the Head Assets-Acquisition, Construction and Replacement be reduced by Rs. 100.

Need to provide stoppage of Gujarat Queen at Sayan, Western Railway. (170)

That the Demand under the Head Assets-Acquisition, Construction and Replacement be reduced by Rs. 100.

Need to provide stoppage of Avantika Express at Navsari, Western Railway. (171)

That the Demand under the Head Assets-Acquisition, Construction and Replacement be reduced by Rs. 100.

Need to construct an overbridge on LC No. 441 and 451 near Surat. (172)

That the Demand under the Head Assets-Acquisition, Construction and Replacement be reduced by Rs. 100.

Need to introduce direct train from Bombay to Delhi via Ahmedabad. (173)

[Translation]

DR. LAXMINARAYAN PANDEY : I beg to move :

That the Demand under the Head Operating Expenses-Traffic be reduced by Rs. 100.

Need to constitute station Advisory Committee to facilitate and advise the passengers at several stations in Ratlam-Ajmer section under Western Railway. (236)

That the Demand under the Head Operating Expenses-Traffic be reduced by Rs. 100.

Need to repair roads falling within the purview of railway land near railway stations in Ratlam-Ajmer section under Western Railway. (237)

That the Demand under the Head Operating Expenses-Traffic be reduced by Rs. 100.

Need to increase the number of coaches in Chetak Express in Ratlam-Ajmer section under Western Railway. (271)

That the Demand under the Head Operating Expenses-Traffic be reduced by Rs. 100.

Need to introduce 'Intercity Passenger train' between Ratlam and Bhopal Division under Western Railway. (272)

That the Demand under the Head Operating Expenses-Traffic be reduced by Rs. 100.

Need to extend passenger train running between Neemuch and Kota Division on broad gauge upto Delhi. (273)

That the Demand under the Head Operating Expenses-Traffic be reduced by Rs. 100.

Need to provide reservation facilities for second class, sleeper class and AC-II sleeper class at Jaora railway station for superfast trains running between Mumbai and Jammu Tawi on the Ratlam-Ajmer section of Western Railway. (274)

That the Demand under the Head Operating Expenses-Traffic be reduced by Rs. 100.

Need to provide stoppage of Jaipur-Mumbai passenger train at Shamgarh station in Kota Division under Western Railway. (275)

That the Demand under the Head Operating Expenses-Traffic be reduced by Rs. 100.

Need to halt Jaipur-Chennai passenger train at Shamgarh railway station in Kota Division under Western Railway. (276)

That the Demand under the Head Operating Expenses-Traffic be reduced by Rs. 100.

Need to provide reservation facility for different trains at Shamgarh and Suwasra stations in Kota Division of Western Railway. (277)

That the Demand under the Head Operating Expenses-Traffic be reduced by Rs. 100.

Need to fix reservation quota in Express and Superfast trains running from Mandasor and Neemuch stations via Ratlam under Western Railway. (278)

That the Demand under the Head Operating Expenses-Traffic be reduced by Rs. 100.

Need to introduce intercity passenger train between Neemuch and Indore in Ratlam-Ajmer section under Western Railway. (279)

That the Demand under the Head Operating Expenses-Traffic be reduced by Rs. 100.

Need to introduce a shuttle passenger train between Ratlam and Indore in Ratlam-Ajmer section under Western Railway. (280)

That the Demand under the Head Staff Welfare and Amenities be reduced by Rs. 100.

Need to provide proper educational facilities to the children of Railway Officials posted at Ratlam-Ajmer section under Western Railway. (281)

That the Demand under the Head Assets-Acquisition, Construction and Replacement be reduced by Rs. 100.

Need to extend rooms at Mandasor and Jaora stations in Ratlam-Ajmer section under Western, Railway. (282)

That the Demand under the Head Assets-Acquisition, Construction and Replacement be reduced by Rs. 100.

Need to provide passenger amenities and catering facilities at Jaroa and Mandasor stations in Ratlam-Ajmer section of Western Railway. (283)

That the Demand under the Head Assets-Acquisition, Construction and Replacement be reduced by Rs. 100.

Need to modernise retiring rooms for passengers of first class at Jaora station in Ratlam-Ajmer section of Western Railway. (284)

That the Demand under the Head Assets-Acquisition, Construction and Replacement be reduced by Rs. 100.

Need to lay additional lines at Mandasor and Jaora stations in Ratlam-Ajmer section of Western Railway. (285)

That the Demand under the Head Assets-Acquisition, Construction and Replacement be reduced by Rs. 100.

Need to make "Base Kitchen" operational at Shamgarh station under Western Railway. (286)

That the Demand under the Head Assets-Acquisition, Construction and Replacement be reduced by Rs. 100.

Need to open railway level crossing between Garoth and Raigarh near Shamgarh Railway station in Kota Division of Western Railway. (287)

That the Demand under the Head Assets-Acquisition, Construction and Replacement be reduced by Rs. 100.

Need to make provision of light and drinking water at Shamgarh and Suwasra station in Kota Division under Western Railway. (288)

That the Demand under the Head Assets-Acquisition, Construction and Replacement be reduced by Rs. 100.

Need to construct over-bridges on level crossings of Mandasor, Neemuch and Jaora stations in Ratlam-Ajmer section under Western Railway. (289)

That the Demand under the Head Assets-Acquisition, Construction and Replacement be reduced by Rs. 100.

Need to provide accommodation to Railway employees in Mandasor, Jaora and Neemuch in Ratlam-Ajmer section under Western Railway. (290)

That the Demand under the Head Assets-Acquisition, Construction and Replacement be reduced by Rs. 100.

Need to make provision of adequate light at railway stations between Ratlam and Chittor in Ratlam-Ajmer section of Western Railway. (291)

That the Demand under the Head Assets-Acquisition, Construction and Replacement be reduced by Rs. 100.

Need to provide drinking water facility at Neemuch, Mandasor, Jaora and Ratlam stations in Ratlam-Ajmer section of Western Railway. (292)

The the Demand under the Head Assets-Acquisition, Construction and Replacemant be reduced by Rs. 100

Need to extend platforms constructed at Jaora, Mandasor and Neemuch stations in Ratlam-Ajmer section under Western Railway. (293)

The the Demand under the Head Assets-Acquisition, Construction and Replacemant be reduced by Rs. 100.

Need to complete the work of gauge conversion between Ratlam and Neemuch for which approval and budgetary provisions have already been made. (294)

[English]

SHRI RAM NAIK : I beg to move :

That the Demand under the Head Railway Board be reduced to Re. 1.

Failure in securing sufficient budgetary support for Railway Budget. (342)

That the Demand under the Head Railway Board be reduced to Re. 1.

Failure to make Railway Ministry as Nodal Ministry in place of Urban Development Ministry for suburban railway system in metropolitan cities. (343)

That the Demand under the Head Railway Board be reduced to Re. 1.

Failure in formation of autonomous corporation for suburban railway system in Mumbai. (344)

That the Demand under the Head Operating Expenses, Rolling Stock and Equipment be reduced to Re. 1.

Failure to provide communication system between Control Office, Motorman and Guard and also Public Address System in Mumbai suburban local trains. (345)

That the Demand under the Head Operating Expenses Rolling Stock and Equipment be reduced to Re. 1.

Failure to convert all EMU rakes in Mumbai suburban system with 12 coaches. (346)

That the Demand under the Head Assets – Acquisition, Construction and Replacement be reduced to Re. 1.

Failure to construct new lines under BOLT Scheme. (347)

That the Demand under the Head Assets-Acquisition, Construction and Replacement be reduced to Re. 1.

Failure to have commercial exploitation of surplus land in Mumbai for construction of new lines,

buildings etc. to improve suburban transport system. (348)

That the Demand under the Head Assets-Acquisition, Construction and Replacement be reduced to Re. 1.

Delay and inadequate provisions for (i) Mumbai Central Santacruz-Borivali 5th and 6th line, (ii) Borivali-Virar Quadrupling of track with AC traction and (iii) Virar-Dahanu road automatic signalling of suburban section of Western Railway, Mumbai Suburban System. (349)

That the Demand under the Head Assets-Acquisition, Construction and Replacement be reduced to Re. 1.

Failure to bring at par the commuters facilities to stations from Virar to Dahanu road on Western Railway after their inclusion in Mumbai Suburban Railway System. (350)

That the Demand under the Head Assets-Acquisition, Construction and Replacement be reduced to Re. 1.

Failure to construct new station buildings at Bandra, Andheri and Borivali stations of Western Railway, Mumbai Suburban System. (351)

That the Demand under the Head Assets-Acquisition, Construction and Replacement be reduced to Re. 1.

Delay and inadequate provisions for road over-bridge between Kandivli and Maiad in lieu of level crossing No. 31 on Western Railway, Mumbai Suburban System. (352)

That the Demand under the Head Assets-Acquisition, Construction and Replacement be reduced to Re. 1.

Delay and inadequate provision for conversion of DC to AC traction from Churchgate to Virar on Western Railway Suburban System. (353)

That the Demand under the Head Assets-Acquisition, Construction and Replacement be reduced to Re. 1.

Delay and inadequate provisions for (i) Andheri Bandra additional pair of lines, (ii) Mankhurd-Belapur extension of lines, (iii) Kurla-Thane 5th and 6th lines, and (iv) Seawood Uran electrified 5th line under Metropolitan Transport Projects (Mumbai). (354)

That the Demand under the Head Assets-Acquisition, Construction and Replacement be reduced to Re. 1.

Failure to start construction work of doubling railway tracks from Vasai Road to Diva and Diva to Panvel on Central Railway, Mumbai Suburban System. (355)

That the Demand under the Head Assets-Acquisition, Construction and Replacement be reduced to Re. 1.

Failure to construct new buildings at Thane and Kalyan stations of Central Railway, Mumbai Suburban System. (356)

That the Demand under the Head Assets-Acquisition, Construction and Replacement be reduced to Re. 1.

Delay and inadequate provisions for (i) Panvel-Karjat new broad gauge electrified line, (ii) Thane-Turbhe-Nerul-Vashi, part of corridor 2 in Navi Mumbai, and (iii) Belapur-Panvel commuter double line as part of East-West corridor of Central Railway, Mumbai Suburban System. (357)

That the Demand under the Head Assets-Acquisition, Construction and Replacement be reduced to Re. 1.

Delay and inadequate provisions for remodelling of building of Mumbai-Chatrapati Shivaji Terminal and (ii) Cst-Kurla-Thane-Kalyan train Desinber system on Central Railway. (358)

That the Demand under the Head Assets-Acquisition, Construction and Replacement be reduced to Re. 1.

Delay and inadequate provisions for conversion of 1500 V. DC to 25 KV AC traction system in Mumbai division of Central Railway (359)

SHRI I.D. SWAMY : I beg to move :

That the Demand under the Head Operating Expenses—Traffic be reduced by Rs. 100.

Need for increasing reservation quota of Karnal and Panipat on all long distance trains. (471)

That the Demand under the Head Operating Expenses—Traffic be reduced by Rs. 100.

Need to provide stoppage of all superfast trains at Karnal railway station. (472)

That the Demand under the Head Assets Acquisition, Construction and Replacement be reduced by Rs. 100.

Need to provide a new level crossing at Km 68/14-15 on Rohtak-Gohana-Panipat railway line, connecting Gohana road to new Grain Market, Panipat. (476)

That the Demand under the Head Assets-Acquisition, Construction and Replacement be reduced by Rs. 100.

Need to provide railway under bridge on Kachhwa road (State Highway No. 9) at Karnal or an overbridge which ever is feasible. (477)

PROF. RASA SINGH RAWAT : I beg to move :

That the Demand under the Head Railway Board be reduced by Rs. 100.

Need to make adequate arrangements of cleanliness of Ajmer, Beawar, Kishangarh, Nasirabad and Vijaynagar stations and to beautify them. (486)

That the Demand under the Head Railway Board be reduced by Rs. 100.

Need to make arrangement for announcements at Beawar, Kishangarh and Nasirabad stations. (487)

That the Demand under the Head Railway Board be reduced by Rs. 100.

Need to increase number of second class coaches in all long distance trains. (488)

That the Demand under the Head Railway Board be reduced by Rs. 100.

Need to construct retiring room for passengers at Ajmer station. (489)

That the Demand under the Head Railway Board be reduced by Rs. 100.

Need to construct retiring rooms at Beawar and Kishangarh stations. (490)

That the Demand under the Head Railway Board be reduced by Rs. 100.

Need for proper drainage system at Ajmer railway station area. (491)

That the Demand under the Head Railway Board be reduced by Rs. 100.

Need to provide special wagons for loading of cement near Beawar railway station. (492)

That the Demand under the Head Railway Board be reduced by Rs. 100.

Need for expansion, modernisation and computerisation of Ajmer railway station. (493)

That the Demand under the Head Railway Board be reduced by Rs. 100.

Need for increasing reservation quota at Ajmer, Beawar and Kishangarh railway stations. (494)

That the Demand under the Head Railway Board be reduced by Rs. 100.

Need for allocation of special reservation quota for Ajmer in trains originating from Jaipur for various parts of the country. (495)

That the Demand under the Head Railway Board be reduced by Rs. 100.

Need to provide passenger amenities at all the railway stations of Rajasthan as per their category. (496)

That the Demand under the Head Railway Board be reduced by Rs. 100.

Need to start more shuttle and EMU trains for daily commuters from Ajmer to adjoining big towns. (497)

That the Demand under the Head Railway Board be reduced by Rs. 100.

