

VAIDYA DAU DAYAL JOSHI : This is a third accident in two days in this week only. It was also the duty of the Railway Minister to issue a suo-motto statement, as was issued by the hon. Minister.

SHRI RAMENDRA KUMAR (Begusarai) : The Minister has made announcement regarding the compensation but he has said nothing as to whether the family member of the deceased would get employment or not.

MR. DEPUTY SPEAKER : It's alright. You have said what all you have to say.

SHRI RAMENDRA KUMAR : Please provide employment to one member of the family of each deceased person alongwith compensation. This is a general rule and concept which exists in the industries.

SHRI DILEEP SANGHANI (Amreli) : What he is saying is right. The Minister should give some assurance in this regard.

MR. DEPUTY SPEAKER : It's alright. you too have had your say.

(Interruptions)

[English]

MR. DEPUTY-SPEAKER : The hon. Minister will reply to it.

(Interruptions)

MR. DEPUTY-SPEAKER : Please listen to the hon. Minister.

(Interruptions)

SHRI M. ARUNACHALAM : Sir, they are contract workers. So, the contractor will take care of the legal aspects.

15.11 hrs.

SUPPLEMENTARY DEMANDS FOR GRANTS (RAILWAYS)-CONTD.

[Translation]

SHRI BHANU PRATAP SINGH VARMA (Jalaun) : Hon. Deputy Speaker, Sir, I sincerely thank you for giving me an opportunity to speak on supplementary demands for grants of Rail Budget though, there is a railway line in Bundel Khand region but it is in a very pathetic condition. It takes around seven, eight hours to cover a total distance of 200 kms. from Kanpur to Jhansi. The passengers have to face a lot of inconvenience and moreover they have to

spent a lot of time due to the single line existing between Kanpur to Jhansi, which connects Jhansi with Mumbai, Delhi and other places. Therefore, I had put forth a demand before the hon. Minister to undertake doubling of this line. But the hon. Minister didn't pay any attention towards this demand. Alongwith doubling of railway line, I had demanded for undertaking electrification. If it was not possible then you could have fulfilled the demand of doubling of railway line. If undertaking doubling of 200 kms. railway line was not possible, atleast work could have been started by approving doubling of atleast 50 or 100 kms. line on this track. Then, Perhaps, the people of my region and I, as well would have appreciated you for this endeavour of yours.

15.12 hrs.

[SHRI CHITTA BASU in the Chair]

There is not a single direct train, out of the Delhi bound trains that originate in Kanpur, Urai, and Jhansi. The people of my region, who travel in these trains have to complete this journey in parts in different trains. The passengers first come to Jansi. They wait there for hours together and then they board a train for Delhi. I had requested the hon. Minister to extend the Chhapra train from Gwalior, Agra to Delhi so that the thousands of passengers of Urai region could reach Delhi directly. Earlier a shuttle was operating between Kaunch and Ait. It is operating now a days also. The officers has discontinued its service in the middle after showing losses. I had repeatedly demanded to extend the shuttle service upto Jhansi and to connect it from Kaunch to Urai so that the people of my region could travel upto Janshi. The concerned officers try to suspend the services of the shuttle by showing losses. This shuttle should be operated between Kaunch and Ait. Ait and Urai, Kaunch and Ait and between Ait and Jhansi, so as to continue its services for ever.

Hon. Minister, Sir, I would like to bring into your notice that the railway employees misbehave with the MPs and MLAs at Delhi Junction when the MPs lodge a complaint to this effect, the railway officers instead of taking any action just say that the allegations levelled are false and they don't even think it wise to take them into account what MPs and MLAs have to say. I would like to bring one more thing into the notice of the Hon. Minister that large scale irregularities are being committed in the recruitment of T.C., Station Master or other staff by the Railway Board. I have come to know that amount ranging from Rs. One lakh twenty thousand to Rs. One Lakh and fourty thousand is being collected as a bribe for providing a job/posting ...*(Interruptions)*. They are depriving the poor of their rights. ...*(Interruptions)*.

THE MINISTER OF RAILWAYS (SHRI RAM VILAS

PASWAN) : I think the hon. Member is levelling this charge with full responsibility. If he is having the said information then I would get this case investigated through any agency of his choice. . . .(Interruptions).

SHRI SURESH R. JADHAV (Parbhani) : He is not levelling charge against you.. . .(Interruptions).

SHRI RAM VILAS PASWAN : I would take action against those officers also. . . .(Interruptions). You are hon. Members, therefore, when you level such charges. . . .(Interruptions).

SHRI BHANU PRATAP SINGH VARMA : It is hurting me because I too belong to a poor family. . . .(Interruptions)

SHRI RAM VILAS PASWAN : I am mentioning the same thing. Please give me in writing whatever information you have. I am not asking you alone. I am asking all the MPs to do the same. Corruption is a cancer plaguing our country. No one would be spared at any stage as far as corruption is concerned. If you have any authentic information against anyone, please inform in writing. We would ask any independent and unbiased agency to investigate into this case and action would be taken against the guilty person. . . .(Interruptions).

SHRI ILIYAS AZMI (Shahabad) : You see. This is such a charge. . . .(Interruptions)

MR. CHAIRMAN : The hon'ble Minister has said openly if there is any such allegation, you can sent it to him in writing. You only are not answerable for this hon'ble Minister will get it investigated.

SHRI RAM VILAS PASWAN : We are ready to get it investigated. . . .(Interruptions).

SHRI DILEEP SINGH BHURIA (Jhabua) : Mr. Chairman, Sir, allegations are being levelled against a particular Member of Parliament(Interruptions). I regret to say(Interruptions). I have written in this regard to the hon'ble Minister but nothing has been done in this connection. . . .(Interruptions).

SHRI SURESH R. JADHAV : These things have no evidence. . . .(Interruptions).

MR. CHAIRMAN : Whatever you have to say, please give it in writing.

(Interruptions)

SHRI BHANU PRATAP SINGH VARMA : Mr. Chairman, Sir, some of the people who have got employment are my friends and colleagues also. I want to put up this before the House, the dalits, poor who pass the written tests are asked to pay one lakh forty thousand rupees for the job whereas they don't even have one rupee and twenty paise.

In this way they are deprived of their rights. It has come to our notice that blank answersheets are returned at the time of written tests and even then they qualify the written tests and get the job and the candidates belonging to poor section of the society could not get employment because they don't have one lakh twenty thousand rupees to pay as bribe. . . .(Interruptions). I can say this with conviction(Interruptions).

MR. CHAIRMAN : If you have any objection in this regard, please give in writing to the hon'ble Minister. It will be get investigated and proper action would be taken thereon, secondly, I also want to remind you as to on the basis of which rule you are talking about this. You should speak on the topic for which grant in aid is sought. Please conclude early.

SHRI BHANU PRATAP SINGH VERMA : Whatever is going on I wanted to bring same into the notice of the hon'ble Minister and this august House that is why I have brought this into his notice. Hon'ble Minister I once again demand that the single rail line between Kanpur and Jhansi be doubled because the journey between Kanpur and Jhansi takes much more time than the journey between Jhansi and Delhi by the passengers travelling to Mumbai, Delhi and other far flung areas. Similarly in 1977 when Janata Party was in power, survey was conducted for railway line between Orraiya and Konch and during same period sand stowing work was also undertaken, and the work was left incomplete. I urge upon the hon'ble Minister of Railways that the dummy hussed up file in this connection may please be traced out and the rail lines passing through Konch Jalaun and Orraiya be linked. With these words I thank you for giving me an opportunity to speak.

[English]

SHRI MULLAPPALLY RAMACHANDRAN (Cannanor) : I am extremely happy for having given me this opportunity to take part in this discussion on Demands for Grants for Railways.

I rise to support these Demands as they are sought for undertaking certain out of turn works. Since the Railways is the largest public utility service in our country as also the largest employer, its social obligations far exceed its commercial commitments. Thus, the Railways always find it extremely difficult to fulfil its social commitments because of financial constraints. We all know that the laudable object of the Ninth Plan is growth with social justice. In order to attain this social objective, the Indian Railways has to play a pivotal role. Unfortunately, if you look at the allocation made to the Railways from the General Budget, it is sad to note that it is dwindling year after year and if you want to achieve the objectives of the Ninth Five Year Plan, we would have to allocate more

[Shri Mullappally Ramachandran]

budgetary support to the Railway Ministry. We, Members of the Consultative Committee of the Ministry of Railways, have always been clamouring for more allocation and I am sure that at least in the coming Budget, the Government of India will definitely allocate more funds to the Railways from the General Budget.

We all know that during the Fifth Five Year Plan, the budgetary support to Railways was 75 per cent. Last year, it has drastically come down to a mere 16 per cent. Since Railways have the best infrastructure in our country, urgent attention of the Government is to be paid to the overall advancement of Indian Railways by extending more budgetary support to this sector.

I take this opportunity to complement our hon. Minister of Railways, Shri Ram Vilas Paswan, for having taken a bold initiative to take the Railways to the inaccessible areas in the North-East and Kashmir. I congratulate him. But regional imbalances still persist in many parts of our country. I am happy that at least in this Budget, our hon. Minister has taken another positive step towards the State of Kerala, that is, for a new railway line from Kottayam to Erimelly. I compliment the Minister. I am not referring to the projects which have been given to Kerala. If we look at the allocation made to several projects in the last Budget as also in this Supplementary Budget, the main consideration was political rather than social commitment or commercial consideration. Therefore, it is my humble request that when the Minister takes up new railway projects in future, the overall development of the country, the backward districts of the region as also the regional imbalances of the country must be taken into account seriously.

I know that the hon. Minister is very receptive whenever we go to him. Whenever we present our case, he is very happy to listen to us. He has tried his level best to accommodate the cases in the right perspective. In future also, we expect such sort of a treatment from the Minister.

I am also very glad that we have got a new Chairman of the Railway Board who is very positive in his approach towards the genuine demands of the hon. Members who are in touch with him for removing the regional imbalances of the country.

Coming to regional imbalances and backwardness, I may point out that the Malabar region of Kerala, which was a part of the erstwhile Madras State, is the most neglected and most backward region in the whole of Kerala.

The first railway line was introduced in 1853. Even at

that time, the Britishers knew that the railway line from Mangalore to Madras would be most lucrative. It would be most economically feasible as also strategically important. For the information of this august House, the first mail train in India was from Madras to Mangalore was introduced by the Britishers even at that time. That is the background of this railway line. But unfortunately, no developmental work as such has taken place on this track till recently. But due to persistent pressure on the Railway Administration, by the Members from Kerala cutting across political affiliations exerted the maximum pressure. Then only the Railway Administration was kind enough to take up doubling of the line from Mangalore to Shoronore. But it is surprising to note that no allocation has so far been made for the line between Shoronore to Kuttipuram.

