

No.2 and 3 from platform No.1 has been constructed on northern side while it should have been constructed in the middle. Two-three fatal accident generally occur every year while crossing from southern and in a hurry - there is dense population on the eastern as well as on northern sides of the station and people have to cross the station frequently in connection with their business.

So, the Central Government is requested to construct an overbridge at the middle of the station which should have approach from both east and west ends of the town to provide convenient crossing facility to the people.

(iv) Need for construction of a New Building for the Post Office at Thargram in Midnapur district of West Bengal.

[English]

SHRI RUP CHAND MURMU (Jhargram) : Mr. Speaker, Sir, the Head post Office at Jhargram in the district of Midnapur, West Bengal has been abandoned some time back as it is in a dilapidated condition. In place of it, a house has been hired by the postal authorities and the post office is functioning from there. The said temporary head post office is situated outside the township and people face much inconvenience in going to that place. An accommodation inside the township, or construction of new building for the purpose, or repair of the old building will be of immense help of the people of Jhargram. Old building was on the Government land and the site can be utilised for constructing a new building for housing the Head Post Office

I would, therefore, urge upon the Government to take immediate steps to make arrangements for the construction of a new building/House for the postal works in place of the abandoned one so that the money paid as rent to the land lord at the rate of Rs 7000/- per month can be saved and the amount can be used for the construction of a new building/house on Government land

(v) Need to Issue Directions to State Governments to Allow Members of Parliament to Participate in the Meetings of District Development Council concerning every segment of their constituency.

DR. K. P. RAMALINGAM (Tiruchengode) : Mr. Speaker, Sir, through-out India, each parliamentary constituency is spread over two or three Districts. Each District Collectorate convenes District Development Council Meetings every month.

Thiruchengode Parliamentary constituency consists of six Assembly segments. Erode and Modakurichy Assembly segments are in Periyar District, Thiruchengode and Sanagiri are in the newly formed

Rajaji District, and Edappady Assembly constituency is situated in Salem District. It is my great responsibility to speak in all District Development Committee meetings pertaining to my constituency about the Development schemes. Moreover, I am entitled to speak and participate in all District Development Council meetings. But District Collectors are directing me and other Members to participate in one district Development council Only. It is an injustice to the Members.

Moreover, we are implementing projects worth Rs.1 crore for the welfare of agriculturists, rural folk and labourers.

Therefore, I urge the Government of India to give proper directions to all the State Government of India to give proper directions to all the State Governments that the Members of Parliament may be allowed to participate in all the District Development council meeting covering the segments of concerned Member of Parliament's constituency as otherwise the Members of Parliament are unable to discharge their duties to the public at large.

(vi) Need for exploration of oil in Champaran, Madhubani, Hazaribagh districts in Bihar.

[Translation]

SHRI RAMBAHADUR SINGH (MAHARAJGANJ) : Sir, I raise the matter of urgent public importance under Rule 377. There are tremendous potentials of finding large deposits of Kerosene in West Champaran, East Champaran, Madhubani and Hazaribagh districts of Bihar, if explorations are undertaken there. But appropriate steps have not been taken in this direction so far. I would request the Government to take up the exploration work on priority basis.

(vii) Need to arrange live telecast of Shri Krishna Janma Mahotsva from Dwarka, Gujarat.

SHRI CHANDRESH PATEL (Jamnagar) : Dwarka, which is situated in Jamnagar district of Gujarat, is a famous centre of pilgrims which is visited by domestic and foreign tourist, which was ruled by Lord Krishna, when he staged his 'Krishna Lila', where his friend Sudama offered him legendary rice.

Dwaraka is one of the four seats of the Jagadguru Shankacharya. Lakhs of pilgrims of different hues, religion, race, including the Prime Ministers and Heads of States, from India and abroad visit this sacred place.

The festival of Krishna Janmashtami is celebrated there with great pomp and show. Thousands of devotees visit this world famous place on this day, but this occasion is not live telecast by the Doordarshan and as a result, the people of other parts of India and the Indians living abroad are deprived of viewing these grand celebrations.