Need to construct a retiring room for coolies at Ajmer station. (498)

That the Demand under the Head Railway Board be reduced by Rs. 100.

Need to tone up the functioning of Railway Selection Boards. (499)

That the Demand under the Head Railway Board be reduced by Rs. 100.

Need to introduce a passenger train between Mehsana, Ajmer and Delhi. (500)

That the Demand under the Head Railway Board be reduced by Rs. 100.

Need to attach Pantry Car with all the long distance trains and provide good quality of food and drinking water facilities. (501)

That the Demand under the Head Railway Board be reduced by Rs. 100.

Need to provide adequate facilities of catering, cleanliness, accommodation at Ajmer, Kishangarh, Beawar (502)

That the Demand under the Head Railway Board be reduced by Rs. 100.

Need to introduce a new train between Ajmer and Bikaner. (503)

That the Demand under the Head Railway Board be reduced by Rs. 100.

Need to introduce new trains between Ajmer-Amritsar, Ajmer-Barmer and Ajmer-Agra Fort. (504)

That the Demand under the Head Railway Board be reduced by Rs. 100.

Need to introduce new trains between Ajmer-Calcutta and Ajmer Varanasi. (505)

That the Demand under the Head Railway Board be reduced by Rs. 100.

Need to introduce more trains on Delhi-Ajmer Ahmedabad route. (506)

That the Demand under the Head Railway Board be reduced by Rs. 100.

Need to restore Ajmer Express on Delhi-Rewari-Ringsa-Fulera-Ajmer metre gauge line. (507)

That the Demand under the Head Railway Board be reduced by Rs. 100.

Need to restore Ajmer-Ahmedabad Express on Ajmer-Bhilwara-Chittor-Undaipur-Viramgam-Ahmedabad (508)

That the Demand under the Head Railway Board be reduced by Rs. 100.

Need to introduce shuttle train on Ajmer-Kishangarh-Fulera line. (509)

That the Demand under the Head Railway Board be reduced by Rs. 100.

Need to increase the speed of Chetak Express running between Delhi and Udaipur. (510)

That the Demand under the Head Railway Board be reduced by Rs. 100.

Need to increase the number of general coaches and to add one more A.C. coach in the train running between Delhi and Ajmer on metre gauge line (511)

That the Demand under the Head Railway Board be reduced by Rs. 100.

Need to introduce Rajadhani Express between Mumbai-Ahmedabad and Ajmer-Jaipur-Delhi. (512)

That the Demand under the Head Railway Board be reduced by Rs. 100.

Need to introduce express train between Ajmer and Haridwar. (513)

That the Demand under the Head Railway Board be reduced by Rs. 100.

Need to run train on Bareilly-Delhi-Ajmer broad gauge line daily. (514)

That the Demand under the Head Railway Board be reduced by Rs. 100

Need to extend Jammu-Tawi-Jaipur-Puja Express upto Ajmer. (515)

That the Demand under the Head Railway Board be reduced by Rs. 100.

Need to provide halt of all trains running between Ahmedabad-Delhi via Ajmer at Beawar and Kishangarh (516)

That the Demand under the Head Railway Board be reduced by Rs. 100.

Need to increase the speed of Delhi-Ajmer Shatabdi Express and to run it on Sunday also. (517)

That the Demand under the Head Railway Board be reduced by Rs. 100.

Need to establish North Western Railway Headquarter at Ajmer. (518)

That the Demand under the Head Railway Board be reduced by Rs. 100.

Need to strengthen Ajmer Division by its reorganisation. (519)

That the Demand under the Head Railway Board be reduced by Rs. 100.

Need to include the areas upto Chittor and Fulera into Ajmer Division. (520)

That the Demand under the Head Railway Board be reduced by Rs. 100.

Need to introduce Superfast and Express trains on Delhi Ahmedabad route via Ajmer. (521)

That the Demand under the Head Railway Board be reduced by Rs. 100

Need to introduce passengers trains on Ajmer-Ahmedabad and Ajmer-Delhi broad gauge line (522)

That the Demand under the Head Railway Board be reduced by Rs. 100

Need to restore Ajmer-Beawar Shuttle train early on the newly constructed broad gauge line (523)

That the Demand under the Head Railway Board be reduced by Rs. 100

Need to expand railway ticket printing press at Ajmer (524)

That the Demand under the Head Repairs and Maintenance of Carriages and Wagons be reduced by Rs. 100

Need for expansion of loco workshops according to the needs of broad gauge (525)

That the Demand under the Head Repairs and Maintenance of Carriages and Wagons be reduced by Rs. 100

Need for expansion of existing works of carriage factories for full utilisation of their capacity (526)

That the Demand under the Head Repairs and Maintenance of Carriages and Wagons be reduced by Rs. 100

Need to sell out the railway scrap lying at Dorai, Madar and Ajmer and use the funds thus earned to develop rail factories (527)

That the Demand under the Head Repairs and Maintenance of Carriages and Wagons be reduced by Rs. 100.

Need for fresh recruitment of workers and technicians. (528)

That the Demand under the Head Staff Welfare and Amenities be reduced by Rs. 100.

Need to extend all necessary amenities to railway colonies and to construct new staff quarters on the vacant land. (529)

That the Demand under the Head Staff Welfare and Amenities be reduced by Rs. 100.

Need to maintain, repair and develop railway B.C.T. Institute properly. (530)

That the Demand under the Head Staff Welfare and Amenities be reduced by Rs. 100.

Need to enhance regularly the amenities and scales of pay of the railway staff according to their work and achievements. (531)

That the Demand under the Head Staff Welfare and Amenities be reduced by Rs. 100.

Need to provide the facility of C.T. scan and other sophisticated medical equipment in railway hospitals. (532)

That the Demand under the Head Staff Welfare and Amenities be reduced by Rs. 100.

Need to set up a railway Senior Secondary School in Ajmer. (533)

That the Demand under the Head Staff Welfare and Amenities be reduced by Rs. 100.

Need for modernisation and proper maintenance of railway sports grounds known as loco, carriage and G.L.O. and construction of sports stadium. (534)

That the Demand under the Head Miscellaneous Working Expenses be reduced by Rs. 100.

Need to provide more facilities and rights to RPF personnel. (535)

That the Demand under the Head Assets - Acquisition, Construction and Replacement be reduced by Rs. 100.

Need to convert Ajmer-Chittor-Udaipur meter gauge line into broad gauge. (536)

That the Demand under the Head Assets-Acquisition, Construction and Replacement be reduced by Rs. 100.

Need to convert Ajmer-Khandwa-Purna-Kachiguda line into broad gauge. (537)

That the Demand under the Head Assets-Acquisition, Construction and Replacement be reduced by Rs. 100.

Need to convert Rikiri-Ringus-Fulera meter gauge line into broad gauge. (538)

That the Demand under the Head Assets-Acquisition, Construction and Replacement be reduced by Rs. 100.

Need to convert Bandikui-Agra Fort meter gauge line into a broad gauge and to run Ahmedabad-Agra Fort train on the route. (539)

That the Demand under the Head Assets-Acquisition, Construction and Replacement be reduced by Rs. 100.

Need to construct Ajmer-Kishangarh-Rupangarh-Parbatsar-Makrana railway line. (540)

That the Demand under the Head Assets-Acquisition, Construction and Replacement be reduced by Rs. 100.

Need to conduct a survey for constructing the Ajmer-Pisagan-Govindgarh-Pushkar-Merta railway line. (541)

That the Demand under the Head Assets-Acquisition, Construction and Replacement be reduced by Rs. 100.

Need to conduct a survey for constructing Ajmer-Nasirabad-Kekari-Devali-Bundi-Kota railway line and Beawar-Bhim-Kamlighat railway line. (542)

That the Demand under the Head Assets-Acquisition, Construction and Replacement be reduced by Rs. 100.

Need for raising height and widening of Martindel bridge near Ajmer station and to connect Ajmer with all the rail routes. (543)

That the Demand under the Head Assets-Acquisition, Construction and Replacement be reduced by Rs. 100.

Need to construct an over bridge at Johnsganj (Ajmer) and Topdhara (Ajmer). (544)

That the Demand under the Head Assets-Acquisition, Construction and Replacement be reduced by Rs. 100.

Need to provide facilities and expand the Adarsh Nagar-Ajmer and Tabeeje railway stations. (545)

That the Demand under the Head Assets-Acquisition, Construction and Replacement be reduced by Rs. 100.

Need for construction of railway overbridge at busy Rupangarh road station (near Kishangarh station). (546)

That the Demand under the Head Assets-Acquisition, Construction and Replacement be reduced by Rs. 100.

Need for construction of overbridge or underbridge/exit points on Mill road at Beawar (near Beawar station). (547)

That the Demand under the Head Assets-Acquisition, Construction and Replacement be reduced by Rs. 100.

Need to man all the railway crossings in Ajmer Division. (548)

[Translation]

SHRI RAMESH CHENNITHALA (Kottayam) : Mr. Chairman, Sir, the Standing Committee on Railways has discussed the Rail budget and presented its Report in the House. I do not wish to go into its detail. Hon'ble Members of all the parties have expressed their views regarding the Railway facilities from time to time. Every time we discuss Rail budget in the House but basically there is no difference each time. Indian Railways is the biggest Railways network and carries the largest number of passengers every day. However the budgetary support that is being provided to the Ministry of Railways by the Ministry of Finance, is not sufficient enough which I believe, is the biggest hurdle. Each member mentions in this House the projects regarding his own constituency and region and asks for funds. But the funds available with the Railways are not sufficient to launch any new project. What should we do in such a case ? Each time we discuss the Railway budget and ask for more and more budgetary support from the Ministry of Finance. Earlier, 85 percent of the budgetary support asked for, was provided to the Railways. However, during last few years, the allocation made by the Ministry of Finance has been far lesser than the outlay projected by the Railway Board. This time, the Finance Ministry has provided only 15 percent of the required funds, hence no new work. Whether it is related to providing passenger amenities, doubling of Rail lines or laying new Rail lines, no new programmes can be launched. In my opinion, we should discuss this issue in detail. The Prime Minister, the Finance Minister and the Railway Minister will have to sit together and discuss as to why the outlays projected

[Shri Ramesh Chennithala]

by the Ministry of Railways are reduced by the Finance Ministry each year? This issue should be discussed in detail so that the rising expectations of people could be met.

Every time the Members of Parliament express their views in this regard. We have noticed that this time also, the funds have not been increased. How would new projects be launched? Shri Ram Naik spoke about the BOLT scheme just now. This BOLT scheme will benefit us. But actually, this scheme has failed. Whichever projects have been taken up under the BOLT scheme, are being taken up by the Railway Board itself.

Mr. Chairman, Sir, you know very well that those 2-3 projects which were proposed to be taken up in Kerala or which were transferred under BOLT scheme there have failed to take off. Now, Railways itself is coming forward to undertake this work. Today, it is necessary on the part of Railways to place white paper on its economic problems because the railways do not fulfil the demands of the Members of every party regarding new railway lines, new project, new surveys, electrification and doubling of railway lines. In my view, that a white paper should be placed in the House so that some work could be started by getting more and more fund from the Ministry of Finance in the next budget.

Sir, the suggestion regarding survey given by the Standing Committee was very good. The Minister of Railways had stated about the survey in the last budget and he has also given an indication about some survey work in the coming years. But the survey as demanded by the Members is not being done. The Standing Committee has stated in its report.

[English]

"Inordinate delay in completing the survey."

[Translation]

Survey is necessary for undertaking of new project, but it seems that the survey is not felt necessary from the very beginning in some states. I don't understand any logic behind this. While the Ministry of Railways informs us that its survey should be done. Preliminary engineering and traffic survey is also involved in it. After that a discussion should be held about the income. The Railway Board should send its recommendation to the Planning Commission and then the Planning Commission should let us know about the whole system after considering it and again including it in the budget.

I would like to tell the Hon'ble Minister that in this budget, 4-5 projects of a single state are such where no survey has been done. These projects have been introduced without any survey. I would like to ask whether there is any political reason behind this? I want that the Railway should get the survey conducted on these lines. It should also consider the income and feasibility aspects. But, these have not been considered. Therefore, people of every state think that they are being neglected. I want that the hon'ble Minister should tell us about the reasons for delay. Some survey work has been entrusted to RITES. I know its working capacity. The Hon'ble Minister should tell us as to why survey is not being conducted within the stipulated time.

Shri Ram Vilas Paswanji has decided to create some new railway zones after assuming the charge of the Railways. There are nine railway zones in the country. I don't know the logic behind his decision to create new zones. Has the decision to create new zones been taken on the basis of the demand of the states or on the basis of the population or on the basis of work in progress in the Railways? I would like to say that there are such states in India where there is no railway zone. There is no zone in Kerala. It has been neglected in every budget. We had made this demand through newspapers, in our meeting with the Hon'ble Minister and also in the Standing Committee of Railways. But a state like Kerala has not been provided a zone. A large number of people of Kerala are in service in other states. It has the longest route and maximum number of people of this state live in other states. I would like to say that this state is being neglected by the Railways. We had demanded that a new railway zone is needed in this state, but this state has been neglected at the time of creation of new zone. I don't want to make any allegation regarding the newly created zones but the Hon'ble Minister should state the reasons for creating new zones.

I would like to know the reasons for not starting the work in those backward areas where there is no facility of rail despite funds being earmarked therefor. Railways covers Tamilnadu, Karnataka and Kerala. Karnataka is a lucky state because last time the Minister was from there and the Prime Minister was also from Karnataka.

