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Title: Discussion on the Supplementary Demand for Grant No.16 in respect of Budget (Railways) for the year 2008-2009.

MR. DEPUTY-SPEAKER : Now the House will take up Item no. 30 – Supplementary Demands for Grants (Railways). Shri Lalu Prasad.

रेल मंत्री (श्री लालू प्रसाद) : महोदय, मैं अनुरोध करता हूँ कि वर्ष 2008-2009 की अनुदानों की सभी अनुपूरक मांगों (रेल) को पारित किया जाए।

**MR. DEPUTY-SPEAKER** : Motion moved :

"That the supplementary sums not exceeding the amounts shown in the third column of the Order Paper be granted to the President of India, out of the Consolidated Fund of India, to defray the charges that will come in course of payment during the year ending the 31<sup>st</sup> day of March, 2009, in respect of the head of Demand entered in the second column thereof against Demand No. 16."

-----**(Interruptions)**

उपाध्यक्ष महोदय : अगर कुछ माननीय सदस्य अपनी बात कहना चाहते हैं, तो वे अपनी स्पीच सभापटल पर रख सकते हैं। It will form part of the proceedings.

...(Interruptions)

\*SHRI PRALHAD JOSHI (DHARWAD NORTH) : Hon'ble Speaker Sir, it is everybody's experience that in Karnataka that Indian Railway has always stepmotherly treated this State as far as railway developmental works are concerned. I have been time and again bringing it to the notice of the Governemnt through you Sir.

During many discussion on Railway Budget 2008-09, I had insisted the Ministry for early completion of Gadag – Bagalkot Gauge conversion work and also start the run of the trains on this time. The conversion work is said to be over long back but now the S.W.R. is dilly dilly-dallying the start of the trains on this time. I urge the Government to start the operations of passenger trains on this time.

Hubli-Ankola: Hubli-Ankola new line seems to have come in rough weather once again due to apathy on the part of S.W.R. The Government of Karnataka has already agreed to divert the required forest land for the alignment submitted by the S.W.R. But railway is not taking initiative to convince the ministry of Environment and Forest to approve the alignment and hence the problem. I urge upon this Government to expedite this process.

New Night trains to Bangalore and Mumbai from Hubli: I have repeated this demand innumerable times but nothing is forth coming. At least one right train should be introduced between Hubli-Pune.

Recruitment for Group "D" Posts in S.W.R. Hubli: Last year the process for recruitment for about 4000 Group `D' posts had begun in SWR Hubli, but came to be abandoned due to law and order problems which was caused in protest against the domination of outside candidates. There was agitation for reservation of posts for Karnataka candidates. I had stressed the need for changes in the recruitment rules providing for earmarking of posts for locallites. Now I urge upon the Government to restart the process of recruitment by adopting some mechanism by which it should be ensured that local people should get better opportunities.

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\* Speech was laid on the Table.

Extension of Intercity Train to Dharwad: The long standing demand of extension of Bangalore – Hubli Intercity till Dharwad to be honoured.

**\*श्री संतोष गंगवार (बरेली):** महोदय समाचार पत्रों व अन्य माध्यमों से ज्ञात हुआ है कि रायबरेली, उत्तर प्रदेश में प्रस्तावित रेल कोच फैक्ट्री को क्षेत्रीय किसानों के हित को ध्यान में रखते हुए राज्य सरकार द्वारा भूमि में अधिग्रहण के लिए असमर्थता व्यक्त की है इस कारण प्रतीत हो रहा है कि उक्त कोच फैक्ट्री रायबरेली में लगना संभव नहीं हो पायेगा, यदि सरकार इस कोच फैक्ट्री हेतु कोई अन्य स्थान तलाश करती है तो इसके लिए मैं अपने निर्वाचन क्षेत्र के अन्तर्गत इज्जतनगर, बरेली, उत्तर प्रदेश को प्रस्तावित करता हूँ। यह इस हेतु इस स्थान को सर्वाधिक उपयुक्त स्थान है। वर्ष 1984 में रेल कोच फैक्ट्री हेतु इस स्थान को सर्वाधिक उपयुक्त माना गया, यहां पर पूर्वोत्तर रेल का मंडल कार्यालय है तथा पूर्वोत्तर रेल का डिब्बा सुधार व क्रेन निर्माण का कारखाना एवं स्लीपर प्लांट है जहां आजकल न्यूनतम कार्य हो रहा है। इस कोच फैक्ट्री हेतु बरेली में पर्याप्त आधारभूत संरचना है और इस हेतु रेल के पास इतनी भूमि है कि उसे कृषकों की कोई जमीन नहीं लेनी पड़ेगी और तत्काल कार्य प्रारंभ किया जा सकता है। मैं आपके माध्यम से माननीय रेल मंत्री से अनुरोध करता हूँ कि इस संबंध में आवश्यक कार्यवाही करने का कष्ट करें।

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\* Speech was laid on the Table.

**\*SHRI ADHIR CHOWDHURY (BERHAMPURE, WEST BENGAL):** Sir, on the improvement of train services in the Lalgola-Sealdah Section, Sealdah Division, Eastern Railway, I have to state that hundreds of people of the district of Murshidabad work in different parts of West Bengal in India and these people return home during the Saradia Puja. These people are to avail themselves of the train at Sealdah-Lalgola Division, Eastern Railway for returning home. Again hundred of people, who work in different places in the country have to board trains at different stations of this section for returning to places of residences. But the compartments attached to all these trains running in this section are quite inadequate to fulfill the demand of these passengers. As a sequel to this, these passengers have to bear with untold misery during their journey.

In view of the facts stated above I have to request you to kindly look into the matter and to take the following steps to do away with the present state of affairs:

- (i) to increase numbers of compartments in all the passenger-trains running in the section.
- (ii) To add one additional chair-car to both the UP & Down Bhagirathi Express train running daily in this section,
- (iii) It is stated that in the 111 UP Lalgola-Sealdah Passenger there are 3 Sleeper Coaches, whereas in the corresponding 112 Down train there are only 2 Sleeper Coaches. To do away with the anomaly in the service, one additional coach should be added to the said train to serve the greatest interest of the passengers.

Again I have to mention that the two counters of the Computerized Reservation Centre of Berhampore Court Station remain open upto 2 PM. daily. This period of service is inadequate to the public demand.

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\* Speech was laid on the Table.

You are requested to do the needful so that at least one counter of the said Computerized Reservation Centre is brought into operation with immediate effect.

I have to invite your attention to your declaration in the Parliament during the Railway Budget Session that a train named "Hazarduari Express" will be commissioned in the Sealdah-Lalgola Section, Sealdah Division, Eastern Railway shortly after the session. This Express train was scheduled to take start from Kolkata at 6-50 hrs in the morning and at 16-40 hrs in the afternoon from Murshidabad Station of the said section of ER. But it is a matter of regret that this train has not yet been introduced despite your commitment in the Parliament. In this context I have to mention that people of this district came to know of all these relating to this train and are now suffering from a sense of frustration for Railway inaction on this regard.

Now, considering the demand of the public I have to request you to look into the matter so that this "Hazarduari Express" is introduced without loss of any further time to fulfill the long-felt grievances of the people of the district.