I would, therefore, request the Union Government to make appropriate arrangements for live telecast of Krishna Janmashtami Celebrations from Dwarakadhish Temple like the live telecast of Krishna Janam celebrations from Mathura and the Rath Yatra celebrations from Jagannathpuri.

12.22 hrs.

STATUTORY RESOLUTION RE: DISAPPROVAL
OF THE BUILDING AND OTHER
CONSTRUCTION WORKERS (REGULATION OF
EMPLOYMENT AND CONDITIONS OF SERVICE)
THIRD ORDINANCE, 1996.

BUILDING AND OTHER CONSTRUCTION
WORKERS (REGULATION OF EMPLOYMENT
AND CONDITIONS OF SERVICE) BILL.

STATUTORY RESOLUTION RE: DISAPPROVAL
OF THE BUILDING AND OTHER
CONSTRUCTION WORKERS' WELFARE CESS
THIRD ORDINANCE, 1996

AND

BUILDING AND OTHER CONSTRUCTION
WORKERS' WELFARE CESS BILL - CONTD.

[English]

MR. SPEAKER : Item Nos. 9 to 12 were postponed on the motion moved by the hon. Minister, Shri M. Arunachalam because the Government has to come out with the amendments as agreed to by the Party leaders. I am given to understand by the letter received from the hon. Minister that the amendments are not yet ready. I will take the sense of the House that these items can further be kept pending.

SEVERAL HON. MEMBERS : Yes.

12.22 hrs.

RAILWAY BUDGET, 1996-97 GENERAL
DISCUSSION

AND

DEMANDS FOR GRANTS ON ACCOUNT
(RAILWAYS)—CONTD.

[English]

MR. SPEAKER : Now we go to Railway Budget.

Shri N.N. Krishnadas—not present

[Translation]

SHRI RAMASHRAYA PRASAD SINGH (Jahanabad).
Mr. Speaker, Sir, I thank you for giving me an opportunity

to speak on the Railway Budget. I support the Railway Budget for 1996-97 presented by the Railway Minister. This Budget has been prepared keeping in view the aspirations of the poor people of the country.

12.23 hrs.

(Mr. Deputy Speaker in the Chair)

The second class fare has not been hiked. This is one proof. The North-Eastern Region connected by Railway network. This is another commendable step. These areas remained cut off from the capital of the country for want of railway lines and these proposals will work for the integration of the country. There is imperative need for laying double line on Gaya-Patna section. We have been endeavouring to secure this facility and we are successful today. I congratulate the hon'ble Minister for including the proposal in the Budget for doubling the Gaya-Patna Section Track. There have been many railway Ministers from Bihar like Ramasubhag Singh but they did not do it.

I would like to draw the attention of the House towards a very important point. The hike in Railway freights has resulted in general price rise.

This will affect the poor consumer. This hike has been avoided by improving the railway management. I would suggest that the hon'ble Railway Minister should reconsider it.

Sir, the average goods movement speed has been 22-23 kms per hour for the last many years. There has been no improvement inspite of changing the tracks.

Modernisation of Railways and procurement of Fast Speed engines on which thousands of crores of rupees have been spent. The Railway officers have become complacent and they are not making efforts to improve this speed. In case, the average speed is increased by 5 km per hour with better administration and other efforts then I think, we can move greater amount of goods and utilise the wagons in a better manner. This will also obviate the necessity of further hike in freights. I would suggest that a Parliamentary Committee should be constituted to analyse the mismanagement which is plaguing the Railways and to suggest measures to increase the average freight traffic speed. The Committee would submit its recommendation and the Ministry can implement them.

Sir, I would like to give one or two more examples of such mismanagements. New trains are introduced, new railway tracks are laid but the staff required for proper maintenance thereof is not recruited for years which results in additional work load for the workers already working there. The trains run late and cause consideration loss to the Railways as well as the passengers who lose their valuable time. Late running of trains also puts pressure on tracks and signals. As a result the rails get loosened and accidents take place causing loss of life and property. Therefore, I