While replying to one of my unstarred questions, the hon. Minister said that doubling of the tract from Mangalore to Shoronore would be completed by the end of this century. The people of Kerala are deeply agitated over this delay. We urge upon the Minister to see that he pays kind attention and this railway line is completed without any further delay. If this railway line is not completed we – the people of Kerala – will not get complete benefits from the Konkan Railway. I appeal to the hon. Minister once again to pay his kind attention towards this railway track which has been pending for a long time.

For overall development of the Malabar region, paramount importance must be given to the proposed Tellicherry-Mysore line. The demand for Tellicherry-Mysore railway line via Coorg has been pending for the last nine decades. The South Indian Railway Company under the British had initiated the first survey on this route. Due to the outbreak of the First World War, the survey was abandoned midway. Afterwards, three more surveys were conducted by the Britishers. All these surveys go to show that this route is economically viable and strategically important and that it is going to be done of the most rewarding lines in the whole of South India.

Sir, the erstwhile Mysore State and the Madras Presidency had strongly recommended this case. After Independence also a few economic feasibility surveys were conducted for this route. Thousands of trucks as well as hundreds of lorries and buses go from Tellicherry to the various parts of Kerala and also to various parts of Karnataka daily. Thousands of tourists also visit these places of Kerala and Karnataka. There is a great potential for tourism in this part of Kerala and Karnataka.

Sir, Coorg, Wayanad Cannanore and Mysore are rich in cash crops and our country is earning crores of foreign

exchange from these cash crops. I remember that the former Railway Ministers, the Late Lal Bahadur Shastri and Babu Jagjivan Ram had visited Tellichery two times. At different points of time they had addressed massive public rallies and they assured the people of the area that this railway line would materialise. But to the utter dismay and disappointment of the people, nothing has been done by the Railway Administration so far. Therefore, I would like to urge upon the hon. Railway Administration so far. Therefore, I would like to urge upon the hon. Railway Minister as well as the officials that this project should be taken up by the Railways on a priority basis.

As of now the persons travelling from Tellicherry to Mysore by train would have to take a round about route and would have to travel some 600 kilometres extra. If this particular railway line is laid then this could be reduced to 200 kilometres. Therefore, on behalf of the people of Kerala, it is my humble request that if at all construction of any railway line is taken up, the construction of the Tellicherry - Mysore line should be uppermost in the minds of the hon. Minister of Railways as well as the Chairman, Railway Board. A railway line from Mysore to Waynad could easily materialise if this railway line from Tellicherry to Mysore is laid.

Sir, Kerala is the only State which does not have any railway installations. When Shrimati Gandhi was alive she gave us an assurance that a Coach factory would be set up in the State of Kerala. Ultimately that Coach factory was shifted and established at Kapurthala. We are very sorry about this fact.

Sir, Kerala has produced a galaxy of outstanding athletes and sports talents like Ms P T Usha, M D Valsamma and a host of others. Olympians who made a mark in football and hockey hail from Cannanore. Cannanore is otherwise known as the Mecca of Indian football. On behalf of the people of Kerala, I would like to request that arrangements should be made by the Ministry or it would be in the fitness of things that a new sports complex is set up in Cannanore.

Recently, the hon. Railway Minister has announced that he was going to set up new zones in various parts of the country. The Government of Kerala and the Members of Parliament from the State have adopted a unanimous resolution and I would like to appeal to the hon. Minister of Railways to set up one of the Zones in the State of Kerala. Since nothing has been done, I would like to urge upon the hon. Minister that if any new Zone is set up, it should be done in the State of Kerala and its headquarters should either be at Calicut or at Cannanore.

Sir, the Chennai - Mangalore line is a very busy route. It is practically impossible to get a reservation of this

route. Unfortunately, there is no superfast train from Madras to Mangalore. I would like to request the hon. Minister that a superfast train should be started from Chennai to Mangalore. There is also an urgent need for starting another fast train from Cochin to Cannanore. After the departure of the Malabar Express from Cannanore there is absolutely no train to Cannanore for hours together. This anomaly should, in fact, be removed by the Administration.

It appears that the Minister of Railways has a lethargic attitude towards the renewal and maintenance of the Railways. During the last one year the State has witnessed so many railway accidents, mainly due to derailment of goods trains. This causes anxiety and panic in the mind of the common man. I would like to request the hon. Minister to pay his kind attention to this problem.

Sir, from Mangalore to Shoranur, there are a good number of railway stations and most of them had been started by the South Indian Railway Company. All these railway stations are in bad conditions. As a part of the celebrations of the Fiftieth Anniversary of our Independence, I would request that certain stations must be renovated and renewed on a war footing. Cannanore and Calicut stations must be given top priority.

If you look at the trains in the State of Kerala, most of the compartments are very old, dilapidated and outdated. Arrangements should be made to send compartments in a good condition for the State of Kerala, without further delay.

The backwardness of the Malabar region is very evident, if you look at the number of level crossings between Cannanore and Calicut. Within a short distance of 90 kms. there are eight level crossings between Cannanore and Calicut. These level crossings, one should understand, cause a lot of bottlenecks on National Highway 17. With the commissioning of the Konkan Railway line, the frequency of trains on this route will increase and it will be partially impossible to have smooth road transport. Therefore, I would request the hon. Railway Minister to see that arrangements are made to construct overbridges between Cannanore and Calicut at level crossings on war-footing.

I do not want to take much of the time of the august House. The Malabar region of Kerala is on the verge of an explosion. There is a sense of alienation in the minds of the people. There is a limit to our patience. I do not know how long we can wait. That is why, it is my humble request to the hon. Railway Minister that if at all any new project is to be taken up in the State of Kerala, this Tellicherry-Mysore railway line via Coorg must find an important place on the agenda of the hon. Railway Minister.

[Shri Mullappally Ramachandran]

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

[Translation]

SHRI SHATRUGHAN PRASAD SINGH (Balua) (Bihar): Mr. Chairman, Sir, I rise to support the Supplementary Demands for Grants for the expenditure of the Union Government on the Railways in 1997-98 under the section (a) (1) of Article 115 of Constitution put before this House for approval.

We congratulate hon'ble Minister of Railways that the new technology adopted for the installation and commencement of Railway net connecting Railway Board and Zonal Railways in regard to which there is a mention on page 32 of this booklet. I would like to congratulate him for the provisions being made by the board for the speedy and efficient communication between zonal headquarters, production units etc.

I want to congratulate the hon'ble Minister for the demand presented by him for electrification as well as fifth and sixth railway lines between Bhandup to Thane. All over the country where electrification work has been completed or where it is yet to be started in this connection, I would like to appeal to start the work immediately in Hasnabad-Barsat section and in Syaldah division of Eastern Railways where survey has been completed. This is an important achievement.

In this booklet a mention has been made regarding two three important work such as gauge conversion in Katihar-Jogbani. Similarly, a mention has also been made regarding improvement in tourist facilities of Anandpur Sahib for the national integrity. Anandpur Sahib is an important religious place. I would like to congratulate him for the provisions made for beatification of this station. A provision has been made for construction of bridge on river Ganges in our region. Monghyr is the divisional headquarters and it is a historical city. Another railway bridge has been sanctioned in Patna and Mokama but if it would be sanctioned for Monghyr than you would be congratulated. I would like to say that this work should be started immediately. I would like to remind you that survey for railway line on Barwadeeh-Bisrampur section was conducted before independence. It should be conducted once again. The poor and downtrodden of this area would be benefitted by it.

There are rich mineral deposits here, which can be exploited profitably. If this is done systematically it would transform the area.

Mr. Chairman, Sir, I want to inform the Railway Minister

that Lakhisarai-kule route by train appears to be shorter. People cover the distance on foot. People face a lot of difficulty. The common man would be benefited if the train stops at Lakhisarai. But the distance till Kule is short for the people of Lakhisarai. They have difficulty in taking a round about route. I request. The Railway Minister to instruct the authorities that the trains stoppage at Lakhisarai would be in the peoples interest. Therefore, I request that the Lakhisarai Railway station be given the status of a full fledged station, as it is the Headquarters of the Munghyr Division and is an old station. And it should not remain a flag station. A waiting hall should be constructed at the station and it should be kept clean. The authorities should see to it that the station is modernised.

Mr. Chairman, Sir, the Railway Minister deserves Kudos for starting the Kamola Intercity train on the Darbhanga-Begusarai-Patna route. This idea can not be faulted. The train from Mokama to Patna is stopped at station either by the authorities or by the bus owners. The entails loss of revenue to the railways. Travel by this route is cheaper and takes less time. In the absence of this the people are facing a lot of difficulties and for this, the people are blaming the Rail Manager of Danapur Division contact cannot be made with them and they are unable to operate efficiently. This should be inquired into. DMU service is also not efficient. This should also be inquired into.

Mr. Chairman, Sir, the service of the Rajdhani train, by which Members come to New Delhi from Patna is also deteriorating. At Allahabad, we are given 'Amrit Prabhat' paper. And on reaching Kanpur, we don't get national papers. And on travelling from here we do not get any local paper at Gaya and Patna. I demand that while travelling in the U.P. train, paper should be provided at Kanpur, and Patna, while travelling in the Down train. Otherwise, your expenditure is going waste. I do not want to level any allegation, but you should be aware of the working of your officials. Improve the catering facilities in these trains. Previously, there used to be complaints regarding the Howrah and Guwahati Rajdhani trains. Now complaints are being made against this train also. I have written to the Railway Board authorities in this regard. But no improvement takes place. I did not want to raise many minor issues. But in public interest I have to say that there is a Lakhmanian station.

I want to congratulate you that as we are going together to Ranchi and Barauni, you will also make an announcement there. Why do you not connect Howrah to Delhi by computer, through the internet? And Howrah to Barauni? When You are making such a good arrangement, connect all the major stations with the computer. I hope you will announce this at Ranchi and Barauni.