\* SHRI J.M. AARON RASHID (PERIYAKULAM) : At the outset I congratulate the Hon'ble Railway Minister for being a Champion of Secular Forces. The UPA Govt. under the able & dynamic guidance of Hon'ble Congress President Smt. Sonia Gandhi ji and the leadership of Hon'ble Prime Minister Dr. Manmohan Singh ji, the Railway Ministry under you is really creating wonders. Indian Railways the world's largest network has exalted incomparable heights in the last 5 years. You are doing a commendable job for the people of this country, since the poorest of the poor, the middle and upper class are benefited as passenger fares are not hiked for the past 5 years inspite of severe hike of oil prices in international markets; which is appreciated by one and all. Moreover, I would like to say in the recent past Railway Department was considered to be loss making, but Lalu ji has brought everyone by surprise by making it as a profit making department, that too without fare hike. I would also like to add that every Indian has to be proud that Lalu ji not being a MBA Graduate has taken classes for MBA students, about converting sick companies to profit making ones.

Sir, Tamil Nadu people have a long pending demand that a Train service from Chennai to Lord Aiyappa Temple (Sabarimala) for pilgrims from Chennai, Hyderabad, Karnataka and Mumbai should go via Tamil Nadu. The train has to be routed via Dindugal, Vathalagundu, Periyakulam, Theni, Bodi, Kumbam, Koodalur and to the base station.

Sir, year by year Sabarimala pilgrims are increasing in large numbers and the people of Tamil Nadu are eagerly waiting for a direct train to go via the above mentioned routes. Sir, people are even prepared to pay Rs.200 to 250 more per trip for passing through Sabarimala Tunnel. Sir, I can assure that the entire amount invested can be collected by the Railways in a year or two. Sir, the Sabarimala pilgrims from other States have to go through hill side routes facing undue hardships for about 180-200 kms. They have to take a round trip, (forest routes) and also forest animals have rapidly increased in the area, (Elephants,

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\* **Speech was laid on the Table.**

bears and red dogs/wolf's) are causing trouble to the pilgrims facing life threats. Many such incidents are going unnoticed due to lack of time to the pilgrims as they have to go back to their native states after pilgrimage and to save time about the hardship faced.

I personally thank the UPA Govt. Laluji, Veluji & Rathwa ji, for taking a survey up to Koodalur. Sir, Dindugal to Vathalagundu, Bodi Koodalur are rich agricultural and potential areas. The Spices Board Cardamon e-action center is in Bodi; same way lot of tea plants/spice/coffee plants/agriculture/paddy and coconut farmers will be benefited. Opening of Railway Parcel Booking Counters in all the centers will benefit the Railways in large way in addition to agriculture along with Sabarimala Pilgrims.

The Sabarimala Railway Line project to be implemented will be in the larger interests of the people of South India. Railways are for the general public. I request the Hon'ble Railway Minister, Railway Board and Officials to benefit the common man; as this scheme would benefit the Railways more commercially. If the project is implemented, I assure you even

commercially it is viable because of a few million people are traveling to Sabrimala every year. By charging Rs.200-250 the people would not find it difficult as they avoid traveling to 6-8 hours in hilly areas which costs them very much.

I hence request the UPA Govt. the Government of the people and the under privileged, to implement the scheme at the earliest as the public are really waiting for it to be implemented.

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\*SHRI S.K. KHARVENTHAN : Sir, I support the Supplementary Demands for Grants for Railways for the Financial Year 2008-2009.

First of all, I would like to congratulate our Railway Ministers, Hon'ble Laluji, Shri Velu and Ratwaji for making Indian Railways as poor people's Air Service. After assumption of UPA at the Centre for the past 52 months, the rail fares has not increased even once and in fact the fares in some Classes/sections have been reduced. Since the Indian Railways offering low fares, it is well on the track to regain its popularity. Our Indian Railways network is an integrated system linking various parts of the country including the remote and far flung areas to enable transportation of passengers and goods from various parts of the country. In recent times, the passenger traffic also increases and earnings also increased simultaneously. For example, in Southern Railway, passenger volume increased by 12% and earnings by 16%. In fact, quarter of 2008-09, Southern Railway ferried nearly 28% more passengers on the Chennai-Bangalore line and revenue also from 15.55 crore to Rs.16.25 crore. The Chennai-Madurai-Nagercoil section continues to be the biggest revenue earner for the Southern Railway. Throughout the country, the position is the same. That is why, Indian Railways has created revenue surplus of Rs.68,812 crore. During 2004-2005, it was Rs.8,664.23 crore, 2005-2006-14,710.00 crore, 2006-2007-20, 338.49 crore, 2007-08-25,065 crore and for 2008-09- it is expected to cross 31,000 crore. Another important factor I want to bring to the notice of the august House is about the achievement of Rail Land Development Authority. Railway Ministry has handed over 10 plots to RLDA in various cities including Delhi, Mumbai, Gwalior, Vishakhapatnam, Kanpur, Kolkata and Bangalore and the same is going to fetch Rs.4,000 crore to Indian Railways. Even now, in some of the popular areas, Indian Railways is having vast acres of land and those were leased to private parties for a meagre amount. For example, in my Palani Constituency,

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\* Speech was laid on the Table.

Oddanchatram town is an important place and the same is on NH 209. Southern Railway is having railway land on the southern side of the above NH 209 and the same is in the heart of the city. Now it is leased to a private party for using it as a cycle stand for a very nominal amount. It is very good place for constructing Shopping Malls and it will fetch very good income to Southern Railways. Hence I request the Railway Minister to cancel the existing lease and Southern Railway must come forward to construct Shopping Mall and it will be very useful to public and also very profitable to Railways.

Even though Indian Railways is getting huge income, we failed to provide necessary facilities to the railway passengers. Our Government has formulated an "Integrated Railway Modernisation Plan" for identifying activities with definite time frame for implementation within 5 years from 2005-2010. It is planned to induct modern coaches in all Rajdhani and Shatabdi trains. Expansion of Passenger Reservation System. Unreserved Ticketing System across the country and Environment Friendly Toilets in

coaches but it is unfortunate that most of the Superfast Expresses are not having proper toilet facilities. In Tamil Nadu, important trains Viz., Cheran Express, Nilgiri Express, Yercaud Express and Pandian Express trains are not having proper toilet facilities. Toilets are not cleaned and maintained regularly.

We had announced E-Ticketing System and also permitted to reserve three months in advance. Now the passengers in Chennai are facing a very big problem to reserve the tickets. For all South bound Trains towards Madurai and Nagercoil now itself all the tickets were sold upto 1<sup>st</sup> February 2009. Every morning innocent poor public are standing in queue from 3 am onwards but they are not able to purchase their tickets. The travel agents are able to purchase large numbers to tickets and selling them in black market. I am earnestly requesting the Railway Ministers to take immediate steps to solve this serious issue. Though the Railways have introduced Special Trains to cope with increasing rush of passengers, it is not served much and the same is the situation in the case of Special Trains also.

After assumption of UPA at the Centre, within the period of 3 years i.e. 2004-2005, 2005-2006, 2006-07, Railway Ministry has announced number of projects and out of which for 127 projects, survey was also completed to the length of 12,749 kms. with the cost of Rs.47,934 crore. Out of the above 127 new projects, 33 new line projects were approved and sanctioned in Budget 2008-09 and one such projects is Erode-Palani Via Dharapuram with 91.05 km. distance at the cost of Rs.289 crore. For this project, Final Location Survey Tender Process was over by 18.08.08. This is an important scheme connecting four hill temples Viz. Chennimalai, Sivanmalai, Vattamalai and Palani hills. All are the abodes of Lord Karthik. I urge upon the Railway Ministry to direct the authorities to complete the Fund Location Survey for the above project without further delay and implement the scheme as early as possible.