Therefore all the works of Railways have been done in Karnataka. I do not want to oppose the work in progress. I want that the work should progress according to the balanced development and according to our concept regarding that. There are three states in Southern Railway but only one state i.e. Kerala has been neglected because of the matter of doubling, electrification or any other matter. That is why, we have urged upon the Hon'ble Minister to think over the proposal to create a new zone in Kerala. But he has not told us as to why a zone has not been given to Kerala.

I would like to say one more thing. Today, Railways is carrying out its work through internal resources. Many things have been said to raise these resources. Railways do not have budgetary support. It has no concern with the budget. All developmental works are being carried out through internal resources. I would like to give one suggestion in this regard.

We should also think over the wasteful expenditure incurred by the railways. The situation has not changed much in regard to Indian Railways since Britishers left India. The General Managers are travelling in Five Star Saloon. I am not talking about the facilities given to the Ministers. But all types of wasteful expenditure should be done away with. But it is not being done so. Today, the same tradition is being followed in which General Managers and Chief Engineers travel in big saloons having all the facilities of a Five Star Hotel. Therefore, the Railways should pay attention towards minimising the expenditure.

We all know about the difficulties faced by second class passengers. The bogie or coach in which Mahatma Gandhiji had travelled once is still being used.

I want to say that no facility is provided to the general public. Even the facility of drinking water or fan is not available for them. There is need to provide facilities to them rather than the Chief Engineers and General Managers.

I would like to say one more thing that no body is worried about minimising the wasteful expenditure in railways. There are several railway stations which look like the palaces of the Kings & Lords. We should pay attention towards such wasteful expenditure because our budgetary support is decreasing. Moreover there is a limit to increase internal resources and people oppose any rise in the railway fare. If freight charges are increased to raise internal resources, we have to face many problems. It may result in price-rise. Therefore, I feel that Hon. Minister of Railways should must see as to how he can reduce the unnecessary expenditure.

Hon. Minister has told about transparency. Let it be what the Hon. Minister says but looking at the working of the Govt. departments it can be said that he had failed in providing transparency. All these scams which are coming before in are the result of absence of transparency. The Hon. Minister has talked about transparency in the ongoing projects of Rail department but the thing which require greater attention is as to who will be held responsible if lesser amount is spent than the amount earmarked for one year in any ongoing project? Whether any system exist in the department of Railways to fix the responsibility? Is there any system in Railways about the fixation of responsibility? There is a long pending demand of the Hon. Members from Kerala for doubling the rail line from Quillon to Trivandrum. Funds were also allocated for this and work is in progress but the amount provided for this is not being fully utilised. On the question of doubling of Shornoor-Manglore rail line, the hon. Minister had said that the people of Kerala will reap more benefit once the work on Konkan Railways is completed. All the trains will be diverted through Konkan Railways. Not even the half percent of amount that was sanctioned for the doubling of Shornoor-Manglore rail line in the last years Budget was spent. What are the reasons for it? Who are responsible for it? Why the Minister of Railways had not fixed the responsibility in this regard? Hon. Minister has stated that the people of Kerala will be benefitted after the completion of Konkan Railways but the people of Kerala will not reap this benefit even after five years because nobody is bothered about the doubling of Shornoor-Manglore rail line, no work is in progress there. The amount earmarked for this project is lying idle. What are the reasons for it? Will the hon. Minister explain about this?

The Departments of Railways are providing highest numbers of jobs to people in the country. Being a youth I want to tell that the problem of unemployment is the greatest in the country today. The Railways have not provided as much of jobs as it should have been during the last four-five years. It has been curtailed now. There is ban on fresh recruitment be it in Railway Protection Force or in any other department. You can see it in every division that there is less recruitment. You are reducing the number of vacan-

cies. You should think over it. It is true that due to computerisation in the Railways things have eased out but it has reduced the job opportunities.

We have talked about the incidence dacoity in the train, we have talked about providing security to the Railways property. There's a dearth of Railway Protection Force. There is hardly any recruitment in RPF. Today the greatest problem is of unemployment. We have got to sort it out. There's a fewer recruitment in Railways. You have to consider this aspect.

I do not want to deliver a long speech on this occasion. I had raised all these issues during discussion on Railway Budget. But we are not satisfied with the replies given by the Minister because the electrification from Palghat to Ernakulam can only be completed when the funds will be made available. You are not providing funds. Former Railway Minister Shri Zaffer Sharief had also promised to complete the electrification work upto Cochin within three years. What happened to those promises. Today you are saying that it can be completed by the year 2000 A.D. when the funds will be available. Is there any prestige of Railway Board? Whether the Govt. intend to fulfil promises? I request the Govt. to complete all the on going projects on time and the Hon. Railway Minister should also think over it. These projects could not be completed on time due to lack of funds. I request the Hon. Railway Minister to announce funds for all the on going projects in different States.

Hon. Chairman, Sir while concluding I will say that 'Sabrimala' is a pilgrimage centre in Kerala where a large number of devotees visit for worship not only from South India but also from North India. In the last Budget speech I had stated that the Railways can play a vital role for unity and integrity of the country and to fulfil this I demanded the construction of a railway line for Sabrimala in order to extend facilities to the devotees. The survey for this project has already been completed and it is with the Govt. but you have neither included it in this Budget nor in supplementary Demands. I welcome the announcement about laying down a railway line from Angmali to Sabrimalamai but for laying a railway line from Kottayam to Sabrimalamai for which survey work was done four years back and Southern Railway has already submitted its Report to the Railway Board. I have personally discussed this matter with the Hon. Minister several times. I request you to include this project in this year's budget. So for doubling of railway line from Ernakulam to Kayakulam is concerned, you have stated that the coastal line has reached there and it is not needed.

We hear these flimsy arguments from the Railway Board but Hon. Railway Minister has stated today in his speech that no new train can be introduced from Cochin to Trivandrum because this line is totally saturated. That's why I request you to double the rail line from Cochin to Kayakulam via Kottayam so that it become easier for any new train to reach Trivandrum. I do not want to take much time of the House.

As you know that Hon. Minister had announced to make four or five survey in Kerala. Whatever be the announcement, you should issue directives to complete all these

[Shri Ramesh Chennithala]

projects on time. A promise was made earlier to open a Chief Engineer office in Cochin for which a notification was also issued and we have raised this issue thrice in this House and you had promised to do that. You must take steps to fulfil those promises. I want to tell one thing on this occasion that people talk about supplying old coaches to Southern Railways. You have told in your reply that we use both new and old coaches. I do not understand this treatment with a particular State. You are sending all old coaches to Southern Railways. You must think over this and take steps to rectify those lapses which have occurred in this or earlier Budgets with all the neglected areas especially with Kerala & Southern Railway. You should take steps to fulfil the dreams of the people.

The Hon'ble Railway Minister had made several promises to us. He had called a meeting in which we had also participated. Another meeting was also held in his chamber. He has given us an assurance. I hope that the Hon'ble Minister would make an announcement regarding providing funds to fulfil the promise which he had made in his speech.

SHRI GIRDHARI YADAV (Banka) : Mr. Chairman, Sir, I would like to express my views on the report submitted regarding Railways.

In all the trains running towards Bihar and East India, it is very difficult to get even a ticket on waiting list. We are not able to get the tickets confirmed from the Railway Department. Whenever a person goes to get a ticket on waiting list he is simply told 'No room'. In spite of heavy passenger traffic no passenger train is being added there. People are facing a lot of difficulty due to heavy passenger traffic and less number of trains. There has been a constant demand of increase the number of unreserved boggies in express trains, but in selected trains only, the number of unreserved boggies have been increased. Due to this, ordinary passengers are unable to get reservation and they have to face a lot of difficulty.

Mr. Chariman, Sir, the newly opened zonal office in East-Central Railway at Hazipur has not started working yet and we all would like that Dhanbad Division is also included in it because the loss making division is included in the East-Central Railway and the profit making division has been kept out of East-Central Railway under a conspiracy. The newly carved out Dhanbad division in Bihar may be included in Zonal office, Hajipur.

Malda Division which falls in West Bengal, should be added to Eastern Railways, Calcutta. Alongwith this, there is a need to hike the Railway budgetary support of Bihar because with the help of Railways which plays a crucial role in the development of the country, Bihar could also be developed.

Bihar is the second highest populated state of the country but in the matter of Railway development, stepmotherly treatment is given to Bihar. This fact is not hidden from anybody. Everybody is aware of it. If anybody has to go to Bhopal, they get reservation on the same day, while for Patna, one fails to get a ticket on the waiting list even eight day before the journey. You can imagine the gravity of the situation re-

garding the reservation for Bihar and particularly East Bihar, Poorvanchal, West Bengal Assam etc. and this type of situation remains there all the time for the trains running on this route.

Gaya is an important international tourist place of our state but there is no direct train for Hawrah and Delhi from there. Our demand is that direct train from Gaya to these places should be started without any delay. The uncompleted work of doubling of Gaya-Patna line should be completed immediately. The electrification work of Sitarampur - Mugalsarai line is progressing at a very slow pace. If the pace of this work progresses according to the budget, it cannot be completed even by 2000 A.D. I demand that Railways should complete this work as soon as possible.

I also demand for the construction of a new railway line from Sohan Nagar to Bihata. It is very necessary to connect Aurangabad to Railway headquarters. A halt may be provided for Purushottam Express at Anugrah Harain Road.

There is no direct train from Patna to Madras and Bombay. I demand that a superfast train from Patna to Madras and Bombay via Asansol Jasidih should be introduced. The Jha Jha Loco steam shed which had been functioning from the days of Britishers has been closed down. It falls in my parliamentary constituency. I raised this issue several times with the Railway Department. The whole infrastructure available there is going waste. I would like that arrangements for reopening Diesel or Electric Loco shed should be made there.

There is a consistent demand in our area for the construction of an over-bridge at Jamui Railway station. I would like to repeat this demand that construction of this overbridge between Jamui and Munger by the Railway should be completed as soon as possible. The Bihar Government has already sent a proposal to you. Besides, the Railway coach factory at Jamalpur should start manufacture of coaches soon. An assurance has already been given by the Railway Minister in this regard. There is a long pending demand for a bridge between Munger and Khagaria and I would like that it should be constructed at the earliest.

The condition of train plying in Bihar is very deplorable. There are no light and lavatory facilities available in the trains. We would like that immediate steps should be taken to improve this situation. Just now, Ramesh Chennithala was saying that worst boggies are attached to the trains plying in Kerala. I have got an opportunity to travel all over the country. I can say that oldest boggies are attached to the trains which ply in Bihar. Anybody can go and see this. Nowhere in the country we found the worst boggies in the trains that in Bihar.

We have a good train namely Danapur-Tata but it has only six boggies. As a result, we face a lot of difficulties. We have demanded several times that the number of boggies should be increased because it is an important train playing in day time which connects the Bihar with West Bengal....(Interruptions) I demand that the number of boggies should be increased in Danapur Tata train. A first class A.C. Chair car boggie should also attached to it so that the difficulties being faced by the public-representatives

officers in the journey could be removed because everybody has to travel by that train only.

The railway officers of the stations from where trains originate should be ordered that they must check the reservation because several passengers sit in the reserved coaches without any ticket and with the connivance of the train ticket checking staff they reach their destinations. Today, if we go to the railway station we will not get the reservation. But if we go there through a tout - I am talking about Delhi and New Delhi also - then with the payment of some extra money, we can have the ticket. There is a need to improve these things in Railways so that the common citizens would get to reservation and reach their destinations.

Mr. Chairman, Sir, I want to request the Railway Minister, through you, that a pantry car should be made available in all long distance trains. Due of non availability of potable water in the compartments, people get down at the stations to drink water and in the process they miss the train. Since water tap is not available near his compartment, he runs to board the train and in the process, sometimes accidents also occur. Therefore my submission is this that in all long distance trains pantry car should be attached. If it is not possible then at least arrangement for drinking water should be made.

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

SHRI RAJIV PRATAP RUDY (Chhapra) : Mr. Chairman Sir, I am here to express my views on Railways. I hope that the Railway Minister would be present in the House when there would be a debate on Budgetary demand but he is not here and only Minister of State in the Ministry of Railways is present and it was passed in the meantime but the then Government went out of power. Since the Minister of Railways was working not only for the development of Railways in his state only but for the whole country with dedication therefore, we felt bad when his Government went out of power. Now again due to certain reasons he is again the part of the Govt. and has been the Minister of Railways. We hope that he would once again work for the development of Railways in the whole country as he did in the past.

Mr. Chairman Sir, he is not physically present in the House at present but I noticed that he was sad and was not in high spirits as he used to be seen in the past. It came to my mind that someone from Bihar should stand and should boost his morale. Though he is not present in the House but wherever he may be if he is watching the proceedings of the House on T.V. I hope his morale would be boosted; he would do his best to complete the Railway project which are under construction.

Sir, every year on the occasion of discussion on Railway Budget Demands. M.P's from the whole country discuss all types of matters regarding railway such as small problems difficulties, implementation of big projects, doubling of railway lines, providing halts at various junctions and starting new trains. It seems that due to resources crunch, it is always difficult to maintain balance between the demands and requirements. Mr. Chairman Sir, Indian

Railways is the largest organisation of the whole world. It is the means of by which lakhs of Indians travel daily. Seven thousand trains operate every day. Railway staff is the largest organisation and is at a largest scale. I have noticed one single shortcoming that only a Minister is the political person present in the whole bureaucracy and technocracy, who controls this whole system. The Minister is the only person sitting in such a large public organisation to control it.