I also want to make a few suggestions. The Railway have land worth crores of rupees. The anti social elements are encroaching on this land. In the interest of the proper management of the Railway land all interest of the proper management of the Railway land all over the country even if you have to make changes in the laws you should do it. Introduced a bill in the house, for the management, safety and security of the land belonging to the railways, as it is of immense value. This would immensely enhance the earnings of the Railways. Second suggestion is that the contract system should be done away with. Murders are taking place daily. Several politicians have been murdered in Gorakhpur. Several criminals have been killed in intra-gang warfare. Several criminals have been killed in my constituency. I am suggesting to eliminate them completely. But it would take some time. Abolish the contract system and make provisions for legal enforcement, as several criminals are involved in this and they are involved in intra-gang warfare. Similar is the case in my constituency. Any time any M.L.A. or an M.P. or a politician may be killed again in Gorakhpur or Barouni. Therefore, I want to bring this serious fact to your knowledge that all steps must be taken to abolish the contract system in Railways.

Lastly I would like to say that the administrative Headquarters are located at Hazaribagh. Why do you not extend train services to Hazaribagh and Dumka ? These are predominantly inhabited by the Adivasis, Dalits and people of Jharkhand. Therefore, make arrangements for extending train services to Hazaribagh and Dumka. I come from Begusarai. The train stops at Didarganj. An overbridge has been constructed at Fatuha. Didarpur is an important city. And traffic jams are frequent at Fatuha-Bakhtiarpur before the main city limits. After travelling by air somehow I manage to catch the train. Therefore, construct an overbridge at Didarganj.

With this, I again congratulate the Railway Minister for a bridge at Munghyr. And also for the proposed Swarn Jayanti Express for Ranchi. With this I conclude.

SHRI MAJOR SINGH UBOKE (Tarantaran) : Mr. Chairman, Sir, I thank you for giving me an opportunity to speak on the Supplementary Demands for Railways.

I am not opposed to these demands as they have contributed to the development of railways in the country esp. South India and alongwith its north west region adjacent to Pakistan's border. Out of these 39 demands, about 10 demands are related with border areas. For the first time attempt has been made to connect Jaisalmer with Punjab and beyond it with Jammu-Kashmir through railway line. This new line will connect Abohar and Fazilka also and the whole of Jammu Kashmir alongwith Ferozpur will be connected with Rajasthan's border areas and Punjab

- we have a great pleasure in it. If the Railway Minister extend this line from Makhuh to Patti, then through Ferozpur this line will go upto Jalandhar. There is a little distance between Makhuh to Patti but through it Amritsar, Pathankot, Jammu-Kashmir and Udhampur where you are laying fresh lines, will be connected. Through it, whole of the Western India from Jaisalmer to Udhampur and Jammu will be served through one line and it will be of great help during the period of crisis. If the Minister do like this, it will be better.

In these supplementary demands, 39 major demands have been put for vote in the House, which are alright. These include Kalka to Paryanu connecting line because there was a long-standing demand of the people of Himachal that railway line should go beyond Kalka. You have done a good job by giving this line. Besides Vyas and Dera Baba Jaimal Singh railway line constructed on the border is a good scheme. Secondly, the doubling of the line from Jammu to Jalandhar via Pathankot, is a commendable step because we have to frequently use this line for our travel and due to doubling of this line the traffic will be smooth. However, this line should have been laid much before. I understand that when work is to be started on this line, the Minister deserve congratulations.

You have chalked out a programme to provide freight handling facilities at Chandigarh. I would have been much happier if you may have provided to connect Chandigarh with Rajpur a or Ludhiana in this budget. You have not made any provision for the demand of linking Chandigarh with the rest of the Punjab and through you Sir, I want to raise demand in the Parliament. While you have increased freight handling facilities in Chandigarh, there was a pending scheme to connect Chandigarh with Laldudhiana and another one to link Ludhiana with Chandigarh but you have not included any of these two schemes in the supplementary demands.

SHRI RAM VILAS PASWAN : I have said about Ludhiana-Chandigarh line.

SHRI MAJOR SINGH UBOKE : This is not included in it.

SHRI RAM VILAS PASWAN : Perhaps last time I have said about it.

SHRI MAJOR SINGH UBOKE : There is no provision in these demands. You go through yourself. It has been written on demands number 9. Development of freight and handling facilities at Chandigarh - Northern Railway.

If this has been left out due to some reasons, We urge that you must include it because Chandigarh is the capital of Punjab. There is no direct train from Chandigarh. I appreciate the Railway Minister for the other works started

[Shri Major Singh Uboke]

by him for the development of Railways. The work of overbridge started in Jalandhar and of underbridge included at item number 10 is also a good thing. The Minister had decided to develop Anandpur Saheb railway station as a modern station. For this, on my behalf and on the behalf of my people, I thank him. 300 years back from today, struggle for independence was started from Anandpur Saheb. This year we are planning to celebrate 300th birthday of Anandpur Saheb. Deu to this people in large number will throng there. Therefore, as much as facilities could be given by the Minister there would be better so that people would thank him. The electrification work started on Ludhiana-Amritsar line, on the initiative of the Prime Minister I on my behalf and on behalf of my Panchayat thank you and the Prime Minister.

Mr. Chairman, Sir, I also want to draw the attention of Railway Minister towards one or two incidents. Many Railway accidents have been discussed in this House, but one accident which took place in my region has not been referred anywhere. That accident took place on 22nd of March in this very year. At that time due to threat of withdrawal of support by the Congress, the United Front Government was in trouble. Therefore, at that time Rail Minister and other people could not attend it. Some people were going on a trolley. Neither the level crossing was closed nor the railway signal was down. Those who were on the trolley could not anticipate it and that trolley was saved because its hook broke away but the six people on the tractor were trampled down along with the tractor. Fortunately, the hook joining the trolley with tractor broke away. Therefore, 40-50 people sitting in the trolley were saved. Those people who are killed due to railway's fault, are given many facilities from the side of the railway Ministry. They are also given benefit under the insurance scheme. With these people I, a few days back had gone to the Minister.

The Minister sent me to the other officers of the Railway Board.

Mr. Chairman, Sir, regarding the incident I also requested the Hon. Speaker to bring adjournment motion but the hon. Speaker did not accept that and said that you will get time to speak on the debate on Supplementary demands for railways at that time you can put your views. I would request the Minister that they met you and apprised about their difficulties. You sent us to other officers of the Railways Board, but they returned back in grief. If someone from your office had answered positively, perhaps there could have been no reason to speak here.

16 00 hrs.

And your officer and staff of railway who are sitting

here should know it because they say that, unlike you, they have not taken any votes from it. They speak the way they like. They do not behave like you nor it can be like elected leaders.

I would request you to ask him to have some sympathy for those people who are facing problems and whose children have been killed in the train accident. He should pacify them with love and sympathy and should not use harsh language. I would like to request you to do something for those who have been killed in the accident. You go through that enquiry report. It has been revealed by the enquiry report that the mistake was committed by gateman and the station master. He has kept the clipping of the paper with him to show on the record that he had telephoned to gateman but the gateman did not close the gate on railway crossing. It is the report of your enquiry and I am also having it. I had given you this report on that day.

I would urge you to go through the report. People killed by the fault of Railway, should be given some compensation and reliefs as are given to the railway employees, who die in harners. The Govt. provided some facilities and reliefs to all victims of such accidents which took place at Faridabad, Bhatinda but no such facility and relief has been provided to them. No additional money was given by you except for the cremation. I would request you to make a statement in this regard.

MR. CHAIRMAN : Please conclude.

SHRI MAJOR SINGH UBOKE : Mr. Chairman, Sir, I am an M.P. elected from the border area. There have been two wars with Pakistan and these were as fought in my village and area. The areas of Tarantaran and Amritsar are the border areas. People have to face a lot of problems. Those problems are related to other departments but I would like to inform you about the problems which are related to your department. People like very much the newly introduced D.M.U. rail Service. Atari is the last station while going to Pakistan and the railway line which was running upto Peshawar and Quetta via Lahore earlier, now terminates at Atari. If some train has to go to Pakistan that goes on that time. There is no other train except the D.M.U. train. I had been there the day before yesterday. They told me that they had met with the station incharge and other officials also but they were not ready to provide them any other train. I would request you to provide more and more trains for that area. . . (Interruptions). I shall take only one minute. You have given four trains for Atari Dera Baba, Nanak Amritsar and Kerankaran railway stations but, if the new D.M.U. is given to Amritsar then that may help reduce the inadequacy of trains on the border.

With these words, I have given you a few suggestions

and I have not opposed the budget proposed by you, because many good things are there in it. Anything may happen anytime in our Western sector i.e. Jammu and Kashmir and need may arise there to rush military or anybody else. The Govt. have allocated some amount for their development in this budget. I support your budget and congratulate you for taking up work of electrification upto Amritsar and the work done in Ludhiana.

If you get the Chandigarh line laid, I shall be very much obliged.

With these words I conclude my speech.

SHRI RAM VILAS PASWAN : Chandigarh-Ludhiana line has already been sanctioned in the last budget.

SHRI SATYA PAL JAIN (Chandigarh) : Work has not been taken up till now. The question is whether the main line will be laid from Chandigarh to Ludhiana via Mohali-Karad-Morinda or via Bagha Rajpura. Our demand is for the direct line. It is 15 Km. Shorter.

[English]

*SHRI RANEN BARMAN (Balurghat) : Mr. Chairman, Sir, after supporting Supplementary Demands for Railways for the year 1997-98, from my party RSP, I would like to speak a word or two to highlight the problems we have been facing in our region. Sir, the year when we are going to celebrate Golden Jubilee year of Independence in a colourful way, it is a matter of regret and shame that my constituency South Dirajpur even after 50 years of independence, has no railway connection or even national highway. The survey of Eklakhi Balurghat was formalised in 1984. But till today after 13 years, out of 90 kms not even 15 kms. have been covered. If the work continues in this manner, it will take so many years to complete the whole project. The work for 10 crore project in the budget of 1997-98 has been progressing very slowly. My request is to complete this work expeditiously. Moreover, the allocation for Eklakhi Balurghat project must be enhanced in the next budget. The only connecting train between Malda, South and North Dirajpur and Calcutta Malda Gour Express crossing Bardhaman by electric train, continues the remaining journey till Sealdah with diesel engine. My demand is that the whole railway line from Malda to Sealdah must have electrification.

In this Golden Jubilee year of Independence, the double railway line between Sealdah Canning and Sonarpur to Canning has not been materialized. This was a longstanding demand of the poor people of Sundarban. The non-fulfilment of this rightful demand has created dissatisfaction among tourists visiting Sundarban. My demand is construc-

tion of double line for an underdeveloped but potential region like Sundarban. Moreover, for speedy running of trains and less consumption of time, instead of old Gola system, tokenless system should be introduced.