Sir, one of the oldest metre gauge line connecting Dindigul-Palani-Udumalaipet-Pollachi-Palakkad-Pollachi-Coimbatore is an important line in south Tamil Nadu. After assumption of UPA Government at the Centre in the first phase, Rs.30 crore is allocated for gauge conversion and the work is completed upto Pothanur. Now Rs.70 crore is allocated for completing the gauge conversion from Dindigul-Palani and the work is also started by performing '*Bhoomi Pooja*' two months back. There is a proposal to construct number of overbridges in this scheme also.

I am humbly requesting the Railway Ministry to take this work in a speedy manner and complete the project and allocate additional funds for completion of the work between Palani-Pothanur and the whole stretch may be converted as a BG line.

Sir, I congratulate the UPA Government for implementation of 6<sup>th</sup> Pay Commission and the Railways have also adopted the same. However, I understand that there are some grievances among railway employees. The Group 'C' Engineers feel deprived that the 6<sup>th</sup> Pay Commission have totally ignored the technical staff because there is no technically qualified Engineers in the Committee and they have requested for nominating an Engineer in the Anomaly Committee to upgrade the Group 'C' Engineers equal to Nurses and Teachers in Railways since Group 'C' Engineers are the backbone of Indian Railways.

With these words, I am completing my speech on the Supplementary Demands for Railways.

\*SHRI HARIBHAU JAWALE (JALGAON) : First of all I am thankful Hon'ble Speaker for giving a chance to speak on the discussion on Supplementary Demands for Railways.

I want to Congratulate Hon'ble Railway Minister for honouring New Trains for Maharashtra and my constituency Jalgaon. Recently our President of India Respected Pratibhatai Patil along with Hon'ble Railway Minister Shri Lalu Prasadji has shown green flag and inaugurated some of the trains running though Central Railway, Bhusawal Division. To name some recently started trains are Amravati-Mumbai SuperFast Express, Amravati-Surat Fast Passenger. Through Hon'ble Speaker I request Hon'ble Shri Lalu Ji to extend the Amravati-Surat train upto Ahmedabad, Bhusawal-Surat passenger upto Ahmedabad and Jamnagar-Nandurbar train upto Bhusawal to facilitate the many peoples traveling from interior of Gujrat State to their native place at Jalgaon and Buldhana District. I had also forwarded a letter to Hon'ble Minister for this extension upto Ahmedabad and Bhusawal.

The peoples and the local Political personalities has plenty of time raised the question through the then acting Member of Parliament from time to time to start a train which starts from Bhusawal going upto Mumbai CST. Lot of travelers are traveling from Jalgaon and Buldhana District at Bhusawal Division towards various direction of places for the purpose of the business or other. By inaugurating the New Amravati-Mumbai Super Fast Train recently the demand from the peoples are subside to some extent and for this I have requested vide my letter No.MP-HM/J/0162/2008 dated 11.03.2008 to Hon'ble Shri Lalu ji to provide One Three Tier AC Coach, Two Coaches for Sleeper and Two Coaches for General class to fulfill the demand finally. Also I request through house to provide One First Class AC Coach each for Goa Express (2779/2780) and Karnataka Express (2627/2628).

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\* Speech was laid on the Table.

I also request Hon'ble Minister to provide some essential amenities to Nandura and Bodwad Station and to provide stoppage at these station for trains Nagpur-Pune(2136/2135), Azad-Hind Express (2130/2129), Gondwana Express (2405/2406) Bilaspur-Pune (2850), Nagpur-Pune GaribRath (2114) and Newly stated Amravati-Mumbai CST (2112/2111).

I want to bring to the kind notice of the Hon'ble Minister for the anomalies in the revised pay structure of Loco Running Staff and request Hon'ble Lajuji to look positively to upgrade the pay scale for this Loco Running staff. I also request to provide some additional benefits to compensate the loss of health permanently during the working conditions on service. In this case it is observed that at the start of the 1st and 2<sup>nd</sup> Pay Commission the grades of Assistant Loco Pilot are higher at the start and lower at the end of the grades, with compare to that of Guards. As we move upwards the Pay scale has reversed and become higher for Guards (start and end of grades) as compared to ALP. What exactly has abruptly changed to effect this reversal of grades.

\*SHRI SANAT KUMAR MANDAL (JOYNAGAR) : I like to draw your kind attention to the fact that the first phase of the double line project between Sonarpur and Ghutiari Sharif Stations along Sonarpur-Canning section, Sealdah South, Eastern Railways, has been completed. But the work of the second phase double line along the section between Ghutiari Sharif and Canning Railway Stations is yet to be undertaken.

The commuters of this portion of the section have been facing enormous inconveniences, as before, due to the absence of the double line facility therein. Canning is the Gateway of Sundarbans. Sundarbans is a group of islands consisting largest delta of the planet, dense mangrove forests, famous Royal Bengal Tigers attracting foreign since October of every year bringing foreign exchange to the country and also the inland tourists. Therefore, expeditious completion of the second phase of double line upto Canning is very much important. It would definitely boost the economy of the region as well as the Railways. The double line not upto the Canning Station would not serve the purpose and if completed it would bring in more revenues to the Railways.

As the Gateway of Sundarbans, Canning Railway Station is being visited by thousands of inland as well as foreign tourists, it has been declared for upgradation of Model Station. However, still a lot of developmental works to be carried out in a war-footing manner. The encroachments around the Canning station is to be cleared on permanent basis as the encroachments cleared previously have come again there. The Divisional Railway Authorities there should be instructed to take strict action against the encroachers around the Canning Railway Station.

The Ghotiarisheriff is a pilgrimage place being visited by Muslim community people from various parts of the country thrice in a year to mark their

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\* Speech was laid on the Table.

religious functions. The second phase (Ghotiarisheriff to Canning ) would ease the traffic therein. Further there are only 2 stations between Ghotiarisheriff and Canning and being a short distance, completion of the Second phase would ease if the steps taken for expeditious completion of the same.

Further, I would like to urge the Government to take up necessary steps for expeditious completion of the doubling of Baruipur-Joynagar.

I urge upon the Government to take up the above mentioned railway works in Subdarbans for overall development of Sundarbans region.

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\*SHRIMATI K. RANI (RASIPURAM) : Mr. Chairman, Sir, I stand here to support the Railway Budget wholeheartedly. The hon. Minister of Railways has done a tremendous job in presenting an unprecedented Railway Budget early this year, which is people-oriented and every section of the House has welcomed it. He had further taken many steps for the benefit of the common man.

He had reduced the fares of all classes of travel which is welcomed by all. Another welcome step is the introduction of eight new 'Garib Rath' for the poor people to travel by air-conditioned coaches. Here, I would like to request the hon. Railway Minister that the existing Garib Rath to Chennai departs from Delhi on Mondays which is a working day, as a result of which people traveling to Chennai find it inconvenient. I request him to kindly consider sanctioning one more train either on Friday or on Saturday, making it twice a week, instead of the present once a week.