Whatever he may say, he cannot have more than two percent knowledge of this department. Rest 98 percent of the knowledge regarding Railways is with the Departmental staff, and concerned officers. Since the Ministers remain in office for a very short time so they have very little knowledge. They get some knowledge through M.P's and some knowledge comes to them through their well-wishers who try to give him direction. Otherwise the department remains under the supervision of technocrats which dominate the system.

Sir, I have personally drawn your attention several times and I have meet and talked to him many a times. Today Railway has been facing resources crunch. It is said that Railways should generate its own resources and I think Railways should make use of pre-British time property. Today also it is being utilised. But, the Railway officers decide as to which patch of line is to be auctioned and which function would be brought under which department of railway and for what commercial purpose, get it is not fully utilised. I think that department would become self-sufficient if Railway's resources are created by proper utilisation of railway property.

Sir, every year a demand is made for passenger trains. We talk about large passenger trains. There is increasing demand for greater number of passenger coaches in superfast trains. Shri Satpal Maharaj is present in the House. Whenever Railway discussion takes place, you are present in the House. I want to give you a suggestion. Get the credit of fulfilling this demand because of Shri Ram Vilas Paswan had been present he would have at once done this job. I want to give you a suggestion that two general passenger bogie should be attached to all long distance trains going towards Assam, Kerala Orissa or Bhuvneshwar. What happens when our A.C. coaches all standing on the same platform. Just next to the A.C. coaches is the passenger coach and people have to rush to it. Either T.T. or Coolie makes them get in by pushing them. We keep on watching all this just nearby. We hide our faces lest some persons of all constituency standing there may see us. He would feel that while the people have to face great difficulty to get in the passenger coach, an M.P. is travelling in A.C. coach. We remain standing on one side and when if find that the A.C. coach is the last coach we get in train suddenly so that any person of my constituency may not watch us and feel that they have to travel for one thousand kilometers in a train with no water and no electricity. Hon. Minister, please pay attention to this problem.

I was making calculations in this regard while sitting here. Suppose you travel up to Patna in sleeper class bogie, seventy two seats have been provided. The fare including

[Shri Rajiv Pratap Rudy]

reservation charges come to about Rs. 210 if seventy two seats are there then the revenue would come to around Fifteen thousand rupees. Suppose a superfast train operating from Patna to Gauhati carry all passengers, without provision of sleepers, it is interconnected and suppose one such train is operate in each direction, it would be noticed that people would sit in a more comfortable position without reservation and around 250-245 people would be able to travel in the coach. It would be better if its speed is increased to enable it to reach Patna in twelve hours. There are people in the country who perform return journey from Punjab after toiling in the fields throughout the day. They do not require reservation. If they get a train to reach Patna, Gauhati or Bhubneshwar then they are ready to pay that fare and would prefer to sit while travelling.

But, what do you mean by passenger, trains ? You have no option but to travel by these trains and take 56 or 60 hours to cover a distance of 12 hours. Do you think that the problem can be solved by attaching two more bogies in place of single boggy in high speed long distance trains ? If you want to earn fame and intend to take any innovation steps in the country, as the United Front Government always says, you may do so. At the initial stage, a superfast train may be started without any resources facility and having only travelling facility with normal ticket rates plus the superfast surcharge. There should be seating facility and its boggies should be interconnected. There should be facility of pantry car for the passengers. You take initiation in this direction. For those who demand two trains, this will serve as a solution.

There are so many problems pertaining to passengers. In the past we have been discussing the problem but failed by the people due to the incidence of dacoity and theft. Now multinational and international companies are entering into the insurance sector.

16.00 hrs.

[PROF. RITA VERMA *in the Chair*]

You say that the railways do not have resources. But just imagine that passengers are travelling with you. If you charge another Rs. 5 or Rs. 10 as insurance premium on each passenger ticket, then the passengers will not feel much difficulty in paying this amount. Your revenue may increase and it will also increase the revenue of those insurance companies with whom you will make alliance. If you go in for this type of insurance my bag is lost while travelling or any accident occurs, then you need not announce assistance from political angle. But sometimes no attention is paid towards these incidents. Many times, common people get injured. If you fix an insurance amount and charge Rs. 2 per person and thereby insuring the travellers and their luggage then you can get insurance for each travellers. I think when so many people are travelling by a train then you may give them insurance cover by investing a little amount. Besides, the companies can earn revenue which will go to the treasury of the country.

Earlier also I have expressed my views and discussed unofficially with Shri Ram Vilas Paswan. When we visit any

part of the country then we have to approach in the Govt. counter for reservation. I had told that why don't he give computer network to private booking agents at the rate of two percent commission to issue ticket to the passengers. You should increase computer terminals and give them to private agencies. They say that demand in high in comparison to supply. I said that it should be on first come first served basis. If you don't get reservation today, you may get it tomorrow or a day after tomorrow what is the difficulty in doing privatisation. You can see that Indian Airlines has given agencies to private parties. We want to travel, no matter if ticket booking is done by any private agency. But they say it is a matter of demand and supply, demand is more and supply very less. Your attitude should not be like this, you must see that any passenger who wants to book the ticket through the nearest agency, if he cannot get reservation 30th or 2nd, he may have reservation for 4th. But do you think that he should wait in queue of New Delhi Railway Junction or at Sarojini Nagar booking centre. You say that its computerisation has been done and facilities have been given but in that too people face difficulties. If you will open more and more counters, then the crowd at those places could be minimised and the facilities could possibly be increased. If privatisation is done in this field then it would be a matter of great benefit and facility for the people. As the officials think that demand is more and supply is less then they must know that economics does not apply here. I want to put this point before you.

I want to say about the two departments because minor issues do not come before the Department. The department of railways does not realise the other department could be affected by them. We land at Patna by the flight of Indian Airlines. Madam the day before yesterday when I was travelling with you then you asked me as to why so many seats are vacant in it then I replied that when runway is short the temperature is high, then the aircraft can not carry the full load of the passengers during take off. Madam. I have told you in Patna that just before the runway there in signal House of railway. For the last ten years airport authority has been asking that it should be shifted to one kilometer from the present place. Indian Airlines in incurring loss of crores of rupees. If the runway of Indian Airlines is extended, then more and more people could travel by it. But its officials are not bothered about it. Aeroplane lands at Patna airport with half capacity. But Airport Authority has written more than hundreds times to the railways for shifting the tower so that they could receive their landing Area. Hon'ble Ministers attention should be drawn towards other departments because if they suffer loss of revenue then it will result in the loss of revenue to the country as a whole. I would like to draw your attention toward this matter.....(*Interruptions*)

I want to express my views on many other issues. Hon'ble Minister is not present here. I am very much worried because we have laid the foundation stone for Ganga rail bridge with much fanfare. Hon. Shri Satpalji Maharaj ever spoken anything ? Today whatever we have suggested, if something is done in this direction, then we shall think that something concrete has been done.

Chhapra in my constituency and today it is a very important in the context of the whole country because you can understand the whole matter. Saran in Chhapra in the native place of our first President Late Shri Rajendra Prasad. Hon'ble Minister should pay attention towards the beautification of the railway junction at Chhapra and Sonapur. Particularly, the name of the Chhapra junction should be named after Dr Rajendra Prasad because his political career in many fields started from there. He used to travel from there to participate in the freedom movement. Today, at the auspicious occasion of the 50th anniversary of the Independence of India this work should be done by naming the Chhapra Junction after the name is Dr. Rajendra Prasad. It will be the act of honouring the country as a whole. It would be a dedication toward the first President of the Independent India who was associated with the freedom movement.

A Government of India undertaking Heavy Engineering Plant was there in Chhapra district which has been closed for the last five years. We have demanded many times that when you propose to start railway carriage coach factory in Bihar, then you should take over this plant also. The employees have been starving there for several years. The heavy engineering company which used to be known by the name of Saran Engineering possess infrastructure worth crores of rupees. If the Hon'ble Minister considers about the Saran Engineering, which is the oldest Lathe and sugar mills spare parts of the country after consultation with the department, it can become a mean of generation of employment for the people moreover, the people displaced from there and also those affected by its closure, can get employment.

I would like to draw your attention towards one more issue, which we generally come across during daily rail journey. The major trains now-a-days are Rajdhani and Shatabdi Expresses. I have met the Hon. Minister several times and requested him on this issue. In Rajdhani and Shatabdi Expresses, we enjoy the facility of reservation by virtue of our being members of Parliament, we don't have to bother about waiting list. In case of other trains, if you have got reservation once then you can travel comfortably, But in Rajdhani Express and Shatabdi Express, there is no concept of R.A.C. If a member of a family goes to purchase tickets, he gets confirm reserved tickets for first two persons only and the third and fourth persons of the family get tickets in waiting list. Suppose the last two persons of that family are unable to get reservation till the date of journey, travel in the waiting list ticket then in this case they have to pay double penalty. I would like to urge the Hon. Minister that in this case, the unconfirmed tickets of the same party should be atleast treated as RAC and permission for the journey should be given.

One more issue which is very important, is the security in railways. We have raised this issue on several occasions earlier in the House and there was a lot of heated arguments once this issue. A sub-inspector of Delhi Police, who hailed from my constituency, was killed in an encounter with the criminals. We raise this issue in the House and feel that this issue is resolved. The Hon. Minister has just expressed his difficulties and constraints. There is a train namely Mahananda Express in Bihar. Once I was travelling in that

train when I was an M.L.A. I was travelling alone and a murder took place before me and I was dumbfounded. I read a newspaper three days before that a similar incident had taken place in Mahnanda Express and it shows that dacoits get probationary training in Bihar and railway is also involved in this act.

MR. CHAIRMAN : It is a very serious matter.

SHRI RAJIV PRATAP RUDY : Anarchy prevails in entire Bihar. The problem of train dacoities, is different from the problems of unemployment and social inequalities in Bihar. It is because the passengers travelling in trains do not belong to Bihar alone. The trains passing through Bihar have passengers from North-East, Karnataka, Andhra Pradesh etc. They travel in under the fear of being killed and their belongings being looted. The State Government has failed to take any steps in this regard. However there is least probability of steps being taken by the State Government. As the responsibility is entrusted by the Constitution to the State Government, we expect some action from their side. But the Central Government has also failed in taking any steps. You claim that fifty percent fund are given to the Railway Protection Force. In spite of this, you do not have any control over it. It is to be done by the Lok Sabha then we all are ready for this. You bring an amendment and take the issue of railway security in your hand. The whole House will support to give you this authority. In this way, the responsibility could be fixed for the increasing number of incidents of dacoities taking place in trains. This is an important issue.

The Hon'ble Minister is not present here. The R.P.F. and R.P.S.F. were deployed in his constituency. His intention appears to be bonafide, he has nothing to do with these things. It is all right that he had made efforts to deploy them in his constituency, but there was so much controversy that commandants and the controlling officers who had gone from here refused to sign on that list. If such type of protest is witnessed on their deployment of personnel of RPF and RPSF in the constituency of the Hon. Minister then it is an issue of concern for us. No decision has been taken in this regard till date. I would not like that any type of allegations are made against the Hon. Minister because I know that his intention was good. But if somebody acts without his knowledge then the Railway Department must look into it.

I am unable to understand, the intention of the Railway Recruitment Board. It's chairman is appointed on political consideration. Whenever the government changes, all the chairmen of Zonal Railway Recruitment Boards are changed simultaneously. We have to ensure as to how we can keep a check on them. It is necessary to keep a check on the frauds and irregularities bring committed in this board. The officers included in this board are generally the persons who were earlier working on the platforms. We are M.P's, therefore they talk with us continuously. However one can observe how they behave with our family members and others. If sometimes they happen to sit at the platform counter and tell us about the arrival and departure of trains, it seems as if they are obliging us. Therefore the element of commitment should also be taken into consideration at the time of recruitment.

[Shri Rajiv Pratap Rudy]

I would like to give an example. Once I was standing at the Sagar Railway Station of Madhya Pradesh. Eight or ten people were standing at the counter and they were waiting for the opening of counter. Seeing them in the queue, I went to take tea. When I returned after sometime I saw that another counter in the side was open. When I asked what was the matter, they told me that our passenger train was running late by four hours. We wanted to return the tickets. The prices of the tickets varied from eight, ten or twelve rupees. They told me that the person sitting at the counter was charging four rupees per ticket to return and they were protesting against it. On their protest, the counter person told them to stand there. When I discussed this thing with the ticket supervisor there, he agreed with my views and revealed that they received many complaints against the person sitting at the counter. It was further revealed that his appointment was made on compassionate grounds and that is why he did not know as to how much hardship other had to undergo to get a job. They got this job with their hard work and not on compassionate grounds.

[English]

Motivation at the stage of recruitment; selection at the stage of recruitment.

[Translation]

This is a very useful for the good performance in railways. Had Ram Vilas Paswan been present here, I would have raised some old issues, but I feel that we will give you funds to run railway. But you must consider as to how railway should be run, what type of persons should be provided facilities in railways and how the image of railway should be improved all over India. When we write Indian Railway the map of whole country comes to our mind and the people like me want that the image of Indian Railways should be maintained with these words, I conclude.