Canning is the gateway of Sundarban. So construction of Yatri Nivas along Canning Railway Station will help the Railways to earn more revenue and also the tourists will be benefitted. So my request is that Yatri Nivas should be immediately constructed here for the convenience of the tourists visiting Sundarban. Thank you Sir for giving me an opportunity to participate in the Supplementary Demands for Railways.

[Translation]

SHRI RAJESH RANJAN ALIAS PAPPU YADAV (Purnea) : Mr. Chairman, Sir, I am thankful to you for giving me permission to speak.

We are going to celebrate the golden jubilee of our independence and today, discussion is going on the Supplementary Demands for Grants of the Railways. Whatever Dr. Lohia had visualised for the country can not be explained in this House, his dreams were numerous. But he had Cherished 2-3 dreams for the railways. After independence, nobody has shown respect to his sentiments. Ram Vilas Paswan Saheb who is sitting in this House has realised the sentiments of Dr. Lohia. It is evident from his reverence that nobody paid his attention towards Kashmir and North-east for hundred years. Today, we are ready to celebrate golden jubilee, but that area is neglected till today. If Ram Vilas Paswan Saheb sitting in the House has given attention towards that side then I am sure that on the eve of golden jubilee, he has transformed the dreams of Lohia into reality.

I hail from Bihar. It does not seem appropriate to congratulate him on behalf of Bihar; the whole House is congratulating him and he is very suitable person also for compliments. Only one person in India failed to congratulate him, and he is Bal Thackeray Saheb. I don't know what was his objection. This is not a matter of discussion.

MR. CHAIRMAN : Leave it. Come to the Railways.

SHRI RAJESH RANJAN ALIAS PAPPU YADAV : But on behalf of Bihar, I want to State that, when Devegowda Saheb was Prime Minister, at that time also he was the Minister of Railways. The realisation of incomplete dream of Bihar after Lalit Narayan Mishra began in the Prime Ministerial Tenure of Deve Gowda Saheb and in the tenure of Ram Vilas Paswan Saheb. I would like to inform the hon'ble Minister that the place I belong to. . . (Interruptions)

MR. CHAIRMAN : Joshiji, let him speak. Shri Yadav, you please continue your speech.

* Translation of the speech originally delivered in Bengali.

SHIR RAJESH RANJAN ALIAS PAPU YADAV : I want to tell them that the history of Bihar has been unique. Today Bihar may well be cursed but it had number one position in the country some thirty five years ago. If Shri Ram Vilas Paswan has shown respect for Bihar and the place where we stand now, there is nothing wrong in it. He has done a great honour to Bihar. Not only Bihar but he has also paid attention to places like Kashmir and the Northeast which were not paid attention after independence so far. . . .(Interruptions). I don't know why they are sore at heart. I would like Shri Ram Vilas Paswan to personally call them and enquire about the matter.

Now let me come to Bihar. I have talked to the hon. Minister also about Purnea, the place I come from and said that Katihar is the biggest junction of North Bihar from where we change trains to go to Gauhati last. We go to Hawrah also from Katihar. Katihar is in the centre of North Bihar. I have demanded many times that as you are paying attention to the Railways and there is electrification upto Mughal Sarai and you want to go ahead of Mughal Sarai via Patna, then why don't we go to Katihar via Mughal Sarai and Patna ? Many times have we demanded for electrification, you see. Katihar has become such a busy Railway station that the conversion into double Railway line is a must for it. They should consider that the conversion into double line between Katihar and Barauni is needed most. I have urged them many times that if we extend the route of DMU train running between Patna and Manasi to Katihar then it will take two-three hours more, but it will be a big facility for people between Manasi and Katihar from Narayanpur to Naugachhia station Kursela, covering a distance of 100-125 kms. upto Kursela. Millions of people would be benefitted there. Many times I demanded for a direct train from Ranchi to Katihar, as there is no alternative facility from that side of the Ganges in North Bihar to connect the South, but for the time being they have provided a link train for Jamshedpur. Two coaches will come from there and then will be attached in Barauni. I would urge the Hon. Minister that Katihar, Purnea have the areas of Nepal and Bengal around and the businessmen of that area or those coming from Nepal or Bengal have to travel 24 hours to come to Purnea by bus; there is no other alternative. Then they have to come to Barauni to catch a train for Ranchi or Dhanbad. These points have not been considered. Not only Bihar but Nepal and Bengal will also benefit from it and we can also go to Ranchi, Jamshedpur easily if a direct train is provided to Katihar.

Last time also I had demanded about that area in the House and a survey was conducted. Shri Dinesh Chandra was telling about Saharsa. Saharsa-Manasi Railway line was extended upto Jogbani. Providing the route from Katihar to Jogbani created resentment among lacs of

people of that area. But I come from Purnea, and between Purnea and Saharsa is Madhepura. You might remember that Bhupendra Babu, the first chairman of Commission for backwards in India, hailed from this area, likewise Bindeshwari Babu who was member of the constituent assembly when it was formed and Shivnandan Mandal who became the first Law Minister of India, also hailed from here. I don't understand why the area of Madhepura has been neglected so far ? Madhepura folk between Purnea Junction and Saharsa from where came the greatest of the great in India. If Dr. Lohia talked to anybody he would also listen to him, and it was only Bhupendra Babu. It was the same B.P. Mandal on whose name Mandal Commission was constituted which created an uproar throughout the country on the issue of reservation. But it is not known as to why Purnea junction and Saharsa and Madhapura are neglected today. This is the position after fifty years of independence. We demanded many times. The N.H. to Bengal, Raiganj crosses Purnea.

SHRI SATYA PAL JAIN : Is it the same Purnea where arms were dropped ?

SHRI RAJESH RANJAN ALIAS PAPPU YADAV : It is not that Purnea of the arms-dropping case. The N.H. connects Bengal. Gulab bag comes in my area and Bengal is only 25 Kms. from Gulab bag. Gulab bag is the second largest Mandi after Ranchi, in Bihar, N.H. crosses Purnea junction Just beside that. I demanded many times, staged 'dharna' also, held demonstration and requested repeatedly but was not heard at all. You are well aware that the Government of Bihar does not listen even to the whole of India not to speak of myself alone. So I demand from yourself that an overbridge be constructed on the Gulab bag - Purnea junction and N.H. crossing. It will be a sufficient facility to the people, as the condition there is this that if once the gate of the crossing is closed then 400-500 vehicles queue-up there. Children get killed because they cannot reach the hospitals. There are no other road over there. This is a personal demand also that you please consider about the bridge for which I requested you in this House and outside also. You have connected Jogbani. You have connected the heart of the area to India. Virat nagar is called the heart of Jagbani. It is called the heart of Nepal. By connecting that Viratnagar and Jogbani border you have done justice with India. It was an international issue. It goes beyond Purnea junction. But we demanded two things from you. The Hon. Minister had gone to Kursheela for inaugurate. I had said there was narrow guage from Bhanmanti to Bihariganj and you please convert that only into broadgauge. Bakhtiarpur or Saharsa be connected. I had requested you. . . .(Interruptions).

SHRI RAM VILAS PASWAN : Saharsa, Purnea, Madhapura. . . .(Interruptions)

SHRI RAJESH RANJAN ALIAS PAPPU YADAV : I demand a broad gauge in Saharsa, Purnea via adhepura and narrow guage for connecting Bhanmanti, Bihariganj and Bakhtiarpur, as it is upto Bihariganj only and needs further extension. There is no solution to it. Please convert the narrow guage, into broad guage. This was my request to you.

SHRI RAM VILAS PASWAN : I said that I was ready about the matter of overbridge that you are discussing in-between. He is repeatedly talking about the overbridge. your saying that the Railways. . . (Interruptions). Joshiji, please listen to me.

I have told the august House regarding overbridge and underbridge that it has certain rules. If an overbridge or underbridge is to be built on a road constructed by the P.W.D. or the State Government, then, the State Government has to bear fifty percent of the total expenditure. If it is a National Highway, then, the Ministry of Surface Transport has to bear fifty percent expenditure. We allocate the money from the Ministry of Railways only when that Ministry is prepared for it. Please get the Ministry prepared first. We would release the money of our Ministry share . . . (Interruptions).

SHRI RAJESH RANJAN ALIAS PAPPU YADAV : I have already stated that the House is aware of the situation of Bihar. We do not know as to where from we shall take money in Bihar and where from we shall provide funds. Only when we make Shri Ram Vilas Paswan the Chief Minister of Bihar, We would be able to know what has been done and what should be done. But now the issue is regarding the portion between Bihariganj and Koparia, Mr. Minister, Sir, Purnea Court Station is my native place, there is no proper maintenance arrangement at Purnea Court Station and Barabanki Junction. I have told this time and again, there is no waiting room, there. But no attention was paid to that demand. I have repeatedly stated that there is no bridge to cross both the sides at Banmanthi junction. Sometimes children are crushed under the running train there. There is no shed at Janaki Nagar Station. Plenty of revenue is earned from such a big city but it is without any shed. A market is there. Mr. Minister, Sir, you may recall that I have demanded many times to extend Kalbhat 43. The length of Kalagola platform in Sonapur zone should be extended. The reason is that it is still not complete according to narrow-gauge railway line. But neither the work has been completed so far nor broad gauge track has been laid down there. If the length of the platform is increased, the arrangement of shed and light will also be required. Three passenger trains run between Katihar and Saharsa. Through you I demand the Hon. Minister to make an alternative arrangement to run a passenger train during day time.

So far as the issue of laying down Nirmali Chhapra rail line is concerned, it may be recalled that during the time of the hon. Shri Lalit Narayan Mishra such a proposal was made and that proposal was accepted also. But nothing could be done so far in this regard. I request the hon. Minister of Railways to provide rail link from Nirmali to Saraygarh. It would enable a train to cover the distance from Farbishganj, Josbani, Nirmali to Darbhanga within thirty to sixty minutes and not the present lengthy time of 12 hours. Similarly there are other various demands also. Last time also I had demanded to make any alternative arrangement of broad gauge at Hazaribagh. Moreover, the arrangement for a booking-office should also be made at Hazaribagh. . . (Interruptions). As I told you earlier, first class sleeper be included in the shaktipunj Express and it should stop at Murkunda also. Some days back, I attended a meeting at Murkunda. This demand was made that time also. Similarly, when I visited Dhanbad ten days back, demand was made to run Purushottam Express via Dhanbad. The hon. Minister is preiseworthy for planning to construct an overbridge over the Ganga river. The decision to construct railway overbridge over the Ganga between Munger and Khagaria is a major achievement of post-independent Bihar which could not be done by even the greatest Chief Ministers of the State. Shri Brahmadeo Mandal who is not present in the House now, and several persons had sat on hunger strike for this demand. It had been the dream of many aged persons there. The hon'ble Minister has materialised their dream. The people of the area, therefore, would not only thank him but also bow to him.