I am thankful to the hon. Railway Minister for sanctioning funds for undertaking developmental work in the newly created Salem Division. But it seems that the funds allotted for this is not sufficient to meet the demands of that Division. I request that sufficient funds may kindly be allotted immediately so that the pending work progresses much faster and the work is completed very soon.

I have a point to make on 'releasing tickets' from the Emergency Quota. As the Members of Parliament, we send requisition slips for release of seats/berths, under the EQ for railway reservation to the DCM Office, Salem. But shockingly, they are not honoured by the concerned at that Office and the tickets are not getting confirmed, leading to unpleasant situations.

\*Speech was laid on the Table.

Moreover, when we ring up the Divisional Office, in advance, most of the times, the phones are not picked up. Moreover, we are shocked to find a situation where even the Fax Machine is also switched off and we are told that the Fax number is changed quite frequently, putting severe hardship to us. I request him to kindly sort out this matter soon.

One last but a very important point that I would like to raise is about the Salem-Karur Broad Gauge Project, which is pending for quite long time now, without any solution in sight. It is very small piece of line, running for only about 80 km. but it is unduly delayed because of many factors. This matter has also been raised by me in this very House on more than one occasion. But surprisingly, I do not find any allocation in this year's Budget. I request the hon. Railway Minister to please allocate more funds for this project, sort out all other outstanding issues early and complete this project soon so that people are benefited.

I once again extend my support to this Supplementary Budget and I thank the Chair for giving me this opportunity to participate



in the discussion.

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**श्री राकेश सिंह (जबलपुर)** : महोदय, जब से श्री लालू प्रसाद यादव जी, रेल मंत्री बने हैं, रेल मंत्रालय आंकड़ों की बाजीगरी का केन्द्र बन गया है। रेलवे का विकास सिर्फ घोषणाओं तक सिमट कर रह गया है और यह घोषणायें भी क्षेत्रों के पिछड़ेपन और आवश्यकताओं के आधार पर न होकर, राजनैतिक व दलगत आधार पर हो रही हैं। इसका दुष्परिणाम यह है कि जन क्षेत्रों में रेलवे विकास की धुरी बन सकता था वे क्षेत्रों को पीड़ा सह रहे हैं। विकसित देशों में जहां रेल यात्रियों को कम समय में बेहतर सुविधाओं के साथ परिवहन का आधुनिकतम साधन बनी हैं वहीं हमारे देश में रेल असुरक्षित व कष्टदायक यात्रा का प्रतीक बनता जा रहा है। महोदय, ट्रेनों में लूटपाट, चोरी, हत्या और बलात्कार जैसी घटनायें बढ़ती जा रही हैं। रेलवे की सुरक्षा एजेंसियां इनको रोकने में नाकाम साबित हो रही हैं। चोर, डाकुओं और मुजरिमों से निपटने के बजाय आर.पी.एफ. जैसी एजेंसियां इसी सदन के सदस्य श्री वरिन्द्र कुमार के साथ कूरता से मारपीट कर रही हैं। अध्यक्ष जी, पूरे देश ने टेलीविजन के माध्यम से यह दुर्भाग्यपूर्ण दृश्य देखा है लेकिन अफसोस है कि ऐसी घटना होने पर बात-बात पर बयानबाजी करने वाले रेल मंत्री श्री लालू प्रसाद यादव जी ने कुछ बोलना उचित नहीं समझा।

महोदय, रेल मंत्रालय के अपेक्षापूर्ण व्यवहार का खामियाजा मध्य प्रदेश को सर्वाधिक भुगताना पड़ा है और मध्य प्रदेश में महाकोशल क्षेत्र जिसका मुख्यालय जबलपुर है आज भी के बाद से अभी तक भी रेल के सार्थक विकास का रास्ता देख रहा है।

सिर्फ रेलवे की बेहतर सुविधायें न होने के कारण मध्य प्रदेश की राजधानी न बन पाने वाला यह क्षेत्र अभी भी अपने विकास के लिये संघर्ष कर रहा है।

मैं बताना चाहता हूँ महोदय कि इस क्षेत्र के विकास के लिए सबसे महत्वपूर्ण परियोजना है जबलपुर गोंदिया गेज परिवर्तन। बरसों की मांग के पश्चात् माननीय अटल बिहारी वाजपेयी जी के नेतृत्व वाली एन.डी.ए. सरकार ने इस परियोजना को स्वीकृत कर लगभग 265 किमी. लंबी और उस समय 511.86 करोड़ रुपये लागत वाली इस योजना के लिए 109.32 करोड़ रु. की राशि प्रदान की थी। अध्यक्ष महोदय, जैसे ही यू.पी.ए. सरकार सत्ता में आई इस परियोजना की अपेक्षा शुरू हो गई है। इसका प्रमाण है इस परियोजना की दी गई राशि जो 2004-06 में 38.06 करोड़, वर्ष 2005-06 में 25 करोड़ रुपये दिये गये। इसके पश्चात् मरे द्वारा बार-बार रेल मंत्री महोदय व चेयरमैन रेल बोर्ड से आग्रह करने पर 2006-07 में 57.40 करोड़ रुपये तथा इसके पश्चात् जबलपुर में आंदोलन व रेल महाप्रबंधक कार्यालय का घेराव करने के पश्चात् 2007-08 में 80.00 करोड़ रुपये स्वीकृत किये गये।

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\*Speech was laid on the Table.

महोदय, स्टेड के साथ कहना पड़ता है कि माननीय रेल मंत्री जी के जबलपुर आगमन पर बहुत विस्तार से मैंने मंच पर ही रेल मंत्री जी को इस परियोजना का महत्व व जबलपुर सहित सम्पूर्ण महाकोशल क्षेत्र की आवश्यकताओं की विस्तार से जानकारी दी थी। माननीय मंत्री जी ने इन सबको सुनने के बाद उसी मंच से ही घोषणा की थी कि 2010 तक यह परियोजना पूर्ण कर दी जायेगी। लेकिन अपनी ही घोषणा को गलत साबित करते हुए माननीय मंत्री जी ने इस परियोजना के लिए वर्ष 2008-09 में मात्र 60 करोड़ रुपये स्वीकृत किये। मैं जानना चाहता हूँ महोदय कि यह सारी राशि जोड़ने पर भी परियोजना की कुल लागत में से 162 करोड़ रुपये की राशि शेष बचती है जबकि परियोजना की लागत निश्चित रूप से बढ़ चुकी है उसका अंतर अलग से चाहिये होगा तो क्या रेल मंत्री जी यह सारी राशि 2009-10 में प्रदान कर सकेंगे। मैं दावे से कह सकता हूँ कि ऐसा नहीं हो सकेगा इसका मतलब रेल मंत्री जी ने जबलपुर में झूठी घोषणा की थी।

मान्यवर, लोक सभा में लगातार मैं प्रत्येक बजट या अनुपूरक मांगों में रेल संबंधित अपनी मांगों को उठाता आ रहा हूँ। मेरा यह भी आरोप है कि इस परियोजना की वर्तमान लागत क संबंध में भी रेल मंत्रालय व रेल प्रशासन गलत जानकारीयां देकर भ्रम की स्थिति का निर्माण कर रहा है।