SHRI MANGAT RAM SHARMA (Jammu) : Mr. Chairman, Sir, we all are raising the issues relating to our own State or our own constituencies while speaking on Railway budget. I have listened to the points raised by my friends who participated in this debate. Many good suggestions have been given by them regarding the manner in which improvement could be brought in the working of Railways. I want to submit that before 1947 i.e. before partition or Independence, there was a railway line upto Jammu. Train used to go upto Jammu. Today, after fifty years also the train go upto Jammu only. In Jammu & Kashmir there is very less population which is still connected with railways. We have made no progress since 1947. However, today I want to congratulate the Railway Minister and the Railway Department. No doubt, the foundation for a railway line from Jammu to Udhampur was laid during the reign of Smt. Indira Gandhi and work had also started on it. But the scale on which this programme has been sanctioned for Jammu and Kashmir by Railway Department is a matter of happiness. Railways has given attention not only Jammu & Kashmir but to eastern states like Assam and others also. This is also a matter of happiness because giving attention to the areas which remain cut off from rest of the country, is a matter of doing social justice. This is a policy to bring the backward people

in the mainstream I appreciate it. I think when this project worth Rs. 2500 crore from Jammu to Udhampur, Udhampur to Katra and Katra to Baramullaha will be completed, the thinking of the people of the Jammu & Kashmir would change. Majority of the populations of J&K have not seen the train so far. They feel neglected and find themselves far from the mainland. This is the reason that Pakistan and its agents take advantage of their weaknesses and instigate them against the country. They spread terrorism there. If the railway expands its network there, I think the people will come to the main stream and the feeling of patriotism will increase and the political interference of Pakistan will also come to an end. With this, our defence will become more strong. Today supplies to defence are made by buses but if the railway will expand upto Poonch and Rajori, I feel that defence expenditure will come down and our defence will become more strong. Therefore, I am happy that it is for the first time that this project has been sanctioned. Our former Prime Minister Shri Deve Gowda had announced in Udhampur that alongwith railway budget the Central Government would also provide funds for this project and this would be taken up as a national project. His announcement was welcomed by the people of Jammu & Kashmir and the M.P.s from there. I think that the work of railway can progress in this manner.

More than 50 lakh people go to Vaishno Devi every year, you have allocated an amount of Rs. 100 crore for laying the line upto Katra. It has been promised that the work on Jammu-Udhampur line would be completed during 1997. I would like that the work on the railway line upto Katra should be taken up on priority basis and the work at Kajikund and Baramullaha should also be started so that the people could get employment and preference should be given to the labour class and contractors living there because terrorism unemployment and blood shed is prevalent there.

I would like the work to be started at these points so that people could get employment. The single track from Jalandhar to Jammu should be doubled so that the frequency of trains could increase and people could feel comfortable in travelling. Simultaneously Rajdhani Express which goes upto Jammu once a week should be started daily from Delhi. The number of passengers is also more for there and the people have been making this demand also.

The States of North India falling on Jammu Hardwar route had demanded that since no railway service from Jammu to Hardwar was available and people visited Hardwar in happiness and sorrow, one train should be started from Jammu to Hardwar daily. The Honourable Minister had promised for it but nothing has been done.

Besides, there is unemployment also. Shri Rajiv Gandhi's initiative had helped establish a coach factory in Kapurthala. Thousands of people are working there. We make demand to open similar type of factory in Jammu also. There is no shortage of wood in our State. If it is done the unemployment of the State will be removed and it will also help in fulfilling the shortage of coaches. Since there are very less number of industries in our State, the employment opportunities are also less there. With the setting up of coach

factory, people will get employment. I think the Honourable Railway Minister will give attention towards it. I am happy that the last two budgets presented by Paswanji, Satpal Maharaj and the members of Railway Board have been very good. These budgets provided for expansion, and consolidation, survey for new railway lines and running of trains where new lines have been laid and increased in the frequency of trains also. The number of trains at those stations where less number of trains were being operated have been increased. They have tried to connect the backward areas with railway service and started new trains. I appreciate their effort and congratulate them for this work. My friends say that he has promised all these things but where the money will come from? I would tell them that at least, he has made announcements and so far as funds are concerned, now we all will put pressure on the Central Government to give support and matching grant to Railway department. Railways earn money from their own sources also. The Central Government should also give some funds because it is a social service. This matter relates to the benefit of general public and to provide them better and cheap transport. I think they have presented a good budget in a difficult situation. Their behaviour with the people is good and their intention is also good. Therefore I support the budget but I would like the shortcomings therein to be removed.

One of my friends has given a suggestion on the question of dacoities taking places in the trains that Railway should take this task in their own hands. It is not possible. If Railway take full power in their own hands then its full budget will be spent in this task only. What for is the State Government there? There should be joint responsibility of the State Government and the Railway. Some responsibility should be taken by the State Government, some by the Central Government and some by the Railway. Only then the incidents of dacoity, theft, eve-teasing can be checked in railways. When these three will work together, such incidents could be checked. I want that the Railway Minister should call a meeting of all Chief Ministers and seek help from them in this regard. None other than the State Government know the facts. It has information about the person of bad characters and dacoits in different areas? The Central Government have no such knowledge. That's why it is necessary to involve the State Govt. to check dacoities and anti-social activities. I know that adequate attention will be paid to this issue.

Jammu is an important station. The Railway Ministry should pay attention towards that station in order to make it a modal station. Everything is functioning well because of Railways employees. Because of their good discipline there was no strike during United Front Govt. Everybody is working properly. So, I request an early implementation of pay commissions Report. The proposal of raising the retirement age from 58 yrs. to 60 yrs. by the commission is a good step. By doing so you may retain the experienced persons which will be ultimately beneficial to the Govt. of India. I want that this shouldn't be deferred and be accepted forth with early action be initiated in this regard so that service of experienced officers could be utilised for Nation's progress.

With these words I support the Rail Budget and congratulate the Hon'ble Railway Minister for presenting a good Budget. I appreciate him for his efforts to improve amenities in the Railways.

SHRIMATI BHAGWATI DEVI (Gaya) : Madam Chairperson, I am speaking in support of Rail Budget.

I do not know whether there exists any other class than 1 AC, 2 tier AC, 3 tier AC, 1st class and 2nd class in this Railways. Yes, there's a class called 'Roof class' on which only poor people travel and there's a gallery class in which people trample one another. Why is such a discrimination exist even after 50 yrs. of Independence? It is a common phenomena here to raise the question of dacoity. I want to know whether the poor people do dacoity? The poor people do not possess any arms. These acts are committed by those who have powers and availability of arms and are creating enmity here. If this habit is not changed then the gap between poor and rich will further increase. Hunger makes a man wild. If the persons travelling in higher classes will keep on giving step-motherly treatment to the poor people then the relationship of brotherhood is difficult to exist. Is this the meaning of Independence where one brother is affluent and other is facing extreme hardships? How can you continue this step motherly treatment? Water and electricity are not available. I have braved the atrocities of Britishers 50 yrs. ago and now your atrocities are difficult to bear. How far I can carry this load? It is unbearable now I wish that a coach be attached for poor people otherwise future does not augur well. Independence means that we have right to speak. I haven't got any thing after coming in Lok Sabha not I am going to get anything but I can put the demands of poor forcefully. How much pressure you can apply on poor in this House? Bihar is dubbed as a thief and the Chief Minister of Bihar called corrupt. I want to know from this House that Bihar provides coal, manganese, iron but head offices of companies are located elsewhere. Who are the persons managing these offices? Who use income tax of these companies only a handful of five percent people use it. Those who mine coal are poor people and are suffering from T.B. and leprosy. They do not get medicines. The poor people are buried alive but hardly get any compensation and these people say that they are engaged in train dacoity. An enquiry committee be constituted to enquire who does this act and whose son is he? Whoever is found guilty must be punished. I want to tell in clear terms that how much will you pressurise the poor? They do not have home to live in nor have anything to eat. He toils and does physical labour still he cannot manage to get food for two times. Those who are unemployed and worthless are engaged in dacoity in night as well as in day. They conduct dacoity even after sitting in home and in office. During the night they enter into the train and conduct dacoity. Only those who have means, indulge in dacoity. But who are apprehended?

I want to tell clearly about the places where the major incidents occurred? Gandhiji was murdered in Delhi, Indira Gandhi was murdered at her residence in Delhi, Rajiv was murdered in a big city of South India important leaders/people are being murdered in big cities. How far this atrocity will

[Smt. Bhagwati Devi]

continue ? You are blaming Bihar. Had any incident occurred in Bihar ? Former Prime Minister Lal Bahadur Shastri died in Tashkent when he had been there for agreement. Who is responsible for this ? Is Laloo responsible for this ? Has Laloo committed murder ? Whether poor people are responsible for this ? One can stoop to any level to conquer power. I want to tell you as a representative of workers that please do not give step-motherly treatment, do not run so many types of trains. Had Bihar been separate there would not have been single train passing through Bihar. Trains go there cause of coal. Whether coal has to be carried to Kanyakumari or Mumbai or Calcutta, they exploit Bihar from all corners. Whether the peasant of Bihar are thieves ? All the newspapers have published that the wheat of Bihar is infected. Whether it is a fact ? It has been said that the wheat of Bihar has become black and is poisonous so the prices of wheat will be around one & half or two rupees per kilo and then the same wheat will be sold ten rupees a kilo when it will be transported to businessmen. This is simple loot through prices. Whether the Govt. will control it ?

Many people say that poor people from Bihar go to Punjab and Delhi in search of livelihood. Poor people from Bihar come to Delhi but do not get their salary even after working five year in factories whether the Govt. will look such factories after conducting enquiry ? People say that the son of Laloo Yadav is studying outside Bihar I want to know whether the wards of various leaders are not studying abroad ? Why his son is target and they say that his son will become officer ? A dowry of fifty lakh rupees would be demanded. Only those having fifty lakh rupees would be able to afford the marriage. I am telling you about the ways of the rich people say that bonds are breaking. It is the poor who is breaking the bond? The rich are destroyed the houses of the poor. If the houses of the poor are destroyed they will clash with the rich and the rich class would also not be spared.

What is the situation of the poor today? On one hand the poor work as peons, Khalasis and coolies and get three hundred rupees as remuneration for their hard work and on the other hand, the officers get a salary of Rs. 10,000 this disparity should be removed, otherwise our future generations will never forgive us. I also want to say that there should be coaches of only one class in trains. Presently, there is disparity in education also we should make such provisions so that the rich as well as the poor are given similar education. Only then the disparity in education can be removed.

Lastly, Gaya and Bodhgaya are very prominent tourist spots which attract a large number of tourists from throughout the country and abroad. It is known as the city of Brahma and Vishnu. However, there is no direct train for Bodhgaya where Lord Buddha attained enlightenment. Is this not a case of step-motherly treatment ? I demand that Buddhist circuit and Bodhgaya should be linked with service and rail link should be provided from Gaya to Mathura. The doubling of Gaya-Patna rail line should be completed without further delay. Besides, direct trains should be introduced from Patna to Calcutta, Madras and Mumbai. There are so many trains yet there is not a single direct trains from Gaya. I want that

more trains should be run in Bihar. New trains should be introduced from Gaya. A rail coach factory should be set up there. Sufficient space is available for the purpose. With these words, I thank you.

[English]

SHRIMATI GEETA MUKHERJEE (Panskura) : Hon. Chairperson before I start speaking on railways, I give my whole hearted support to my sister Shrimati Bhagwati Devi for talking about Dahej.....(Interruptions)

[Translation]

Bhagwati Ji has raised the issue of dowry here and I fully support her on this count because this is sick a problem which is connected with the Railways and with the common man. This, I thank you and support your point....(Interruptions)

MR. CHAIRMAN : You should be pleased.

SHRIMATI GEETA MUKHERJEE : The Bill regarding woman's reservation is to be introduced in this very session which will be beneficial to you and be in your interest. In all probability, the bill will prove to be beneficial....(Interruptions) Now I come to the Rail budget....(Interruptions)

MR. CHAIRMAN : Now let the discussion on Rail budget continue.

[English]

SHRIMATI GEETA MUKHERJEE : A number of things have been dealt with in the Report of the Standing Committee on Railways which I fully support. I will just refer to some of them after I talks about certain projects of my own state.

Firstly, I would thank the committee for pointing out the question of extension of Calcutta metro Railway from Tollyganj to new Garla. Here, I would like to inform the minister of State for Railways, Shri Satpal Maharaj on one point.

[Translation]

I would like to inform the Minister of State in the Ministry of Railways, Shri Satpal Maharaj that the State Government is prepared to bear 20 per cent of the expenditure likely to be incurred on Tollyganj - Goriahat Metro Rail project of Calcutta.

[English]

Out of Rs. 522 crore, 20 per cent will be paid by the State Government. The State Government has made it clear today. If that be so, then I hope it will not be difficult for the Railways to take up this very important thing.

As you know, our main city is really very much crowded because our road surface is only 6¼ per cent whereas it should normally be 34 per cent. That being the case, I hope you will think over it keeping in view the new information that I have given to you.

Secondly, there was the question of having the Shalimar terminal in Calcutta for the South-Eastern Railway, a terminal was to be built. The name of that was Shalimar terminal.

But unfortunately, this has not yet been started. It is very very important. It has been talked about for a long time. I thank the Committee for recommending that the Railways should think over it seriously. I suggest that you please examine it again.

There is the question of doubling. Generally, the total allocation for doubling has been cut down. But, I think, there are certain small doubling projects which are very important and it will be very much paying, for example, Midnapore-Kharagpur and Burnpur-Asansol. Midnapore is only 10 kilometre away. The doubling of 10 kilometre line will give you more passengers. Because of EMU and new MMU, etc., you are losing many passengers. No, the buses are taking those people. Pollution is, of course, one of the big problems. Then, petrol is also one of the big problems. So, this doubling will help. I am also mentioning Midnapore-Kharagpur and Burnpur-Asansol. I request you to go through particularly these two projects.