Lastly, I would like to state that the hon. Minister is well-acquainted with Bihar. I would like to make a request to you. You should make some more efforts so that Bihar earns honour in India and the world as well. There are so many tourist centres. If rail lines and goods trains reach these places by linking the places with Delhi and Mumbai, more development would take place there. I had also demanded the Government a direct train for Mumbai from Bihar and this should be equipped with A.C. Coaches. Similarly I have told about the Guwahati train which goes via Howrah. If this train is run from Howrah to capital via Katihar for one day, it will serve a great purpose for this area. The hon. Minister would deserve appreciation and felicitation if new trains are linked with tourist places in Bihar.

I would like to make similar request about my area. Irrespective of the fact whether somebody provides money or not, I would like to make a personal request to you that train from Purnea junction to Madhepura, from Bihariganj to Papadia and Golaba should be introduced so that we may be able to win Lok Sabha elections next time also. But if you join hands with these people I have nothing to

[Shri Rajesh Ranjan Alias Pappu Yadav]

say. Whether we win the Lok Sabha elections next time or not but we want to see you as the next Chief Minister of Bihar. Thank about Golaba. I hope you will also do so. . . * To conclude with. I express my thanks to you. . . * seeing you I remembered one thing.

MR. CHAIRMAN : Please make him Chief Minister.

SHRI RAJESH RANJAN ALIAS PAPPU YADAV : Mr. Chairman, Sir, after seeing you, I recalled one thing. There is no road for labourers to reach the coal fields in Dhanbad. . . * All coal fields from Jharia have been provided rail link. If local train is provided on the rail line there as are provided in Calcutta. . .

MR. CHAIRMAN : Please consult him also.

SHRI RAJESH RANJAN ALIAS PAPPU YADAV : It will serve a great interest if these places are also linked.

Thank you very much Sir. . . * for providing me an opportunity. Ram Vilasji please take note of the issues raised.

[English]

MR. CHAIRMAN : All *dadas* are to be deleted. Instead, the expression "Mr. Chairman" should be used.

[Translation]

SHRI SURESH R. JADHAV : Mr. Chairman, Sir, today we are discussing the Supplementary Demands for Grants of the Railways. The Ministry of Railways or the Minister of Railways Shri Ram Vilas Paswan would have to admit that one third of the total income of the Railways is earned from Maharashtra. We have discussed it in the Railway Budget. Injustice has been meted out to Maharashtra in the main Budget of Railways and the Demands for Grants as well. Through you I would like to request the hon. Minister only this much that Maharashtra's contribution is one third of the total revenue earned by Railways. So injustice should not be done with Maharashtra.

Sir, I know and this House is also aware of the fact that the Ministry of Railways has shortage of funds, shortage of resources and in spite of this shortage funds available to the Railway, are being spent on other purposes, it has to be checked ? We should take into account whether this fund is properly being utilised by the Ministry of Railways or Hon'ble Rail Minister has presented this budget in the House keeping in view the present political scenario. Whether our Rail Minister indulges in politics or not but every politician involves in politics. The Minister of Railways has

made some new announcements but who will take care of the pending projects, The Minister of Railways had made some announcements to please the public but we are of the view that the Minister should pay heed to the pending projects first. I know and this House is also aware that the budgetary support for railways is quite less. All of us know that after five year plan the budgetary support for Railways is being reduced day by day, we should pay attention to all these matters of importance and the Railway budget should not be presented in the House keeping in view the present political scenario.

I say with heavy heart that the Minister for Railways has made a step motherly behaviour with Maharashtra. The Parbhani constituency to which I represent is a very backward area. The Marathwada region, Vidarbha region are very backward areas. I have written about my demands to the Rail Minister several times. I am also a member to the consultative committee on Railways. When a meeting was held in Bangalore and Mysore I had raised some demands about Devgiri Express. I could not get the reply of my letter which I had written to the consultative committee even today. It is a matter of great pity.

The work on broadgauge line from Purvani to Mukher has been completed but there is an urgent need to complete the said work beyond Mukher upto Adilabad. I would like to request the Railway Minister to take up this work as early as possible and provision should also be made first in the budget. Purna junction in Parbhani region is very old. There is very less reservation quota at Parbhani, Purna, Gangakher, Manvat, Selu, Partur. These are very backward areas. Whether my demand is related or not but I would like to make a request to the Minister of Railways that the reservation quota of the said places should be enhanced.

My second demand is that there are many unmanned gates in my region. The Railway Minister has talked of these gates many times in his meetings that he will consider these unmanned gates but has not considered those gates so far. He has been speaking good for nothing but in fact, nothing has been done in this regard. Due to these unmanned gates the many casualties occur. I would like to make a demand to the Minister through you that those gates should not be overlooked.

The Railway has lack of funds in proportion to its work. The construction of new platform has been made in Parbhani, Marathwada region. Platform of lowest level has been made in Parbhani, Selu, Munavat and corruption has taken place in the said construction. I realize that the Railway has more work but less funds. But when we see this work it is not done properly there is no need to pay attention towards this. The Ministry of Railways has lack

of funds. You should ensure the quality of work and the work is done in the and work estimate rates should not suffer. If anywhere the bogus work is going on and corruption is there, attention may be paid towards this. Guilty must be punished.

Marathwada is backward region if guage conversion, laying of track or construction of newtrack is required there, the special attention should be paid by the Railway Minister. The Railway Minister was expected to visit Parbhani. He knows that Marathwada is a backward region. Attention should be paid towards pending woks.

In the end, I would like to say that more attention should be paid to Maharashtra as we get maximum-revenue from Maharashtra. The remaining facts about Maharashtra have been told by our party colleague Shri Geeteji. I agree with him. You have given me a chance for expressing my views on supplementary demands. I thank you and I conclude my speech.

[English]

SHRI AMAR ROY PRADHAN (Coochbehar) : Mr. Chairman Sir, you know the northern part of West Bengal which is generally called North Bengal consists of six districts, the most neglected ones in the railway map. We are thankful to you because you are speaking loud about it, you are speaking much about the northeastern region, you would like to develop that area. But you cannot develop the northeastern region without developing the North Bengal because it is the corridor. Very very reluctantly I am supporting the Budget.

You should know that you cannot divert Siliguri part, you cannot divert Coochbehar; you cannot divert Jalpaiguri if you wish to have a link with the northeastern region. In this Budget I had asked for one stoppage of Rajdhani Express in New Coochbehar. Your answer is 'no'. We had asked for Saraighat Express stoppage at New Coochbehar. Your answer is 'no'. We had asked for a double line just to have more facilities for the northeastern region and a double line from New Jalpaiguri to New Coochbehar. You have said 'no'. Even then we are reluctantly supporting the Budget.

You should remember, hon. Minister, that you have assured in your last Budget speech that a Shatabdi type train would be run from Calcutta to North Bengal. I personally had asked at that time that it may be run from Sealdah to New Coochbehar. I do not know what happened to that. 15th August is only a few days more. I see there is not such arrangement and nothing has been done. Today you must tell this House whether you had assured in your last Budget speech that a Shatabdi type express will be started from Sealdah to North Bengal.

Regarding conversion of Siliguri to Alipurduar Junction, it was in the Budget speech also. But not a single inch work has been done so far in that area. Only the budgetary assurance remains on a piece of paper; nothing else. Regarding survey of new railway line New Maynaguri to Jogigopa via Changrabandha, Mathabhanga, New Coochbehar, Toofanganj, Baxirhat and Golabganj, you have assured that you will get the survey made. On the other day there was a non-formal meeting of the Consultative Committee and the Standing Committee.

As I am a Member of the Consultative Committee attached to the Ministry of Railways, I was present there. At that time, it was stated that the Ministry of Defence had raised an objection to it and so it was not possible to work it out.

My question is this. I would like to know very clearly from the hon. Minister why the Siliguri-Mal-Hasimara-Rajabakhawa-Alipurduar gauge conversion could not be carried out. According to the Indo-Bhutan Treaty of 1949, this entire railway line is in Bhutanese territory. It is not on Indian soil. We are having it on lease, according to the 1949 treaty. I would request the hon. Minister to go through the treaty document. The parts which fall in India are Darjeeling, Jalpaiguri, Goalpara district and Bongaigaon. After these areas, it is on lease. We are paying rent to the Bhutan Government on the lease.

It was also decided at the time of signing that treaty that at any moment they may withdraw. What will be our position then? How is it that he has made a contemplation that the line would be converted from metre gauge to broad gauge? And after that, why is the Ministry of Defence standing in the way now? I find no justification for their objection. The entire north Bengal is on the border. This is a corridor. From the Bagdogra airport, it is only 20 kilometres on the one side to Bangladesh and on the other to Nepal. This point has to be crossed. The entire north Bengal is just a narrow strip of land, which cannot be just avoided. Otherwise, we will have to have a railway line in the sky and not on the earth! This is the position.

If the hon. Minister of Railways had the knowledge of this position, they, why did he say that it would be done? He is in the Cabinet and the hon. Minister of Defence is also in the same Cabinet. The Ministry of Defence has raised an objection saying that the land is under lease from Bhutan. The entire metre gauge line which is proposed to be converted falls there. This kind of objections should not be raised at the last moment when the hon. Minister has assured this hon. House saying that they were ready to convert it.

Now, I come to the survey for a new railway line from New Maynaguri to Jogigopa via Changrabandha

[Shri Amar Roy Pradhan]

Mathabhaga, New Coochbehar, Tufanganj, Bosirhat and Golokganj. Here, it is said that the survey could not be done due to Defence objections. That has again been shown as the main reason.

The next point I would like to refer to is regarding the railway bridge on the River Torsa on the railway line from New Coochbehar to Gitaldaha in the NF Railway. It is in a very dilapidated condition. They are saying that the Government of West Bengal should give money. 'Otherwise', they say, 'we cannot help it.' I would like to know from the hon. Minister of Railways whether the Ministry of Railways is so poor that they cannot afford even Rs. 1 crore to repair a bridge. If it is so, then, let them say that they would like to withdraw the entire railway line from the north Bengal region. Why are they making this discrimination? I would request the hon. Minister to at least now take a personal interest and do something for the betterment of the region.