रेल मंत्रालय द्वारा जबलपुर व महकोशल क्षेत्र की उपेक्षा के विरोध में मैंने कटनी से जबलपुर तब पदयात्रा की थी जिसका समापन हल्ला बोल रैली के रूप में जबलपुर में महाप्रबंधक कार्यालय के घेराव के साथ हुआ था। इस रैली में लगभग 30 हजार महिलाओं और पुरुषों ने एकत्रित होकर अपने आक्रोश को प्रकट किया था। माननीय अध्यक्षमहोदय इस रैली के परिणामस्वरूप हमारी मांग के अनुसार जबलपुर मुम्बई तक ही ट्रेन तथा कटनी जबलपुर इटारसी पैसंजर ट्रेन की घोषणा भी रेल बजट में कर दी गई, लेकिन आपके माध्यम से मैं रेल मंत्री जी से कहना चाहता हूँ कि हमारा बैकलाग बहुत ज्यादा है इसलिये मात्र इतने से ही जबलपुर व महाकोशल का विकास नहीं हो सकता।

इसलिये महोदय रोज परिवर्तन के कार्य की पूर्णता हेतु लागत के वास्तविक आंकड़े मंत्रालय सामने लाये और एक साथ बची हुई सारी राशि इस योजना हेतु प्रदान की जानी चाहिए। मैं रेल मंत्री जी को बताना चाहता हूँ इस परियोजना हेतु आवश्यक भूमि की उपलब्धता भी मध्यप्रदेश सरकार ने सुनिश्चित कर दी है।

अब गेज परिवर्तन का यह कार्य शीघ्र पूरा हो इसके लिए इसकी कार्यपालन एजेंसी जो दक्षिण पूर्व मध्य रेलवे है और जिसका मुख्यालय छत्तीसगढ़ के बिलासपुर में है, के स्थान पर इसकी एजेंसी पश्चिम मध्य रेल जिसका मुख्यालय जबलपुर में है, को बनाया जाये ताकि कार्य की गति तीव्र हो सके।

माता वैष्णो देवी दर्शन के लिए जबलपुर से जम्मू तक की ट्रेन जो सप्ताह में मात्र एक दिन चल रही है कम से कम सप्ताह में चार दिन चलायी जाये।

जबलपुर और आसपास के क्षेत्र में लाखों सिख धर्मावलम्बी रहते हैं अतः जबलपुर से अमृतसर के बीच एक सीधी ट्रेन चलायी जाये।

महोदय मेरे संसदीय क्षेत्र में जबलपुर और कटनी दोनों अत्यंत महत्वपूर्ण स्टेशन हैं और मैं पिछले वर्षों से लगातार मांग कर रहा हूँ कि जबलपुर और कटनी स्टेशन को आई.एस.ओ. 9001 सर्टिफिकेट दिया जाये। लगभग 20 लाख आबादी वाले शहर जबलपुर में भेड़ाघाट से खमरिया के बीच लोकल ट्रेन चलायी जाये जिसके लिए आवश्यक रेल पथ पहले से ही विद्यमान है।

विश्व प्रसिद्ध पर्यटन स्थल भेड़ाघाट को सर्व सुविधायुक्त पर्यटक स्थल के रूप में विकसित किया जाये।

महोदय, जबलपुर शहर की आबादी के दबाव को मुख्य स्टेशन पर कम करने शहर के दूसरे छोर पर स्थित कछपुरा स्टेशन को सर्वसुविधा युक्त यात्री स्टेशन के रूप में तथा मदन महल स्टेशन को हबीबगंज (भोपाल) स्टेशन की तर्ज पर विकसित करने का कार्य शीघ्र हो।

मध्यप्रदेश सम्पर्क कंत्रि ट्रेन को जबलपुर से दिल्ली के बीच यात्रियों की बढ़ती हुई संख्या को देखते हुए प्रतिदिन चलायी जाये।

जबलपुर में बंग भाषियों की संख्या अत्यधिक है अतः जबलपुर से कलकत्ता तक एक सीधी ट्रेन चलायी जाये साथ ही जबलपुर से प्रारंभ होकर इलाहाबाद-छपरा होते हुए सिवान तक एक नई ट्रेन चलायी जाये जिससे जबलपुर में निवासरत बहुत बड़ी संख्या में बिहार व उत्तरप्रदेश के निवासियों को आसानी हो सके।

महोदय, जबलपुर से बैंगलोर के बीच एक नई ट्रेन की अत्यधिक आवश्यकता है। पिछले दो वर्षों से लगातार पश्चिम मध्य रेल जोन कार्यालय से यह प्रस्ताव बोर्ड को भेजा जा रहा है तिरुवन्तपुरम के लिये सीधी ट्रेन चलायी जाये एवं गाड़ी क्रमांक 6360 राजेन्द्र नगर एर्णाकुलम जो सप्ताह में एक दिन चलती है, को तिरुवन्तपुरम तक प्रतिदिन चलाया जाये। जबलपुर से गोवा तक सप्ताह में एक या दो दिन ट्रेन चलाई जाए।

रेल मंत्री जी से मेरी अपेक्षा है कि पश्चिम मध्य रेल जोन का मुख्यालय जबलपुर में है। जबलपुर पूर्वी मध्य प्रदेश का सबसे बड़ा शहर है अतः रेलवे भर्ती बोर्ड का कार्यालय भी जबलपुर में खोला जाये।

पूरे देश में रेल मार्ग का विद्युतीकरण हो रहा है, किन्तु इटारसी-जबलपुर-कटनी रेल मार्ग लगातार मांग और आवश्यकता के बाद भी उपेक्षित है। इस मार्ग का विद्युतीकरण का कार्य तत्काल प्रारंभ करने हेतु निर्णय लिया जाये।

जबलपुर में बड़ी संख्या में मुस्लिम धर्मावलम्बी निवास करते हैं जिनकी आस्था का केन्द्र अजमेर है। अतः जबलपुर-जयपुर एक्सप्रेस को अजमेर तक बढ़ाया जाये।

महोदय, जबलपुर के उपनगरीय क्षेत्र पन्नागर स्टेशन पर यात्री सुविधाएँ नगण्य हैं। इस स्टेशन पर महाकोशल, रेवावंत, शक्तिपुंज, अमरकंटक, जनता एक्सप्रेस तथा जबलपुर-रीवा लिंक सिटी के स्टॉपिज दिये जायें।

पन्नागर स्टेशन पर कम्प्यूटरीकृत आरक्षण केन्द्र स्थापित किया जाये।

मैं रेल मंत्री जी को बताना चाहता हूँ कि सिहोरा जबलपुर जिले का एक महत्वपूर्ण स्थान है जहां नवीन औद्योगिक क्षेत्र व एस.ई.जेड की घोषणा भी हो चुकी है अतः यातायात के दबाव को देखते हुए खितौला रेलवे फाटक पर अंडर ब्रिज या ओव्हर ब्रिज बनाया जाये।

सिहोरा स्टेशन पर कम्प्यूटरीकृत आरक्षण प्रणाली स्वीकृत होने के पश्चात् भी यू.टी.एस. प्रणाली अभी तक उपलब्ध नहीं हो सकी है, इसे शीघ्र पूर्ण किया जाये।

गोंडवाना एक्सप्रेस दिल्ली से जबलपुर पहुंचते समय इसका स्टापेज व अमरकंटक एक्सप्रेस सहित महानगरी एक्सप्रेस का स्टापेज भी सिहोरा में दिया जाये।