As far as the Committee's Report is concerned, on page 106 in para 2.77 they have suggested a number of schemes which are in our State and where we need more help from the Government. In that, the Committee thinks, and rightly so, that ultimately it will be more paying also. For example, electrification of Barashat-Hasnabad and Bongaon-Ranaghat sections is very much needed. Shri Ram Vilas Paswan told Shri Ajay Chakraborty, who is an MP from that area, that if the Eastern Railway authorities send their report about the necessity as well as how much will be spent, that is, more or less, calculation, then he would agree because it is not a big project. As far as I understand, the Eastern Railway authorities have sent their report back about both the projects. Firstly, they have said that the people of that area are very much in need of that. They have also indicated the amount that is likely to be needed for electrification.

Then, all of you know that the Eklahi-Balurghat section is a vexed one. The Eklahi-Balurghat in North Bengal is really a backward area. That is why some more money should be put into it.

Then, in North Bengal, there is a need for establishment of rail line between Gunjura-Ghajole. This is also in North Bengal which again is very much backward.

If you compare it with the rest of Bengal, that is South Bengal, it is backward. Similarly, there are certain other projects as well. I would not read all of them. I am just reading some of the very important projects among those.

One is the construction of a railway line from Bangao to Petrapol. This is very very important. It is because in view of the better relations that we are developing with Bangladesh, this Petrapol and the last point between India and Bangladesh. Extension of this line would help both the countries.

SHRI CHITTA BASU : Petrapol in Bangladesh only.

SHRIMATI GEETA MUKHERJEE : It is the first point for Bangladesh and the last point for India. Extension upto that point would really help us in sending our things there and would help them as well in sending their things to this

country. Transit is a big problem. Now when we visited Bangladesh as a part of the official delegate to discuss about the water problem the Bangladeshis were very afraid and they were saying that we had gone there for transit must say here at our present Prime Minister who was the then Minister of External Affairs was very clever. He said, well, we have come here only to talk about water. Now if that problem is settled, there is nothing like it in any case about transit you think over as to whether you would like to take your thing on your head or not. It is your business. On hearing this, everybody started laughing and it was quite natural as well because nobody could have a full import-export by carrying headloads. Therefore, the extension up to Petrapol is very important.

The next point is about the extension of the metro railway line from Dumdum to Barasat.

SHRI CHITTA BASU : What about the extension of the Howrah-Bongaon line?

SHRIMATI GEETA MUKHERJEE : Yes, the extension of the Howrah-Bongaon railway line is my next point. This is on one side of Calcutta and therefore, it is very essential. I have already mentioned about the Howrah-Bongaon line. Now, the other point is about the fourth line between Howrah to Panskura and third line between Panskura to Kharagpur. Part of it falls within my Parliamentary constituency and part of it falls within the Parliamentary constituency of Shri Indrajit Gupta. All that I could say in this regard is that on these lines also you would be able to get a lot a passengers. In this context I would like to thank not only Shri Basudeb Acharia but also all my other colleagues in the Standing Committee of the Railways for having given a thought on these long pending demands of ours.....(Interruptions)

SHRI A.C. JOS (Idukki) : Madam, some conversation is going on in Bengali amongst my friends from the State of West Bengal. They are discussing amongst themselves about the problems of their State. We are not able to hear anything.

MR. CHAIRMAN : It is very true.

.....(Interruptions)

SHRI A.C. JOS : You do that. But the only thing is that let us also participate in it. Shri Acharia is the Chairman of the Standing Committee on Railways.

MR. CHAIRMAN : It is only fair that he should also get the benefit of it.

SHRI BASU DEB ACHARIA : Some projects for Kerala have also been included in the Report of the Committee.

SHRI A.C. JOS : Nothing is there for Kerala.

SHRI BASU DEB ACHARIA : Then, I think, you have not gone through the Report.

SHRI A.C. JOS : I am not complaining about you talking amongst yourselves. The only thing is that we are not able to hear anything.

MR. CHAIRMAN : Geetadi, he also wants to have the benefit of it.

SHRIMATI GEETA MUKHERJEE : We come from the land of the *Viswakabi* Rabindra Nath Tagore. We just cannot ignore Kerala and talk only amongst ourselves. It would be impossible for us to do so.

Now, the Committee has also recommended that whatever has been provided for in the Budget for the State of Kerala is too little and they have recommended many new projects for Kerala and have also recommended giving more money.

You may refer to Page 107, paragraph 2.78.

"The Committee note that the allocation of Railway Development for Kerala which was Rs. 127 crore in the Budget, 1996-97 has been reduced to Rs. 34 crore without any justification."

It has been mentioned that without any justification the allocation was reduced. A number of projects have been mentioned. They have said and I quote :

"The present provision of Rs. 17 crore for doubling of Mangalore-Shornur line should be enhanced by reappropriation for speedy completion.

Likewise, Kollam-Trivandrum doubling should also be completed soon".

SHRI A.C. JOS : My intervention has worked well. You are now speaking about the State of Kerala.

SHRIMATI GEETA MUKHERJEE : At page 107, one after other the names of such projects which need more money have been clearly pointed out. I am happy to note that, because we are as much interested in Kerala as in our own State of West Bengal. These are some of the concrete projects which I would like to point out.

Apart from this, I would like to say one or two other things which the Standing Committee has recommended or discussed. One of the point is, the market share of the Railways in total surface transport has been declining. This is one of the important points because from all points of view it is necessary that the Rail transport should increase. Transport here particularly means the goods transport. Oil has also pointed out that Railways have enough number of wagons and tankers to carry gas but unfortunately the Government has gone in for construction of gas pipeline. It would mean more money for the Railways. The Railways are deprived of that money. Therefore, the Committee has rightly pointed out that instead of going in for gas pipeline, the Railways, which have the adequate number of wagons and tankers, should be given this job. This should be seriously taken up policy-wise with the Ministry of Petroleum.

Then there is another thing, though a small thing, which has its own relevance, that is the first-class coaches. The first-class coaches are generally being discarded and the reason being given by the Railways is, people do not like first-class coaches. They rather prefer AC two-tier coaches. My experience is, that it is true for very long distance travel. For short distances, like on night travel or part of the day travel, many people do not like AC coaches. They like first class coaches. The Railways have the infrastructure to pre-

pare as many first-class compartments as may be required. It will not be as costly as AC compartments. Therefore, keeping in view the short distance travellers, the Railways should consider it seriously.

17.00 hrs.

In that case, people would have to pay a little less than what they do now and at the same time the Railways too would be saving money. Therefore, the first class coaches should not be discarded, particularly in those areas where distances travelled are shorter.

On the issue of vendors, both the Railways and the Standing Committee were very critical. It has been pointed out several times that vendors keep entering the coaches all the time, particularly so in the Eastern Railway Zone. I would like to make a point here. Who are these vendors? These vendors are mostly the unemployed youth who have no other alternative for their livelihood. These people can be given licences on payment of a licence fee. The system of licensed vendors, in Railways should not be given up. In any case there is very little recruitment taking place in the Railways. What will these boys and girls do if they do not have a means of livelihood? They may turn to begging. I think that these vendors are not at all involved in train dacoities. That is not our experience, In fact, it is the other way round. They sometimes prevent train dacoities because it is not in their interest. They want to keep earning normally. That is why I think the railway administration as well as the Standing Committee should seriously think over this point.

The Standing Committee has also said that surveys in general take a very long time to be completed. In fact, when a list of surveys is announced, one becomes a little apprehensive of its implementation because one does not know how would it take for that survey. In fact, survey sometimes becomes a surreptitious way to avoid a project. What is the reason for surveys being delayed? The Railway say that their machinery for survey is inadequate. If their machinery is inadequate as a result of which it takes a long time, what happens ultimately is that there will be cost escalation. The Railways have a number of people who are in surplus. If it be so, those people can be trained in that particular trade and can be put on the surveying job. Since without survey we cannot start a new railway line, this aspect should be seriously looked into.

Regarding safety, it is true that some time before, not in the immediate past, a lot of accidents were taking place. One of the reasons as to why the railway safety was endangered, as given by the Railway authorities, was that sometimes too much work is given to the loco-running staff. For example, they are made to work for more than 10 hours continuously. It is very difficult for loco-running staff to remain alert about the signals and everything if they work that long continuously. The Railways are saying that they are giving training for the loco-running staff in different ways. So far so good.

But over-working of the loco staff should be avoided in order to avoid accidents. Of course, there are many other things with regard to safety but I am not going into them now.

Now, I will come to 'Own-Your-Wagon' scheme. When this scheme was introduced, the idea was that this will help our industries in getting their own wagons for carrying their own good. But here it seems that the industries are finding it difficult to buy those wagons because the cost of those wagons is very high. In that case, the railways will be losing some goods which will, now, be transported by road. So, this matter should also be seriously taken into consideration.

17.07 hrs.

[SHRI BASU DEB ACHARIA *in the Chair*]

Now, I will come to dacoities that are taking place in the trains. The situation is very complicated now. Some are saying that this matter comes under the State Government, and some are saying that it comes under the Central Government. But one does not exactly know where does it come. I would also like to mention about filing an FIR in train. It can be outside the realm of that particular area where the dacoity had actually taken place and so on and so forth. It seems to me that since the rail dacoities are on the increase, they require a serious discussion among the State Government, railway authorities, and the Union Home Ministry. We also have RPF. In this connection, I suggest that the association of RPF should also be thought over.

Last but not least, there is a massive increase in freight rates. It has gone up to 12 per cent. I thank, Shri Paswan, who has excluded certain items from the list. I would say that even this 12 per cent increase is too much. It will have a cascading effect on prices and also rise in the rate of inflation. Therefore, this has to be thought over. This 12 per cent increase, as suggested by the Committee, will have to be brought down. For this, I fully support the idea that the budgetary support to Railways is very very essential. I will extend my full support to Shri Paswan. Let him get greater share from Shri Chidambaram by the time he replies to this debate. I hope all of us agree to this idea.

With these few words, I conclude my speech.

[*Translation*]

SHRI THAWAR CHAND GEHLOT : Hon. Mr. Chairman, Sir, after going through the present Railway Budget, I feel that it is not going to make any contribution in the progress of the country. This budget seems to be aimed at maintaining *status quo*. It is a discriminative budget. In comparison to the period of pre-Independence, less railway lines have been laid during the post Independence period during the pre-Independence period on an average 600 to 650 km rail line used to be laid every year which has come down to 160 to 170 km per year over the years after independence. The allocations made for various items in the present budget also suggest that in the coming years expansion of railway net work will be carried out at just the same pace. The provision made for it in the present budget is just one percent of the Development Fund you have raised the freight charges by 22 percent during the last 9 or 10 month. We were hoping that this amount, which comes to 1 percent of the Development Fund, will be certainly increased but it has not been

done. While studying the annual report of your department, we found that number of diesel engines have declined. The number of SC/ST employees as well as the total strength of employees in Railways has declined. You have not said anything about filling up the Existing vacancies. We all wish their development and they should be given employment only then they can make progress like the people of other communities.

About 14 percent diesel is pilferaged in Railways. No mention has been made in this report about the special measures proposed to be taken or any action plan formulated to check pilferage of diesel. I would like to say that 14 percent diesel is not a meagre quantity and this pilferage should be checked so that the funds being spent to make up this loss of diesel could be used for development. As per the General Budget. There is heavy debt on the country. As per the data available, we have also borrowed a loan of Rs. 6436 crore from the Indian Railways Finance Corporation. Recently, you were to make payment of Rs. 954 crore. I want to know as to whether you have made this payment or not?

What measures you propose to take to bring down the increasing burden of loan on Indian Railways? You are earning an income of 59 percent from freight charges but why you do not increase your income from other means of railways? No efforts has been made in this regard. You are replacing many old railway lines. Many train accidents are taking place due to which their bogies are becoming useless. Thus all those old rail tracks and bogies become scraps. Why you do not sell them? If their prices assessed, they could be worth of many crores rupees. This amount increase your income. But so far you have not any steps in this direction. A huge quantity of such scraps worth crores of rupees are lying useless. I request you to please take note of these things. I request the hon. Railway Minister go through the page number 14 and 17 of the Explanatory Memorandum mention has been made about the budgetary estimate for the year 1997-98 in respect of operational expenditure. There is big difference in the English and Hindi version about the data. I don't want to waste the time by going through it line by line. But the point is as to why is this difference? I want to know from you as to whether English version is correct or Hindi version. Likewise there is a difference of Rs. 200 crore on page No. 14 in English and Hindi version. There are such more mistakes on several other pages. This is my request to you to kindly go through the data which are given to us. It hardly matters whether we get time to read that or not but it is your moral duty to check it. Even if you do not get time to read the figures, kindly ask your subordinates and staff to check the figures and bring the mistake, if any, to your as well as to our knowledge.