Sir, as regards the Barasat-Hasanabad line is concerned, the survey has already been completed. But in the Supplementary Demands there is no provision for funds for electrification. In the northern part, there is no superfast train except Rajdhani Express. Please do not shift the Rajdhani Express to other places. I would like to make a request to the hon. Minister that between New Jalpaiguri and New Coochbehar which is a distance of 200 kilometres, there should be at least one stop for the Rajdhani Express. On the other day, in the Consultative Committee meeting it was assured that it would be done. I do not know when it would be done. I would again like to request that it should be done.

[Translation]

SHRI RAM VILAS PASWAN : The reply from the Ministry of Defence has been received and the work of the survey has started.

SHRI P.S. GADHAVI (Kutch) : Sir, I am on my legs to express my views on the Supplementary Demands for Grants (Railways) for 1997-98. In these Demands for Grants for the Ministry of Railways has paid attention to the development of the backward areas and would be thankful if they take necessary action in this regard. In Gujarat region my district that is a border area of west is more backward than the North-east area of Bihar and Kashmir in the country. This area is spread over 45 thousand sq.mile and the Railway facility is available only for two hundred Kms. This area has abundance of minerals just like Bihar. So many people has been dislocated from that area. Three of the each five years are stricken with famine. There is no source of income. If we want to develop

that area we will have to concentrate on the area, in the same way as the Ministry of Railways has done. In the last Railway budget.

We had demanded Bhuj-Gundhi-Dham broad gauge, but I would like to add that lignite, Betonite and Lime stone are found in abundance in the area that is far from Bhuj-Gandhi-Dham, but there is a need to convert metre gauge line in to broad gauge line that goes from Bhuj to Malia since it is very important from defence point of view. But if we do not pay attention to the matter, we will have problem as we can remember that when Pakistan attacked on India in 1965 and in 1971. Our soldiers had problem to reach there. I would like to request the Minister of Railways to make some provisions for converting Railway line from Bhuj to Nalia in to broad gauge line and also provide Railway facility from Bhuj to Panamadhoo.

Even though there is a longest line of Western Railways of Gujarat, but its headquarter is located in Mumbai only. It causes lot of problems several times. For example; recently officers faced problems in reaching to Faridabad where an accident took place. Such problems are also faced in Gujarat. The entire rail line of Gujarat is located in Western Railway only. Kandla port is the major port of north India in Gujarat. But it is really an unfortunate thing that this major port has not been connected to broad gauge from its capital even after 50th years of independence. Unless you connect this with Broad-gauge, the Kandla Port can not be developed. Its very important for my area that this should be connected with broad gauge at the earliest.

The entire area is border area, I would request the Minister of Railways that a broad-gauge line should be laid down in the entire border areas right from Kutch to Punjab and Rajasthan as it is essential from defence point of view.

The Mundra Port located at Gandhi dham has to be developed and some entrepreneurs of Private Sector have asked to connect the Mundra port with Rail line which should be laid down from Gandhidham to Mundra via Jogrinal. As you are aware that salt is produced in Kutch and supplied to the entire country. The salt producers find it very difficult to send it outside due to non-availability of railway line because broad gauge rail line has been laid down upto Palanpur only so far. At present the salt is being sent from Santhalpur and Kutch via Palanpur. The salt producers have been demanding since long that a transshipment point may be set up there. We have requested the Ministry of Railways several times in this regard but till now nothing has been done. Earlier the transshipment point was set up at Vakhana. When Biramgram - Okha railway line was converted into broad gauge, at that time

the transshipment point was set up at Vakhana for the salt producers of Naulakha. When the Jodhpur rail-line was converted into broad-gauge the transshipment point was set up at Bhagat-ki-Kothi. I consider the demand of salt producers very justified that a transshipment point may be set up there as it would be very convenient for them and it would be easy to sent salt to the all parts of India.

The Railways have a lot of surplus land. A new railway station has been constructed at Bhuj about 50-100 acres of surplus land is available near the old railway station which is being encroached. The market value of that land is fifty lakh rupees per acre. If the Railways does not take care of that land, then, the whole land will be encroached. The same position is prevailing in Bhavnagar and Jamnagar.

The people of Kutch have migrated to other parts of India due to famine. Recently a decision has been taken to run the train on Uri-okha railway line thrice a week, if it is extended upto Gandhidham, once a week, it would be helpful for the people living there. All long distance trains running between Hawrah-Ahmedabad, Cochin Ahmedabad Chennai-Ahmedabad may be extended upto Gandhidham. The people of that area have been demanding this since long. I have been told that there is no terminal facility at Gandhidham but a provision was made in the last years' budget for providing terminal facility there. I once again demand that all long distance trains running between Howrah-Ahmedabad, Cochin-Ahmedabad, Chennai-Ahmedabad may be extended upto Gandhidham so that people living in Kutch may visit other parts of India.

16.57 hrs.

[MR. DEPUTY SPEAKER *in the Chair*]

Port to Port connection and connection with the capital is necessary. It has been said in this House that New Delhi-Ahmedabad Rajdhani Train should be run once a week and I demand that this train should be run daily as it is very essential to connect Ahmedabad with the capital.

Presently the railway facility are being provided in the cities and the local trains which were connecting the villages, earlier, are being cancelled. The local train being run between Ahmedabad - Vodka had been cancelled about two years ago. If you keep on cancelling the important local trains and increase the facilities in the cities, I do not appreciate your policy. Similarly Ahmedabad-Junagarh train which runs thrice a week earlier is being run twice in a week. The people of Bhavnagar, Vodka, Dholka, Bavarha, Birgram and Dhandhuka have been demanding since long that their reservation quota should be enhanced from Delhi and Bombay.

17.00 hrs.

Mr. Deputy Speaker, Sir, presently there is no direct line between Bhavnagar and Mumbai. A direct line should be laid between these railway station. Surat is connected with the entire country but here is only one track the South bound trains and Surat Jalgaon train. If two railway tracks are laid there, it would be very convenient. Traffic is increasing day-by-day between Ahmedabad-Mumbai and lot of economical and industrial development has taken place due to railway tracks presently there are only two railway tracks and there three tracks would be more convenient. The Bhuj railway station has been renamed as "Naya Bhuj" but it has not been feeded into computers and we find it difficult to get ticket for Bhuj. Therefore, I request that these shortcomings may please be removed.

Mr. Deputy-Speaker Sir, it is said here that the backward areas are to be developed and the railway facilities should be provided there and it should be ignored whether the Railways earn the income or not. If we consider the economic aspect, the backward areas will not developed. I would like to say that there are several areas in our country which could be developed by providing Railway facilities there. I, therefore, request that the Railways should take action in this regard.

SHRI MANGAT RAM SHARMA (Jammu) : Hon'ble Deputy-Speaker, Sir, I am thankful to you for allowing me to speak. At present a discussion on Railway's supplementary demands is going on. I am very happy that all the Members, irrespective of their party, affiliations, have appreciated the expansion work done by Railway Ministry for Jammu and Kashmir, Eastern and North east states. Since, I have been elected from Jammu and Kashmir, therefore, I thank the Minister of Railways on behalf of the people of Jammu and Kashmir and my colleagues. Hon. Minister of Railways has informed that the work of laying down Railway line from Jammu to Udhampur would be completed next year and Udhampur to Atrah where there is Mata Vaishno Devi temple is situated the work of Railway line would be accelerated, especially the work taken up between Baramulla and Ghajipur must be appreciated. Prime Minister has also witnessed that inauguration function. I mean to say that the construction should be taken up so that people could get employment. Work should be started in Udhampur and Katra, so that unemployment problem of Jammu and Kashmir would be eradicated and the people of that area could get job and go ahead on the path of success. I would congratulate the Minister on this account and request him to pay more attention to the progress of my backward State.

Hon'ble Deputy-Speaker, Sir, I am happy that Mr. Paswan has kept in mind the whole India. We can not say

[Shri Mangat Ram Sharma]

that he has ignored any state or region. He has made efforts for the development of Railways in every state and every region, as much as it was possible. Broad gauge line is being constructed. Railway line is being extended, new Railway line is being laid, new Trains are being introduced and new bridges are being constructed at one place or the other. I mean to say that in regard to Railways Hon'ble Member has treated whole of India as his own area, as his own region and as his own constituency.

Mr. Deputy-Speaker, Sir, when the Railway budget was presented a few hon'ble Members from Kerala, Gujarat and Maharashtra had raised objection that their areas have been neglected, reacting to that Hon'ble Minister started some new projects in those states. In the same manner he convened a meeting with M.Ps. and tried to sort out many issues. I used to feel that all the Ministers only concentrated on their own constituency and their own area and never paid proper attention to India as a whole but I may atleast claim for Hon'ble Railway Minister Shri Paswanji that he had tried to initiated some work in whole India and it is a matter of pleasure that how effectively he is getting works done by his officers. He is having a fine rapport with the officers of department and it is a matter of pleasure that he has entrusted the whole administration, the Railway administration to be alert on public services. We are sorry and he is also sorry if a solitary or a couple accidents take place. He goes to the spots of a accident immediately but the work of Railways has improved in general and efforts are being made to run trains on their scheduled time and cleanliness be maintained in trains. There should be safety measures for trains and people from all parts and all sections should be recruited in Railways. I think that the efforts being made in this regard are good and we should thank him for it.

As I had told earlier in regard to Jammu and Kashmir, he has taken a big step. He has taken up a very important project. I am thankful for it. I would like to know about the survey from Jammu to Poonch which was ordered by him, one and half years ago because this is related to my constituency and this area is adjacent to Pakistan. Pakistani trains run upto our border but our trains do not run beyond Jammu. Poonch is 300 k.m. away from there. That is a border area and he has ordered for survey there. He told me that survey is being done with the help of satellite but people in field do not now whether survey is being done or not. One and half of one and quarter years have passed since the order was given. I would request you to come to a conclusion definitely and the project should be taken up after finalising the survey.

Similarly, it was said in the House that construction

work of a coach factory in Jammu will be implemented so that people may get employment. Wood and labour is abundantly available in Jammu and Kashmir and my suggestion is that the setting a coach factory at Jammu will prove advantageous to the people of Jammu. Hon'ble Minister should pay heed towards that.

You have mentioned the works to be taken up in the supplementary grants. You have taken up the project of doubling the Railway line between Jalandhar and Jammu in the supplementary demands. Sardar Saheb who is here belongs to Taran Taran area of Punjab. He has also mentioned it. I feel that double track between Jalandhar and Jammu was very essential and you have taken up that work. This is a very excellent work and we support it. Similarly, upgradation of Chandigarh Railway Station, and a Railway line between Ludhiana and Chandigarh will be advantageous to Punjab. Apart from that Railway line is being laid down from Jammu to Rajasthan via Punjab, Railway line is being created and it is a very good thing. It will benefit the commuters of a few states. This is a very good thing.