सिहोरा स्टेशन से लगी हुई 123 एकड़ भूमि रेलवे की है जिसका उपयोग जबलपुर से प्रारंभ होने वाली गाड़ियों के रखरखाव व बोगियों की मरम्मत के लिए कारखाने स्थापित करने तथा कामर्शियल, इलेक्ट्रॉनिक व अन्य विभागों से संबंधित स्टेशनरी आदि की छपाई हेतु कारखाना स्थापित करने में किया जाना चाहिए।

महोदय, कटनी रेलवे स्टेशन देश का एक महत्वपूर्ण रेल जंक्शन है। अतः इस रेलवे स्टेशन का आई.एस.ओ. 9001 प्रमाणीकरण के अनुरूप विकसित किया जाये। इस क्षेत्र में मार्बल उद्योग के विकास की असीम संभावनाएँ हैं। अतः कटनी से कोटा-चित्तौड़गढ़ होते हुए उदयपुर तक एक नई ट्रेन चलायी जाये।

कटनी से बिलासपुर के बीच एक इंटर सिटी एक्सप्रेस की अत्यंत आवश्यकता है। इंदौर-बिलासपुर ट्रेन का स्टापेज कटनी स्थित माधव नगर स्टेशन पर दिया जाये।

महोदय, स्तीमनाबाद स्टेशन को यात्री सुविधाओं के अनुकूल सर्वसुविधासुक्त स्टेशन बनाया जाये। इस स्टेशन पर जबलपुर-रीवा इंटरसिटी, वीना-भोपाल साथ ही जबलपुर-लखनऊ चित्तूर एक्सप्रेस का स्टोपेज प्रारंभ किया जाये।

महोदय, दमोह की दूरी 110 कि.मी. है और इस मार्ग पर रेल मार्ग उपलब्ध नहीं होने से कटनी से दमोह होकर यह दूरी रेल मार्ग से तय करना होता है जो लगभग 210 कि.मी. है। यदि जबलपुर से दमोह के बीच रेल मार्ग उपलब्ध हो तो सभी रेलों को 10 कि.मी. की दूरी कम तक करनी होगी। इसका सर्वे का कार्य भी पूर्ण हो चुका है अतः इस कार्य को स्वीकृति प्रदान करने का कष्ट करें साथ ही दमोह से कुण्डलपुर के बीच रेल लाइन बिछाने का कार्य शीघ्र प्रारंभ किया जाये।

महोदय, मैं आपके माध्यम से रेल मंत्री जी को बताना चाहता हूँ कि जबलपुर व महाकोशल क्षेत्र की जनता ने आजादी के बाद से अभी तक रेलवे द्वारा लगातार उपेक्षा के बाद भी अत्यधिक संयम व धैर्य का परिचय दिया है, किन्तु निरन्तर हो रही उपेक्षा व रेल मंत्री जी की अपनी ही की गयी घोषणाओं पर अमल नहीं होना जनता के आक्रोश को और बड़ा रहा है। मुझे विश्वास है कि माननीय रेल मंत्री जी जबलपुर की जनता के धैर्य की और अधिक परीक्षा नहीं लेते हुए अपनी ही घोषणानुसार जबलपुर-गोंदिया ब्रॉडगेज के लिए पर्याप्त राशि प्रदान करते हुए वास्तविक आंकड़े जनता के सामने रखेंगे तथा वर्ष 2010 तक इस कार्य को पूर्ण करने ठोस व व्यवहारिक कदम उठावेंगे।

मुझे अनुदान की अनुपूरक मांगों पर अपने विचार रखने का अवसर प्रदान करने के लिए मैं आपके प्रति आभार प्रकट करता हूँ।

\*SHRI K. SUBBARAYAN (COIMBATORE):Sir, the allocations made for the laying of new broad gauge lines and gauge conversion work fall too short to meet the actual estimated requirement for the completion of the project within the specified time. The already commenced projects between Villupuram and Katpadi, Tiruchi-Nagore-Karaikal, Manamadurai-Virudungar etc. and the proposed Nelli-Thenkasi and Madurai-Bodi gauge conversion, will suffocate and suffer a severe set back with the financial crunch because the budgetary support do not at all reach anywhere near the required estimated cost. For instance, the estimated cost of gauge conversion between Villupuram and Katpadi is Rs. 276 crores and allocation is a mere Rs. 121 crores, Tiruchi-Nagore-Karaikal project, completed upto Tiruvarur has received Rs. 50 crores in addition to last year's Rs. 281 crores, still falls short of around Rs. 120 crores; the Manamadurai-Virudunagar project completion could be accomplished only with a further allotment of Rs. 84 crores in addition to the offered support of Rs. 60 crores. I appeal to you to review the allocation made as against the proposed cost and enhance the financial support to ensure completion of the projects in the stipulated time frame.

Besides, I am personally too deeply anguished to note the conspicuous exclusion of the Coimbatore region in your important and diligent exercise excepting a few sops such as the newly introduced 'Garib Rath' and the extension of the Kumbakonam-Coimbatore Janashadabti that would benefit the people of Tiruppur and Coimbatore halting in the Coimbatore and Tiruppur stations. Coimbatore is a commercial center recording a rapid and enormous economic growth. The multifold growth of the commercial and economic activities of the region calls for the speedy completion of the promised projects such as gauge conversion between Coimbatore and Dindigul. Not only that there are no new

schemes for the region in consonance with the increasing demand, but also the budgetary support offered for the much envisaged Coimbatore-Dindigul gauge conversion is quite distressing, inflicting fear of eternal incompleteness.

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\* Speech was laid on the Table.

The announcement of this particular project of 224.88km stretch was received with so much relief and enthusiasm of the people of Coimbatore region, reposing and enhancing faith on the Indian Railways' commitment to the passengers and the growing needs of the commerce and economy. But the budgetary support that the project attracts is very disheartening. The allotment of Rs. One crore in the year 2006 and the subsequent allocation of Rs.30 crores in 2007 and the announcement of a very paltry support of Rs. 65 crores in this budget only exposes the lackadaisical approach of the ministry to fulfill its most imperative tasks and commitments. The project cost is estimated to Rs.613.61 crores and the allocation in comparison is too small not larger than a peanut.

Presenting this for your careful and urgent consideration, I urge upon you to review and enhance the financial support for this project of Coimbatore-Dindigul gauge conversion as a one time, allocation to complete the most preemptory infrastructural requirement of the region that is growing rapidly as a pivotal commercial and economic hub in the country, positively before 31.3.09. In addition the following requirements of the region may please be addressed on the utmost priority basis to mitigate the hardship created by the lack of adequate and proper infrastructure.

The doubling of track between Coimbatore, North junction and Irugur may be expedited to complete before 31.3.09.

To address the growing traffic congestion in the fast developing city of Coimbatore, Circular track around the city and shuttle train services between Coimbatore and Tiruppur and Commuter services in the Plolachi Palakkad-Mettupalayam line

should be introduced.

Tiruppur is identified in the world map as the 'dollar city' with its fast growing hosiery and garment exports. A new railway link between Tiruppur and Karur through Kangeyam and Vellakoil will provide a short distance route between Tiruppur and Thoothukudi port and will help in facilitating a free commercial freight besides an effective commuter facility.