Sir on this occasion, instead of saying too much about the Railway Budget, I would say only that please do some thing more for Madhya Pradesh and compensate the Budgetary injustice that has been done with the State. Geographically Madhya Pradesh is the biggest State of the country if we cast a look at the Indian railway map we will find that

[Shri Thawar Chand Gehlot]

except for Madhya Pradesh the Railways have laid their net work every elsewhere but so much land is available in Madhya Pradesh for laying of railway lines. I fall to understand as to why this kind of discrimination is being met out only to Madhya Pradesh? I did not expect such kind of partiality from you? Might be that due to some reasons or other you failed to take note of it. Therefore, now it is my request to you to pay your attention towards Madhya Pradesh also. Correct the things as early as possible.....(*Interruptions*)

THE MINISTER OF RAILWAYS (SHRI RAM VILAS PASWAN) : Where do you want railway tracks in Madhya Pradesh?

SHRI THAWAR CHAND GEHLOT : I will tell you. On earlier occasions also we, the honourable members totalling 12-15 in number, made request to you as well as to the hon. Prime Minister. We were assured by you and many correspondence took place between us. But in response to our letters, you always write that you have received our letter, dated such and such and the matter in being pursued in your department. How sad is it that you are pursuing our matter since nine month but without any results. We do not expect this from you. If you want, you can give us results without any further delay. We, 15-20, members have requested you to set-up a railway Zone in Bilaspur Most of them including Shri Arjun Singh, Shri Vishweshwar and Shri Sunder Lal Patwa have made their requests before you. On your front, you also gave your assurance. We met the hon. Prime Minister who also assured us of some action in this regard. Sir, one day before the presentation of Budget it was said that he would make some declaration in respect of Madhya Pradesh but no such announcement was made during the presentation of Budget. Therefore, when you give your reply, kindly accept our request and make an announcement to set up a Zone in Bilaspur.

Sir, I have made one more request and that is to link Jhalawar and Kota with Ujjain and Agra. During the time of princely state, there was a railway line between Ujjain and Agra but during the Emergency period, when there was nobody to listen our voice, that track was removed. In this connection I, alongwith 15-20 other hon. members, had submitted a memorandum to you demanding survey of this route and laying of railway line. That time you had assured me. Even after that I had written you letters and meet you personally. You had told me about the survey work to be conducted in 1997 itself. But when I went through the survey list, there was no mention about this route....(*Interruptions*).

SHRI RAM VILAS PASWAN: Which route ?

SHRI THAWAR CHAND GEHLOT : Jhalawar and Kota side via Ujjain, Agra, Malwa. Earlier there was railway line during the period of princely states. That railway line was laid as a result of the efforts made by the forefather of Madhav Rao Scindia which was there till the Emergency period when it was removed. Earlier the work between Devas and Makari on Dahad-Indore-Makari route was started and a sum of Rs. one and a half crore was sanctioned therefor in the last Budget but so far no work at all has been undertaken on this route. That has been held up.

I thank you for providing Rs. three crore in this Budget

for this project but it should not remain confined only to the papers, therefore I request you to release this amount very soon and get the work done as soon as possible.

Likewise work to construct an over-bridge at Devas situated at highway in my constituency Bhopal was started way back in 1989-90. Madhya Pradesh Government had given their approval and the work had commenced. But due to certain reasons it was left incomplete. Now I request you again to complete it expeditiously.

The National Highway No.3 links Agra with Mumbai. There is a railway crossing, namely, Maksi on Ujjain Bhopal railway line in my Parliamentary Constituency(*Interruptions*). The work was also started on this project but it could not make much headway. My request is that you give your approval to this work so that it is completed soon. Earlier approval was given to conduct a survey for laying of new railway track between Harsoot and Shahjahanpur but so far the survey work has not commenced. I request you to kindly conduct this survey for constructing new railway track between Harsoot and Shahjahanpur which would bring these stations very close to Guna-Dina. It will benefit a lot to the people.

Hon. Railway Minister, Sir, Indore, Ujjain, Ratlam and Nagada railway stations of western Railway Division are the most revenue earning sources but there are lack of facilities at these four stations. Platforms are not in good condition having no shed at all. In Nagada, Gwalior Rayon is having its biggest factory where movement of railway wagons is very frequent but the Grasim industry is incurring heavy losses due to non-availability of a railway yard. Likewise Devas is an industrial area and many industries are set up there. I have given a detailed representation to the General Manager, Western Railways and the DRAM, Western Railways, Ratlam in respect of the problems of Devas also. I would like you to look into the demands raised in the representation and meet the same.

Hon. Railway Minister, Sir, I have to make one more request. Tickets in the superfast trains running between Janmu Tawi and Mumbai is not available at Nagada railway station for Delhi and Mumbai. Stoppage is there but since tickets are not available, it is no use for the passengers. A distance of 695 km is not a small distance, therefore, the ticketing facility at this railway station should be provided immediately.

There is one more superfast train starting from Indore. Season ticket is allowed from Nagada to Indore but it is not allowed from Indore to Nagada when the train returns. What kind of this double standard is ? This is sheer injustice with the passengers. Therefore you kindly look into this problem also. Moreover there is no VIP quota at Indore in spite of the fact that population-wise Indore is the biggest city of Madhya Pradesh. I request you to provide VIP quota at Indore railway station. Reservation quota provided in different trains at Devas, Ujjain, Sujapur, Shahjahanpur and Nagada railway stations is also far less which should be increased by you. The railway hospital in Shahjahanpur is in very poor condition which should be made well equipped. The

train between Jaipur and Madras runs only a day in a week. You had said to increase its frequency to run it three days in a week but so far its frequency has not been increased from one to three days in a week. I request you to run it three days in a week.

MR. CHAIRMAN : It is enough now. Thank you.

SHRI THAWAR CHAND GEHLOT : Mr. Chairman, Sir, the Government is meeting-out step-motherly treatment with Madhya Pradesh. Therefore, it would be better if you allow me to speak for a couple of minutes more.

MR. CHAIRMAN : Already I have given you sufficient time.

SHRI THAWAR CHAND GEHLOT : Thank you.

[English]

SHRI A.C. JOS (Idukki) : Thank you, Sir, very much for having given me this opportunity to participate in the discussion for the Demands of Grants for the Railways. India is a very vast country and the Railways are really doing a good job. We have to be really proud of our Railways. Our railway is one of the biggest and largest railways in the world. Despite all the defects and faults those are pointed out here, our Railways and the railwaymen are doing excellent job of hauling our goods as well as the passengers from far and distant corners of this country. That is a part of the national integration also. By the completion of the North-Eastern portion of the railway, we can say that our Railway connects our country from North to South and from East to West and each and every corner of the country.

When we look at the Railways, I feel that this Railway Budget and the Demands are to be discussed and supported on the basis of issues. I would like to mention to the hon. Minister of Railways that the Demands are to be supported and discussed on the basis of issues.

Sir, we are coming from the southern most tip of the country Kanyakumari and Trivandrum. As you know, Kanyakumari is the southern most tip of the country. We people – Malayalees or Kerala people – are the most travelling people because the density to population is more than that of any other State in this country. In order to earn our bread and butter we have to go to different parts of the country. My friends Shri Sarpotdar is here. A lot of Kerala people are there in Mumbai. There are a lot of Kerala people in Delhi. Every Railway Budget is a knock on the head of the Kerala people. Even the slightest increase in fare is costly for us. This time the hon. Minister of Railways was very considerate to us. He made very slightest increase only. Even this slightest increase with regard to freight and fare charges is a major increase as far as Kerala people are concerned.

Sir, you are from West Bengal. The people of West Bengal need to travel for one day to reach Delhi whereas the Kerala people have to travel for three days to reach Delhi. We have to travel continuously for two days to reach Mumbai. You see the charges that we are paying. If you take the country as a whole, we, the people from Kerala, are the largest contributors to the coffers of Railways. If a poor man

has to come to Delhi from Kerala, he has to pay more than Rs. 1,000 to reach here whereas a man from Calcutta or a man from Mumbai need not do that. My submission slightly different. It is high time that the Railways think seriously about it. There should be some sort of parity in the freight and fare charges. I am talking about the people who are travelling more than 1,500 kilometres. They should be given some concession.

Sir, you consider for a moment that it a litigant who has a matter in the Supreme Court. He has to travel from Kerala to Delhi, normally it is not possible to travel by train or by air. Forget about air travel. Even for train Journey, you see the amount of money that he has to spend. My submission is that the hon. Minister of Railways, who has always been considerate and balancing in this matter, should consider a fare structure by which a person who travels more than 1,500 kilometres should be given some concession, some discount or some sort of fare equalisation in the matter of Railway. Otherwise it is always very hard on the people of Kerala who are coming from the South to pay such large amount of money.

My submission is that this is a serious matter which the Railway Board has to consider seriously.

What is the position of Kerala? The Railway Minister has been kind enough to send us the list of works – the railway lines etc.– that are being taken up there. My submission is : Can the Railway Minister tell me whether there is any other State which does not have a zonal office of the Railways? Kerala is the only State.

MR. CHAIRMAN : Gujarat, Punjab, Haryana and Jammu & Kashmir are also there.

SHRI A.C. JOS : You are the Chairman of the Standing Committee on Railways. I do not dispute you.

Another interesting thing is that we do not have even a Chief Engineer's office. The interesting point is that the Chief Engineer posted to Kerala happened to be a Tamil Nadu man, so, his office has also been shifted to Tamil Nadu. Now, it is in Chennai, with the result that every contractors, every small thing has to go to Chennai to get sanction. I agree with you that Gujarat or Haryana may not be having a Zonal office, but at least a Chief Engineer's office can be given to us. As a result of shifting of Chief Engineer's office to Chennai - we do not get much money at all - even the pittance allotted to us is getting lapsed because nobody is there to give the sanction. Even the smallest contractor will have to travel up to Chennai to get all his works sanctioned and come back. I am talking from my personal experience. So, I do not find any reason why Kerala should not have a Chief Engineer's office of the Railways. My submission to the Railway Minister is that if the Chief Engineer's office had been sanctioned to Kerala, he should find out why that office has been shifted to Chennai instead of Trivandrum, or Cochin, which is the hub of activities in Kerala.

Another thing is that during the Britisher's rule, we got railway and during these 50 years after Independence, the addition is only of 120 kilometres. Only the Ernakulam

[Shri A.C. Jos]

Kottayam line came and it was extended up to Trivandrum, and now the coastal railway has come. We have been demanding for new railway lines, but it all bell into deaf ears.

Finally, this year, he has sanctioned a new railway line from Angamali to Sabarimala. Sabarimala is the most important pilgrim centre of South India. We are talking about Tirupati. Only 50,000 or one lakh people may be going to Tirupati, but during one season of three months, more than five crores of people are reaching Sabarimala. From where are people reaching? They are reaching from Mumbai onwards. From Andhra Pradesh, everybody is coming by bus. There is a national waste, I understand that, more than six lakhs of vehicles are coming from outside the State. So, a railway line is absolutely essential and the money given in the budget is only Rs. one lakh. It affects the credibility, according to me, of the Railways because this amount of Rs. one lakh will not be sufficient for anything. Not only that, Sabarimala is to be connected to Kottayam via Punalur which can end in Kottarakara. That will work as a parallel line from Ernakulam-Trivandrum line and other lines. So, my submission and demand to the Minister is that this Angamali-Sabarimala line alongwith Kottayam-Punalur-Sabarimala line should to be taken up immediately. That will not only enhance the movement of pilgrims but also enhance the revenue of the Railways. Interestingly, if you take the per capita revenue of the Railways highest of it will be from Kerala.

I have not gone into the statistics and I could not find it there. As I said earlier, we the people of Kerala, travel a lot. Last year, the Minister of Railways had given Rs. 127 crore for the State of Kerala. According to my information, this year he has given only Rs. 30 crore to the State of Kerala. In the Budget only Rs. 30 crore has been allocated. It is very discriminatory and it is very humiliating. They are doing it like a colonial way of doing things. Every year, the Railway is increasing its works in other States, but in Kerala a dismal departure is there and that also, has come down to Rs. 30 crore this year from Rs. 127 crore which was given last year. We have met the Minister of Railways and he was kind enough to tell us that he would enhance it. I hope that he would make an announcement in respect of enhancing that amount at the time of his reply to this discussion.

SHRI MADHUKAR SARPOTDAR (Mumbai North-West): Did he say so with a smiling face?

SHRI A.C. JOS : He always smiles. He is a very pleasant Minister.

Sir, the situation will become very serious in Kerala once the Konkan Railway line is completed. Konkan Railway line is a very priced line for the whole of India. When the Konkan Railway line covering about 760 kms. is completed, the people of Kerala will be the beneficiaries. The travelling time of the people of Kerala from Cochin to Mumbai will be reduced by 12 hours and so, a lot of people will start travelling thereafter. So, unless the line from Mangalore to Cochin or Mangalore to Trivandrum is doubled, the Konkan Railway line will become a distant dream for the people of Kerala. That is why, we are harping on that point again and again and that doubling of Mangalore-Shoranur line is an essen-

tial requirement. Last time he had promised to do it. This time also he has promised to do it, but not in the Budget. According to me, it is not only a priority for Kerala, but it is a national priority. From the South to the North, from Mumbai and Delhi the traffic will be too much and finally the whole system will collapse. So, my submission is that immediate action should be taken in this regard, irrespective of the constraints. It is not the demand of Kerala alone, but it is the demand of the whole nation that unless you double the line from Mangalore to Shoranur, Konkan Railway will become not only a distant dream for the people of Kerala, but also we will not be the beneficiaries of that line.

Sir, another interesting thing is that, Konkan Railway line does not go through the State of Kerala. But the Government of Kerala also participated in equity participation of the Konkan Railway Corporation and the Government of Kerala has given money to it. Why? It is because we are one the largest beneficiaries of that line. I am prepared to admit that. That is why, I say that any route through Konkan Railway will be on top priority. So, I would request the Minister of Railways that he should consider it as a national priority.