Similarly you have proposed for the modernisation of Delhi Railway station. Delhi is our capital and have railway stations were build up during the British regime. The condition of these stations is not good. Their modernisation is a good thing. We appreciate this measure. You know that there is huge rush at Jammu station due to pilgrims of Vaishno Devi. If you expand and modernise this station, that will be matter of benefit for the whole India, since people all over India visit Jammu for Mata Vaishno Devi pilgrimage. Hence it is essential to expand that station. Similarly, you have introduced many trains in Jammu. Trains run from Jammu to Kanyakumari, Calcutta, Ahmedabad, Pune, Tamilnadu. But you have not introduced Shatabdi train from Delhi to Jammu. This is my demand, since a good number of tourists. Army personnel travel on this route, if a Shatabdi Express will be introduced between Delhi Jammu it will be a matter of immense benefit. I want to lay emphasis on special trains for army men. Many times it appears in newspapers that due to non-availability of reservation for army people, clashes between civilians and army men take place. Such incidents occur more in eastern States and Jammu where army people are much in number. When Jawans go on leave or when they are transferred, they do not get berth in trains. I would like the Government to introduce special trains between Jammu and Delhi and from eastern states to Delhi as well so that movement of Jawans intrains is separate and there is no clash between them and civilians.

One of my colleagues told me that one year back you had ordered to conduct a survey for a railway line between Dongpura and Ratlam via Banaraswala in his constituency.

This railway line pertains to the state of Rajasthan. He asked me to raise this point. He belongs to that tribal belt, therefore, I would like you to get the survey for that railway line conducted as soon as possible. . . (Interruptions).

MR. DEPUTY-SPEAKER : We are discussing the several demands which are 39 in number but surprisingly no hon'ble Member is referring to any of these demands. All of you are speaking on your own demands treating it as a General Budget. You may place your one or two demands but please refer to, at least, some of those demands.

SHRI MANGAT RAM SHARMA : My this point pertains to the demands itself. I have spoken about Chandigarh and Jalandhar. I have raised many points about the Demand also.

You have drafted a proposal for doubling of railway track between Madurai and Rameshwaram which deserves our appreciation. I myself, have the experience of travelling from Madurai to Rameshwaram, means of travel are not enough there as that is a great pilgrimage centre and people from all across the country visit there. It is nice that you have paid your attention towards that pilgrimage centre, I appreciate you for this action of yours like wise, it is also good that you have cleared the proposal for the construction of a bridge over Ganga near Patna. This also deserves our appreciation. As I have said earlier, I always find you engaged in examining various railway projects, pending clearance and to be commissioned some where in the entire country which is a welcome gesture. Further I also appreciate the support and cooperation which we, the MPs, get from the staff working in your office, when we visit the same for some or other reasons, I have found you making every possible effort to solve our problems. For this, I, once again, appreciate you and your staff. You are a young man of dynamism and have a bright future in store. You have got a will to serve the people of this country. We wish you all the best. You considered the entire India as your own constituency and have started various projects which, I hope, you will carry on with same vigour. I request you to complete all those projects—particularly those mentioned in supplementary grants—which you have taken up.

The total provision made for this project is very nominal. This will not do. We would urge you and support you to compel everybody be he the Prime Minister or the Finance Minister to get the adequate funds. Whether you get any budgetary support or make some kind of adjustment but the important thing is that you expedite the whole process and accelerate pace of work.

There is a district, namely, Kathua in my region where no stoppage has been provided to any Express trains

starting from Jammu. The Express trains starting from Jammu halt only at Chakki bank railway station and these trains halt nowhere else in the entire Kathua district. I have brought it to the knowledge of the Prime Minister also but so far nothing has been done. I, therefore, request you to kindly provide halt to at least one of these Express trains at Kathua station as Kathua district is a headquarter. It is also a brigade headquarter and it connects a huge area with it. I have written a letter and got it forwarded to you by the P.M. also, therefore, if you meet our this demand, it will benefit the people of the entire Kathua district.

With these words I support your Budget and appreciate your work.

SHRI BASU DEB ACHARIA (Bankura) : Mr. Deputy-Speaker, Sir, after extending my support to the supplementary demands (Railways) I want to submit a few points before the House. We were expecting that the Railway Minister, Shri Ram Vilas Paswan, would certainly take note of the resentment prevailing among the railway employees. The reasons attributed for retrenchment and dismissal of railway employees in the year 1981, are not any act of theft or dacoity or any other such deeds but only the act of participation in Trade Union's strike. So far in Indian Railways, particularly in Eastern Railways. . . (Interruptions).

SHRI RAM NAIK (Mumbai-North) : What is the Demand No ?

MR. DEPUTY-SPEAKER : He has already supported the Demand.

SHRI BASU DEB ACHARIA : Only after extending my support to the Demands, I started my speech, Shri Ram Naik ji. There are at least 40 railway employees who are still out of their job inspite of the judgement of the Supreme Court which has gone in their favour. Three months have elapsed since the judgement was given and in between, I have also written many letters to the Railway Minister but so far no action has been taken to reinstate these 40 employees who have been out of their job since 1981. As the judgement of the Supreme Court has gone in their favour, I hope that these employees will have to wait no longer. Though, nearly 300 to 350 railway employees have been reinstated after the judgement was pronounced but some employees still remain to be reinstated. I hope that they would also be reinstated. I hope that they would also be reinstated very soon. I urge the Minister to make a promise in this regard in his reply. He has made some other announcements as well but I wonder as to why the Railway Board do not take any action to implement these announcements. On the 6th June, the Minister had made many such announcements in Purulia. If he remembers, he had announced that the coal and ash handling workers, who were retrenched due to the closure of steam loco would be reinstated in the railways as safaiwalas (sweepers) That

[Shri Basu Deb Acharia]

was 6th June and today is 11th August but so far no action has been taken in this regard.

SHRI RAM VILAS PASWAN : Action has been taken the file is submitted to us. You stated in this regard on that day, I enquired in this regard and the action had taken. It will take some time. This case relates to June and only two months are pass as August is going on at present.

SHRI BASU DEB ACHARIA : The two months have already passed. It is requested to you to take action immediately. The some casual workers of canteen had met us and submitted a representation to us. They had written there in that the judgement of CAT has been delivered in their favour and, they will not go to Supreme (court). After that they received letter from Railway Board.

[English]

"It was thought proper to file an SLP in this case also. It will be appropriate to wait for the Court's decision."

[Translation]

We had given the letter after consulting then and said that you have promised not to file a case in the SLP. But on the contrary you have mentioned in the letter that you are going to SLP. They have again written a letter to us that the Railway will not file case in SLP. We have informed today that before delivering the order the Railway had already filled the case in SLP. This letter has been written on 8th March. If it took place before 8th March then they would have not issued orders. We have informed that the file has sent to them, if they want to draw the case they should withdraw the file is lying in the Minister for Railways for the last one and half-month we hope, they will advice them to withdraw the case as early as possible. Shri Santosh Mohan ji raised a question today morning in respect with the recognition of R.P.F. We do not need a wide recognition such as trade unions. We have just demand to recognise the welfare association of R.P.F., there is a great resentment among Railway workers due to it. Station Masters are on agitation. This demand to create channel of Negotiation is not a big demand. The All India Railway employees confederation was authorised for this by the Govt. of Janta Party in 1977. Talks can be held in the set up of chanel of recognition. The All India Railway employees confederation can talk to Railway officers, General Manager, officers of Railway Board. G.R.M. They did not want recognition. That set up area withdrawn in 1980. It is not difficult to restore it. You can do it. It will effect the recognition policy but it is also not being done.

SHRI RAM VILAS PASWAN : When we went to meet

the Minister of Home Affairs you were with us.

SHRI BASU DEB ACHARIA : We are talking about AIREC. The Home Minister has said that we have no objection and railway can do it.

SHRI RAM VILAS PASWAN : At that time you were with me, and Law Minister was also there. They said that they would send it to the Law Ministry and we had said that that should be sent. The Law Minister had assured to look into it.

SHRI BASU DEB ACHARIA : You should call a meeting as early as possible, and take decision.

SHRI RAM VILAS PASWAN : We would not held a meeting but it would be hold by the home Ministry.

SHRI BASU DEB ACHARIA : They had said that they had held two meetings. It is the responsibility of Ministry of Railways, so you should take decision about RPF at the earliest by having a dialogue with them. The All India Railway Employees confederation had a channel of Negotiation right in 1977. but it was withdrawn in 1980. So it should be restored.

[English]

We want one Union and that should be recognised through a secret ballot.

[Translation]

Only one federation would remain. If there are two federations, what is the harm in forming third confederation. The standing committee on Railway had also made such a recommendation.

SHRI ILIYAS AZMI (Shahabad) : Have you given any recognition to union of Police in Bengal or any other union?

SHRI BASU DEB ACHARIA : Yes, Sir, Recognition has been given in Kerala, Tirpura and Orissa. But there is no sense of indiscipline there. Presently is used to be there but since then we have give them recognition, they also not have such sence there.

MR. DEPUTY SPEAKER : Please address the chair directly.

SHRI BASU DEB ACHARIA : Mr. Deputy Speaker, Sir, I would like to pay thanks to the Minister of Railway that he has included two projects of West Bengal in the Supplementary Demands for Grants for railways.

One project is concerned with electrification of Ranaghat - Pangaon rail line and an other is. . . (Interruptions). Perhaps one has been included and there

is five kilometers long railway line. Bhangaon is only five kilometres from Bhidrapur. They will have remembered. The had given an assurance and made a declaration at Purulia on 6th June that he would get a survey made for a new railway line. He would get a survey or railway line made from Jhargram to Purulia.

[English]

For Puruliya-Jahargram new line, a survey would be undertaken.

[Translation]

He had told categorically that he would include it in the supplementary demand of grants but he did not include them. Purulia – Jhargram line to which a declaration was made on 6th June by you, is not also included.

SHRI RAM VILAS PASWAN : The issue of survey is not mentioend in it ? . . . (Interruptions).

SHRI BASU DEB ACHARIA : You had made a declaration that survey will be made in this regard. How would it be made ? We would like that survey should be made and line should be laid. We do not want survey only but we want line also.