A railway over bridge replacing the level crossing of Eachanari on the NH 209 is the immediate requirement to facilitate decongestion of the arterial road of Coimbatore connecting it to the southern districts. A ROB at Avarampalaym Railway level crossing requires a serious and immediate consideration.

New trains for Coimbatore have become an increasing necessity due to the enormous growth attracting employment from the various districts of the state. Frequent or hourly train services between Coimbatore-Erode, Coimbatore-Mettupalayam, Coimbatore-Palakkad, Podanur-Pollachi should be introduced.

New passenger train services connecting Coimbatore with Cuddalore, Nagapattinam, Tiruvarur, Pudukkottai, Sivagangai and Ramanathapuram, passenger services to Tirupathi and Tiruvananthapuram from Coimbatore exclusive night train from Coimbatore to Bangalore may be considered immediately with utmost favour.

In addition I urge upon you to bring Coimbatore junction, Coimbatore North junction, Peelamedu station, Singanaliur Station and Podanur Junction under the master plan development strategy. A state of the art infrastructure facility should be provided at the Coimbatore Station with the extension of platforms, special ticket counters, additional waiting rooms, more subways and refreshment rooms.

Having made the observations of the budget I have made my requests that, no doubt, you may concur with me, are very imperative. I appeal to you with the most earnest to consider implementing the demands of the region with financial assistance in this budget itself. I trust you will consider my pleas in the right and positive spirit and do the needful.

\*SHRIMATI M.S.K. BHAVANI RAJENTHIRAN (RAMANATHAPURAM): Thank you, Sir, for the opportunity given to me to participate in this important discussion.

First I want to express my limitless gratitude to our most respected leader and DMK Party supermo Dr.Kalaingar M.Karunanidhi and our beloved youth wing Thalpathi Thiru M.K.Stalin for having sent me to this August House and because of that chance I got from my party, I could speak about the important issues of my Constituency, Ramanathapuram. I already expressed my views about the want of B.G. Line up to Rameswaram and the Hon'ble Railway Minister Luluji and the MOS Thiru Velu has given us and now the people living all over the India use the BG Conversion upto Rameswaram.

At this point, I want to inform the August House that before the B.G.Convesion work was carried out, we had some more trains which were very useful to our people. They are the (i) Rameswaram to Chennai Egmore Express (2) Ramewsaram to Chennai Egmore Mail via Mayavaram (3) Rameswaram to Coimbatore Express via Madurai and Dindigul and (4) Rameswaram to Palghat passenger via Madurai and Dindigul (5) Rameswaram and Trichy (6) Rameswaram to Madurai Express.

Few days ago, I with Hon'ble Finance Minister Thiru Chidambadram and Hon'ble MOS Thiru. Ragupati met the Railway Minister Thiru Lulu and MOS Thiru Velu and we asked for these above mentioned trains. So, now I urge upon our Railway Minister to sanction these trains to our area, since the Sethu Epxress from Rameswaram to Chennai does not stop in apt time in our main stations.

I also request the Hon'ble Railway Minister to sanction the Rameshwaram to Varanasi Express (2) Rameswaram to Bhubaneswar Express which are already announced in the previous budget.

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\* Speech was laid on the Table.

We all know now an unwanted war is going on in Sri Lanka. Thousands of refugees daily come to Rameswaram. We need all these above mentioned trains to send these refugees to various parts of Tamil Nadu.

I also urge upon our U.P.A. Government to take immediate and urgent steps to stop the killing of poor Tamils in Sri Lanka and also the fishermen in our Rameswaram Coastal area.

With these words, I support the Supplementary Demands for grants Railways on behalf of DMK Party.

**\*श्री ब्रजेश पाठक (उन्नाव) :** महोदय, रेल मंत्रालय की अनुपूरक मांगों के संबंध में हो रही चर्चा में भाग लेने के लिए आपने समय दिया। आभार व्यक्त करता हूँ।

रेल मंत्रालय ने भारतवर्ष में प्रगति के नये आयाम देने में जो तेजी दिखाई है उसके लिए मैं रेल मंत्री जी का आभार व्यक्त करता हूँ। जम्मू कश्मीर जैसे राज्यों में प्राकृतिक रूप से विषमताओं को दूर करते हुए नई रेल परियोजनाएँ प्रारंभ की गई हैं जिससे परिलक्षित होता है कि वास्तव में रेल मंत्रालय देश की कठिन से कठिन हालत में काम कर सकता है। इस मन्दी के दौर में सभी विभाग विशेषकर उड्डयन मंत्रालय परेशान हैं, वहीं रेल मंत्रालय भारतीय नागरिकों को उनके गंतव्य तक पहुंचाने में अपनी भूमिका निभा रहा है।

माननीय रेल मंत्री जी आप जो भी कहते हैं वह करने के लिए जाने जाते रहे हैं। हमारे उन्नाव में चमड़े के कई कारखाने हैं तथा औद्योगिक नगर हैं। आपसे अनुरोध है कि एक एक्सप्रेस ट्रेन उन्नाव से नई दिल्ली को प्रतिदिन चलाने का कष्ट करें, क्योंकि उन्नाव के यात्रियों को भटकते हुए कानपुर या लखनऊ से ट्रेनें पकड़नी पड़ती हैं।

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\* Speech was laid on the Table.

\* SHRI B. MAHTAB (CUTTACK): I stand here to deliberate on Supplementary Demands for Grants of Railways for 2008-09. Railways which are the most preferred mode of transport for the masses in India, running 9 thousand trains, reaching 8 thousand stations and handling approximately 1.4 crore passengers per day has a number of commitments in "Citizen's Charter on Passenger Services on Indian Railways" to provide safe and dependable train services to the passengers and ensure adequate passenger amenities in trains and at railway stations. This includes provision of clean and hygienic surroundings both at railway stations and in trains. But, I am sorry to mention that India Railways are the most dirties rail services ever found in this world. Once "Operation Cleanliness" was launched and a Task Force was constituted to address the issues but nothing much has happened. Inadequacy of standards, action plan and norms on cleanliness, absence of an unified department responsible for cleanliness and involvement of multiple departments, insufficient expenditure on cleanliness and inadequacy of policy on waste management has contributed to this dismal state. Even today, in this 21<sup>st</sup> century, cleanliness is largely viewed as a secondary activity, subservient to other activities such as maintenance. Why can't a coach be certified fir for next journey as is being done by maintenance for cleanliness activities also. Once this is done responsibility can also be fixed. Similarly maintenance of cleanliness in the circulating area outside the station building and on platforms, in the concourse, waiting rooms, retiring rooms, toilets, tracks adjacent to platforms, foot over bridge and drains and sewers, inside the station premises is urgent as well as necessary. But everywhere it is found wanting. It is because there is no systematic mechanism in place to monitor it. Deficiencies in waste collection and disposal, inadequacies in the provision of infrastructure, passenger amenities, inadequate training, all have compounded to make the situation even worse. Multiple departments are involved in cleanliness

\* Speech was laid on the Table.

activities leading to lack of coordination among them. There is no accountability, there is no responsibility. Failure to prevent unauthorized persons from entering station premises have compounded the problem. Railways have no mechanism to assess or control the level of expenditure on maintenance of cleanliness in stations and in trains nor there is any policy on waste management. Railways have neither developed any standards as benchmarks nor formulated any norms at zonal level for ensuring cleanliness and sanitation in railway stations, trains and tracks. Why can't you rope in reputed NGOs for the job of cleanliness and sanitation on Indian Railways? The system and practices followed in Delhi Metro have been appreciated by passengers in Delhi. Can't you incorporate some of these tried and tested methods? As there is no resource crunch with respect to maintaining and monitoring of cleanliness and sanitation, do you expect increase in allocation or need to prioritize the expenses on Railway sanitation? The Ministry had earlier proposed to take up five stations per division and turn them into model stations. What is the progress?