Another line on which I would like to make a mention is Quilon-Trivandrum line and that line also should be doubled. In that line very little work needs to be done. Unless you do that, it will not go directly from Mumbai to Trivandrum and if that is done, it can go to Kanyakumari also.

Therefore, my submission is that the entire stretch should be doubled. When you talk about Konkan Railway project, it will be one of our most priced and coveted line for us. But we have not had any Konkan Railway Recruitment Board till today.

I was talking to Shri Churchill Alemao some time back. He had mentioned, last time, that we do not have a Konkan Railway Recruitment Board. I was a Member of the Railway Board for sometime. But efficient recruitment can be done only if you have specific Konkan Railway Recruitment Board. That is a thing which could easily be done. I am talking about it in general.

Another thing is regarding introduction of new trains. Last year also we have requested our Minister of Railways for the same. I am prepared to challenge on the fact that, compared to any other railway station in India, there is tremendous rush in any railway station in Kerala and that every railway station has got enough bookings or enough reservations. So my request is that two or three new trains may be started immediately from both Delhi and Mumbai. There is one train from Delhi to Thiruvananthapuram on a dally basis, but that is not sufficient. That does not cope up with the rush of the passengers. So, one more new train should be introduced. The Minister of Railways has written to us saying that a new train would be started and it would be routed through the Konkan Railway line. We are happy about it. Our request is that it should be started immediately. From Mumbai also, we have got two trains, but they are not sufficient. More new trains are to be introduced from Mumbai also. Same is the case with Jaipur also.

MR. CHAIRMAN : Please conclude now.

SHRI A.C. JOS : Sir, I only started just now.

MR. CHAIRMAN : You have already spoken for 15 minutes.

SHRI A.C. JOS : The passengers from Jaipur are finding it difficult to travel to Kerala. My submission is that a new train has to be started from Jaipur to Thiruvananthapuram. Enough passengers would be there from Jaipur to travel up to Thiruvananthapuram. So it can be thought about.

The situation with regard to bogies is really pathetic. I request the Minister of Railways and you, Mr. Chairman, Sir, to travel in a train upto Thiruvananthapuram.

MR. CHAIRMAN : I was in Kochi only last week.

SHRI A.C. JOS : But did you travel by train, Sir? You will find that the bogies are the oldest and are in a dilapidated condition. Somebody mentioned that if the life of a bogey is 30 years, then on the 29th year or on the 28th year, that bogey would be sent to Kerala. I can quote the statistics. All the bogies are like that. Some people humourously say that before one gets into a railway compartment, one has to have an antiseptic injection and unless one takes that antiseptic injection, one cannot enter into a railway compartment. We are the unfortunate lot. I request the Minister of Railways and the Railway Board to send, once in a while, some new compartments, at least, for exhibition purpose. We do not know how the new compartments or new bogies would be. The oldest bogies are being sent to the South before finally being dumped in the Arabian Sea. So, my submission is that there should be equal distribution.

Coming to the quality of food, it will be very interesting to know that when one travels from Delhi to Kochi, nice food will be served and the quality of food is good, but when one travels from Kochi to Delhi, both in the airways and in the trains, one will be served stale food. I do not know why it is like that. Ineffective supervision may be the reason for it or there is nobody to look after these things. But normally, it happens like that.

So, my submission is that new compartments should be provided, at least, once in a while, and somebody should be there to supervise the quality of food that is being served in the trains.

When I talk about the new lines, one important thing is that you should start a new train from Goa to Velankanni.

SHRI CHURCHILL ALEMAO : It is very important.

SHRI A.C. JOS : Why I am stressing that is because Velankanni is a pilgrim centre for the Catholics from Kerala and it will be convenient for them to go there. My colleague, Shri Churchill, will agree with me. So, if you start a new train from Goa to Velankanni, after the completion of the Konkan Railway, we will be benefited by that.

The Budgetary support given to the railways is not at all sufficient. This fact is mentioned in the report. Even otherwise, I would like to point out this fact. I support the Minister

of Railways when he says that the railway is the only public sector industry in India which gives regular dividend to the revenue of India. As the Minister of Railways says, no other public sector undertaking in India is paying this much of dividend as the Railways does. The Railways are giving regular dividend to the exchequer. But the budgetary support given to the Railways is not sufficient. The Railways are giving dividends even on the pre-Independence days capital. When the exchequer is getting that much of revenue, then more budgetary support is to be given to the Railways. Apart from that, whether it is paying dividends or not, we must remember that it is a public utility service and the Railways bring about national integration. It is our artery to bring people together. That is one reason why the Railways are given a special status in the Cabinet system as also in the country. So more money is to be given to the Railways and the Railways, in turn, should give more money to Kerala also.

SHRI RAM VILAS PASWAN : Do you find that the food you get in the Cochin-Delhi Express bad only sometimes or is it bad always?

SHRI A.C. JOS : Whenever I travel by Cochin-Delhi Express, I find that it is bad and I am getting reports also about it.

SHRI RAM VILAS PASWAN : I will get it examined by Vigilance.

SHRI SUDHIR GIRI (Contai) : Mr Chairman, Sir, I rise not to criticise that Budget because within the limited resources of the Government, the hon. Minister has done justice to all parts of the country though West Bengal has been largely deprived.

MR. CHAIRMAN : You got Rs. 9,90,00,000/- for Digha-Tamluk line.

SHRI SUDHIR GIRI : However, I shall restrict myself to one demand. I had been demanding the construction of the Digha line since I came to the House in 1980. Since the day the then hon. Minister of Railways, Shri Ghani Khan Choudhary laid some foundation stones here and there in that area just before the elections in 1984, some paltry sums ranging from Rs. one lakh to Rs. one crore being provided for the railway constructions annually. But the hon. Railway Minister this year has provided Rs. 9.9 crore. This is the largest amount in a year which has been provided.

I, therefore, congratulate the hon. Minister on his increasing the amount. I gratefully acknowledge the assurance of the hon. Minister that he will do justice to the State of West Bengal as far as possible and he has particularly mentioned the construction of the railway line from Tamluk to Digha. He has also assured that he would try his level best to complete the construction as early as possible subject, however, to the availability of funds.

In this connection, I would like to point out that the need of the area should be met.

This railway line is very much needed for the simple reason that thousands of people travel daily to and from Digha. Digha is a beautiful sea resort and thousands of

[Shri Sudhir Giri]

tourists visit the place every year. But the travails faced by those daily commuters are indescribable. Hence, I would request the hon. Minister to take steps to complete the construction during the Ninth Five Year Plan Period. The area which will be covered by the proposed project is far too remote and rural. The people are backward. So, they need the early completion of the project. I would, therefore, urge upon the Minister and would made an hearty appeal to him to see that in the coming Ninth Five Year Plan Period itself, the construction of this railway line should be completed.

I would further suggest that all the on-going projects, whether it is the Digha-Tamluk line or any other project, should be completed as early as possible so that resources can be mobilised through the completion of those projects.

I would further renew my appeal to the hon. Minister to visit our place. Earlier, he had consented to visit our place. Again, I would appeal to him to fix a convenient date to visit our place so that he can see with his own eyes the travails that passengers are facing.

With these words, I conclude.

[Translation]

MR. CHAIRMAN : I have listened your demand for construction of a bridge.

SHRI BRAHMANAND MANDAL (Monghyr) : Mr. Chairman Sir, you have expressed my feeling for which I extend my thanks to you. We had held a meeting with the former Prime Minister Shri Deve Gowda for construction of a railway cum- road overbridge between Monghyr and Khagariya. He had assessed as about its inclusion in the Ninth Plan and had told the Railway Minister also to include this project in this years Budget (Railways). We were told that that a sum of Rs. 5 crore would be provided in the Budget for conducting the project survey. But as of now, I am not aware as to how much progress has been made in this regard. I would like to know from the hon. Railway Minister as to whether he is going to make any announcement in this respect is his budget speech or not? The Prime Minister have also come here. I am sure that the promise made by the former Prime Minister to construct the railway-cum-road overbridge at river Ganges between Monghyr and Khagriya would be fulfilled.

Mr. Chairman, Sir, another issue which I want to raise is about the replies we, the M.Ps, get from the Minister. I have raised this issue on many occasions. The replies which we get are usually very unscientific. I do not know as to what should I say about that?

Time and again I have made the demand for doubling the railway line between Kajara and Quel but the reply I get is that since there are very few trains running on this track. Therefore, its doubling is not feasible and viable. My point is that there is double line from Bhagalpur to Kajara but since you opine that Kajara is not a Mumbai like city and, therefore, inspite of heavy pressure, you do not feel any use for doubling of railway track between Kajara and Quel. The doubling work is required only for a stretch of 17 km. I always get the same reply that since there are very few trains

on this track, doubling is not required. I can understand the shortage of time with you due to which you may not be able to go through each and every letter written to M.Ps but this is my request to you to kindly tell your officials and staff to write such letters to the M.Ps which is acceptable to them. I request you again to complete the doubling work of the remaining 17 km stretch of railway line.

I had written to provide stoppage to DMU at both Maheshleta and Pawai railway stations. Its earlier stoppage at Pawai has been cancelled. I would request the hon. Minister to give his approval for halt of this train at both the stations for it involves a paltry amount of Rs. two to two and half a lakh. Proposal in this respect is pending for clearance with the railways.

I have got the reply in respect of a city counter in Jammu. Earlier also I have said that there are many bus owners in Jammu who are causing many difficulties to the passengers at Jammu Railway station – even passengers find it very difficult to purchase their tickets. A kind of mafia is working there. Jammu is the district headquarter and there must be a city counter in that city. That will enhance the sale of railway tickets significantly. But the reply, I get is that Jammu city is only 7 to 8 km. away therefore there is no need to open a city counter. Buses and taxis are available there. A number of buses are available there for Monghyr, Jhaba and other destinations. They do not allow the passengers to purchase Railway tickets. People face too many problems. Bus fare is higher vis-a-vis the train fare. People want to travel in trains but they are forced to travel by buses. Then why are you helping such bus owners. In view of this, I would request you again to open a city counter in Jammu. Traders, intellectuals and other people will also purchase tickets from there.

I want to say something about Jamalpur factory. At that time, you were in the Standing Committee.

MR. CHAIRMAN : Probably, you have not gone through the recommendations made in the report for Jamalpur factory.

SHRI BRAHMANAND MANDAL : My Submission was that there is plenty of infrastructure in Jamalpur factory. Recently you have been to Jamalpur. Much capital investment was not required there. We should set up a coach and wagon factory there for both, passenger and goods trains which can be done very easily.

MR. CHAIRMAN : We have recommended for wagons for goods train.

SHRI BRAHMANAND MANDAL : It should be for passenger coaches also. Since it has produced container, box wagons, why can not it produce passenger coaches? There are very skilled and renowned workers in that factory and a lot of infrastructure is there then why should not we provide more strength to that factory. Therefore I will request....(Interruptions)

[English]

MR. CHAIRMAN : There are nine more names. What is the sense of the House?

SOME HON. MEMBERS : We will continue on Friday?

[*Translation*]

THE MINISTER OF TOURISM AND MINISTER OF PARLIAMENTARY AFFAIRS (SHRI SRIKANTA JENA) : Let him complete.

MR. CHAIRMAN : How much more time will you take?

SHRI BRAHMANAND MANDAL : I am just concluding after making my submissions.

MR. CHAIRMAN : Will you finish within two or three minutes?

SHRI RAM VILAS PASWAN : As you know his main concern was about the construction of bridge. He has spoken on it at length then why is he speaking further?

MR. CHAIRMAN : He was on hunger strike for thirty or twenty five days ?

SHRI BRAHMANAND MANDAL : I wish to thank the hon. Minister. His district was also Monghyr but now it is Khagariya. This bridge will connect both the district with each other.

MR. CHAIRMAN : That is why he has given his nod.

SHRI BRAHMANAND MANDAL : Monghyr is historical place and that is why I would request the Minister to set-up railways coach factory at Jamalpur also only then you can save the present factory and its manpower. You can not increase the manpower just by moderning it. By doing so, it may come down that is why I am requesting you again and again to set up railway coach and wagon factory because only then the manpower will increase or else it would decrease continuously.

With these words I extend my thanks to you.

[*English*]

MR. CHAIRMAN : Since there are nine more names and the Railway Minister will give his reply on Friday, if the House is extended for one hour, then some more Members can be accommodated.

[*Translation*]

SHRI MADHUKAR SARPOTDAR : But now a days there is no pressure.

[*English*]

SHRI RAM VILAS PASWAN : On Friday there is no Question Hour. But the number of names should not be increased. It should remain at nine.

MR. CHAIRMAN : But some Members from parties which have not participated as yet may also like to speak on Friday.

SHRI SRIKANTA JENA : From 11 to 12 o' clock Member can participate in the debate on Friday and at 12 o' clock the hon. Minister can reply. Then we can go to Private Members' Business after the Lunch Hour.

MR. CHAIRMAN : The Private Members' Business starts from 3.30 p.m. After the Lunch Hours at 2.0' clock the Minister can start his reply and can finish it. The passing of the Budget can also be completed by 3.30.p.m.

The House stand adjourned to meet again on Friday, the 2nd May, 1997 at 11. a.m.

18.04 hrs.

The Lok Sabha then adjourned till Eleven of the Clock on Friday, May 2, 1997/Vaisakha 12, 1919 (Saka)

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