[English]

SHRI SRIBALLAV PANIGRAHI (Deogarh) : Since he is the Chairman, he is using his position fully towards that . . . (Interruptions).

SHRI BASU DEB ACHARIA : The entire area is occupied by tribals. The percentage of the tribal population is more than 50 per cent. In the entire area of Jahargram, part of Benkura and then Bandwan of Puruliya, the tribal population is more than 50 per cent. So I request the Minister that he would order for undertaking survey for a new line from Jahargram to Puruliya.

[Translation]

We were expecting that this project will be given to us as the Chief Minister or West Bengal had met him in the Rail Bhavan.

[English]

This is for the first time that the hon. Chief Minister of West Bengal met the Minister of Railways in Rail Bhavan. This was reported in the newspapers also. What for ? It is regarding Calcutta Metro. What is the reason ? This is not the responsibility of the Railway Ministry. Why not ? It is because, Sir, Calcutta Metro has not been completed yet. Only a part of Calcutta Metro has been completed from Dum Dum to Daliganj. What about Daliganj to Garia ? What

about Dum Dum to Barakpur ? What will happen to it ? What about Dum Dum to Barasat ? What happened to that ? We have recommended it. The Standing Committee on Railways has already recommended it.

[Translation]

But you know as to what action is taken. He and Shri Panigrahi both have been Chairmen.

[English]

His experience will be the same. That is why, the Standing Committee on Railways recommended that the Ministry of Railways should publish a status paper on the transport system of Calcutta. Calcutta's transport system has been neglected. In Calcutta, the road spacing is only six percent. whereas in Mumbai, Ram Naikji, It is 16 per cent. What has he written in reply to my letter ? . . . (Interruptions) I know. I know Ram Naikji because both myself and he were on the Sub-Committee and we visited all the three Metropolitan Cities.

MR. DEPUTY-SPEAKER : Please conclude.

SHRI BASU DEB ACHARIA : What he has stated in reply to my letter is, 'Funds are allocated by the Central Government over and above the Railways normal budgetary support through a dividend liability'. Why ? Why is it for only Calcutta Metro ? 'The cost of operation and maintenance of the entire Metro is reimbursed to the Railways and the cost of replacement and renewal of railways of the entire Metro is also reimbursed to the Railways. This should be settled by the Ministry of Finance.'

[Translation]

MR. DEPUTY-SEPAKER : It is half past five. . . (Interruptions).

SHRI BASU DEB ACHARIA : I am just concluding I shall not take much time. I shall be concluding within Five to seven minutes. . . (Interruptions).

MR. DEPUTY SPEAKER : Please coclude within two minutes. . . (Interruptions).

[English]

We expected that the extension of Calcutta Metro from Tallyganj to Guria would be included in the Demands for Supplementary Grants. But is has not been included. We do not find any justification.

[Translation]

THE MINISTER OF TOURISM AND MINISTER OF PARLIAMENTARY AFFARIS (SHRI SRIKANTA JENA) : Is it your recommendation ?

SHRI BASU DEB ACHARIA : Several recommendations have been made but nothing has been done in this regard. . . (Interruptions). Maximum recommendations are from Mumbai. Shri Ram Naik will explain them. There is a maximum number from Orissa.

[English]

Shri K.P. Singh Deo will tell us how much we have recommended for Orissa. . . (Interruptions). After great difficulty and through our vigorous efforts, one very important project from Orissa – Talchar-Angur has been included. However, another important project of Orissa – Talchar-Bimlagarh has not been included. The hon. Minister had assured us that he would consider it in the next Budget. It is a very important project. . . (Interruptions).

Sir, the hon. Minister of Railways will tell us as to what will happen to Calcutta Metro. The employees are being repatriated. It has to be stopped and more allocation should be provided. Now, the hon. Minister is saying that it is the responsibility of the Ministry of Urban Affairs and Employment. How can the responsibility of the Metro Railways be fulfilled by the Ministry of Urban Affairs and Employment? This should be the responsibility of Indian Railways and Calcutta Metro should be a part and parcel of Indian Railways. Unless the Indian Railways take the responsibility of not only the construction but also the management of Metro Railway, the Ministry of Urban Affairs and Employment will not be able to discharge its responsibility in regard to running of Calcutta Metro and it will remain as a truncated project. . . (Interruptions).

What about Circular Railways? A survey has been completed and a survey report has been submitted a long time ago. Only a stretch from Princifghat to Majerhat, about five kilometre, is not being completed. . . (Interruptions). To call it a Circular Railway is a misnomer.

Therefore, the Calcutta Metro extension from Tallyganj to Garia and from Barrackpore to Barasat is most important. So, the completion of Circular Railways is most necessary. I hope that the hon. Minister would reply to this point. An amount of Rs. 52 lakh has been kept in the Annual Budget.

[English]

What about a new train from Tatanagar to Newjalpaiguri to connect South Bengal with North Bengal? . . . (Interruptions).

[Translation]

MR. DEPUTY SPEAKER : Second item of the agenda was to be taken up at 5.30 p.m.

SHRI BASU DEB ACHARIA : We would like that something must be told in this regard.

MR. DEPUTY SPEAKER : He will certainly tell.

SHRI BASU DEB ACHARIA : I support what Mr. Amar roy Pradhan has said.

[English]

The hon. Minister of Railways had announced on the floor of the Hosue that the Bankura-Damodar line would be taken over and then it would be restored. But it has not yet been done and not a single sleeper has been replaced and not a single kilometer of track has been replaced. How will the hon. Minister be able to introduce a rail bus on that line unless the line is not renovated? What is the position?

[Translation]

What is happening? Why is so much time being taken to purchase this? If it is not purchased and replaced, you will not be able to introduce a rail bus. You will have to introduce that service because you have announced. . . (Interruptions). We would like that reinstatement of our dismissed railways employee's should be implemented at the earliest in accordance with the orders of the Supreme Court. As you have said about coal and ash that proceeding is going on. So, you may please ask them to expedite it so that it may be started expeditious. . . (Interruptions).

MR. DEPUTY SPEAKER : This discussion will continue tomorrow.

[English]

SHRI BASU DEB ACHARIA : Sir, tomorrow he can reply after Zero Hour.

[Translation]

SHRI RAM VILAS PASWAN : Sir, this is my insistance because the supplementary demands of Railways are to be taken to Rajya Sabha. Today is 11th and 14th is the Private Member's Day. Therefore, today or tomorrow should be fixed so that it may be taken to Rajya Sabha after having been passed.

MR. DEPUTY SPEAKER : Half an hour discussion will start at 6.30 p.m. and if the House is ready to sit after severf, I have no objection.

SHRI RAM VILAS PASWAN : Sir, Let it be got completed by tomorrow before lunch. . . (Interruptions).

SHRI RAM NAIK : Sir, I have a suggestion. It is a fact that this business should be passed and

simultaneously it is also a fact that all members would like to speak on the demands of Railways whether they are supplementary demands or general demands. It should be done that whomsoever would like to speak, let them speak. But after seven, the Minister may reply tomorrow after zero hour. Thereafter we will wind up this issue. As such I think that those who have a wish to speak will also be fulfilled. . . (Interruptions).

MR. DEPUTY SPEAKER : Look, this is to be decided by the House.

SHRI RAM NAIK : Those who want to speak will stay . . . (Interruptions).

MR. DEPUTY SPEAKER : Those who like to speak, only they will stay and none else.

SHRI RAM NAIK : That is right that only speakers will stay and nobody will raise the question of quorum. Thus, those hon. members who like to speak, will be able to speak and the House will also dispose this item . . . (Interruptions).

MR. DEPUTY SPEAKER : It is a matter of common understanding. You just look behind, some hon'ble members are raising their hands.

SHRI RAM NAIK : Those who like to go, they may go because it happens so. Those who want to speak they should be given a chance to speak. That is all what I want to say. . . (Interruptions).

SHRI RAM VILAS PASWAN : Sir, when all hon'ble members every time would like to speak on it, then there is difficulty for us. When it is said that who want to speak, they may speak then it never happens that business is disposed of before seven in the morning. Every member would like that Minister for Railways should remain seated here, it is also a fact. The House should conduct its business by eight, nine or ten but don't do such type of work this time that we should be compelled to stay full night - because these are supplementary demands. Therefore, you may fix a time limit in this way that whomsoever wants to speak, they may speak by so and so hours.

SHRI BASU DEB ACHARIA : Sir, time may be extended by 9 O'clock.

MR. DEPUTY SPEAKER : Alright, you sit down at seven, the House will run upto 9 O'clock. If it winds up before it, then that is right.

MR. BASU DEB ACHARIA : Sir, discussion will finish today.

17.40 hrs.

DISCUSSION UNDER RULE 193

Re : Need for Streamlining the Public Distribution System—Contd.

[English]

MR. DEPUTY-SPEAKER : Now we shall take up item No.21 - further discussion under rule 193, on the need for streamlining the Public Distribution System. Shri Rambahadur Singh is to continue his speech.

[Translation]

SHRI RAMBAHADUR SINGH (Maharajanj) : Mr. Deputy Speaker, Sir, Food Corporation of India procures and stocks the foodgrains and allocates the foodgrains to the states for distribution through public distribution system. When the states get their allocations, they allocate the same at district headquarters level and issue licenses to the shopkeepers under public distribution system and monitor them. In order to make it more strong, the govt. has formulated several policies such as revamped distribution system. Revamped distribution system means to make available all things in hilly, drought prone and tribal areas.

Secondly, the Govt. will supply 200 grams foodgrains to the people living below poverty line for three days. Despite these managements, this system has not been proving to be successful. There is a reason to it that out of ninety crore population, 60 percent people, i.e. 54 crore people live below poverty line in our country. But the Government consider 32 crore people below poverty line and says that it can provide foodgrains only to those people. Earlier, 200 grams of foodgrain was made available at the rate of per day and per capita but that was also inadequate because at that time there was a need for 400 grams. Now, that has been reduced to 200 grams for three days. The Govt. says that it would not allow the people to die of hunger. I would like to make a request to the hon'ble minister that if any hon'ble member sees by putting himself in this situation, he will come to know as to how life can be led in such a low supply. The fire of hunger is so bad that it compels a person to commit any misdeed.

Mr. Deputy Speaker, Sir, I admit that the people of this country do not commit sin in order to satiate the fire of hunger. There are two types of persons in this country. One type of persons are those who commit sin to fill in their bellies. Others are those who commit crime for their luxury. Today, nobody is honest. Since people do not resort to honest means it is not possible for them to lead a dignified life. I can challenge that there is none