Earlier I had raised the issue of installing CCTV cameras in big stations. How many stations have been equipped with CCTV cameras? What is the current status? Are they effective in promoting sanitation on the Railway premises? Do you have any effective mechanism in place for regulation of crowd in railway stations?

Now I come to the second aspect. It relates to safety. We have been repeatedly told that the Railways' share of the total transport share has come down from 53 per cent in the 4<sup>th</sup> Five Year Plan to 37 per cent in the 9<sup>th</sup> Five Year Plan. In 2004-05, Railways carried around 600 million tone of freight comprising 64 percent of the total revenues earned by the Railways. This proves that freight operations needs to be strengthened for profitability of Railways. A sound, safe and efficient modern infrastructure is required for smooth passenger as well as freight operations. This can only be done upgrading the existing infrastructure which may improve the passenger and freight operations. The other is providing facilities which are specially aimed at creating infrastructure for improved freight operations. Proper upkeep, renewal of rails, strengthening of bridges fall in the first category whereas acquisition of more wagons and locos, acquiring new rolling stock suitable for hauling heavier loads etc. fall in the second category. Dedicated freight corridors and their feeder routes are also required to be strengthened and improved.

When the expenditure under major plan heads is an investment aimed at creating infrastructure for improved freight and passenger services, I fail to understand why it does not commensurate with the level of Railways earnings. Why the amount provided through various funds created by Indian Railways for infrastructure development has not been utilized in full over the past years? In this scenario, how does the Railways plan to provide a sound, safe and efficient modern infrastructure for smooth freight operations?

Increase in the axle load is an area of concern. This increase was permitted with the objective to carry more tones per wagon thereby reduce the unit cost of operations by saving on locomotives and additional wagons. These were to be done duly ensuring safety in train operations. Prior to November, 2004 wagons were allowed to be loaded up to (carrying capacity) CC+2 tonne where the permissible axle load was taken as 20.32 tonne. From November onwards, the loading was permitted upto CC+4+2 tonne. In March and May, 2005 you permitted running of these wagons loaded upto CC+8+2 tonne on 16 identified iron-ore routes. The extra loading was to be restricted to the maximum axle load of 22.82 tonnes. This was done without any study by any specialized agency on the technical feasibility. You say that this decision was taken on the basis of field experience. But are you aware about the cost implication involved in running the freight trains with increased load. Have you made any study on the effect of costs and earnings? There has been substantial growth in loading no doubt but have you reviewed the adverse impact on track, rolling stock and bridges? We are told all BG routes of Indian Railways have been notified as CC+6 routes. Iron-ore routes have been strengthened. But how many distressed routes you have? As on 1.4.2007 75 number of distressed bridges were reported by your zonal Railways out of which 55 were targeted to be rebuilt during 2007-08 and balance bridges were to be taken up subsequently. What is the progress? This is gross callousness.

It has also been found that wagons were loaded to the extent of 24.49 tonne per axle as against the permitted axle load of 22.82 tonne. This has occurred in rail fractures and weld fractures on Central and South Eastern Railway. What steps you have taken? Have you fixed any responsibility? Have you taken the erring staff into task? There is not a single instance? Yet you way you would take care of safety. Have you made assessment of the extra expenditure required for the repair and maintenance of rolling stock and also the impact of extra time required for such repairs? As per instructions issued by Railway Board in March and May, 2005, the enhanced loading on specified routes was to be permitted subject to fulfillment of certain conditions. One was installations of adequate number Wheel Impact Load Detectors called WILD on the Zonal railways. Why installation of WILD been delayed? All this clearly shows that adequate steps have not been taken to provide safe and dependable train services.

Third aspects is the high interest rates have begun taking a toll on key infrastructure projects. The Government accepted that there will be a massive 50 per cent increase in the financial estimate for modernization of new stations which are to be built of high world standard. Bhubaneswar stations was identified along with New Delhi and Bangalore. But what is the progress?

Modernization programme is mired in controversy. Nobody knows when these projects will be completed. Fourthly, the unmanned level crossings are known to have taken a heavy toll almost every year. Isn't the Government aware that technology has been developed under which gates can be closed automatically when a train approaches. The pedestrians can be warned through an audio system. If the gate is not closed then train will be stopped. Has any attempt been made by the Government to procure the technology to operate a selected gates as a part of the pilot project ? I would suggest, identify certain unmanned gates where such trial can be launched. Accidents have decreased from 72 in 2006-07 to 65 in 2007-08 no doubt but it is still a cause of worry when out of 34 thousand 152 level crossing in the country only 16 thousand 775 are manned. Since most of the unmanned level crossing accidents are caused due to negligence of road users, public awareness is necessary no doubt but attempt should be made to go in for faceless gates at the earliest through new technology.

Now I came to an oft repeated project of my constituency that is construction of second bridge over river KATHAJODI in Cuttack which comes under East Coast Railways. I am informed that Indonesian company which was doing the job has fled and now there is some engineering problem for which the bridge construction is delayed. It was supposed to be completed by this year end but now more than one year is required. Can the Minister assure us, the exact date and time by which the second bridge over river KATHAJODI will be made available for operation.

The second opening of Cuttack Railway station is in operational because there is no direct connectivity to the main road. How could this happen? I urge upon the Railways to provide adequate funds to acquire the land for the approach road at the earliest so that the investment that is made for the second opening to Cuttack Railway stations is operational.

\* SHRI SHRINIWAD DADASAHEB PATIL (KARAD):Sir, Kindly allow me to lay down my written speech which is as follows on the Table of the House:-

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#### **Train Service**

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- 1) The frequency of Kolhapur-Ahmedabad weekly train be increased to three times a week.
- 2) A halt at Karad Railway Station be sanctioned to Kalhapur-Ahmedabad Express.
- 3) Vasco-H. Nizamuddin Goa Express is having only 3A boggie. Two more 3A boggies be attached, as this train is the most popular train from North Indians to visit pilgrimage Shirdi and tourist destination Goa.
- 4) Kolhapur-Rajkot holiday special train be run on regular basis as a weekly train with a further extension up to Dwarka (i.e. Kolhapur-Dwarka).
- 5) Pune-Ernakulam Poorna Express to be extended upto Trivandrum or Kanyakumari.
- 6) Kolhapur-Banglore Rani Chennama Express be run as Pune-Banglore Rani Chennamma Express.
- 7) Timings of Kolhapur-Mumbai Sahyadri Express be changed. The train should reach Mumbai at 9:00 a.m. in the morning. The return journey timing from Mumbai to Kolhapur be kept the same.
- 8) Pune-Lucknow train to start from Kolhapur and be named as Shahu Express or Shahu Maharaj Express or Karveer Express/

#### **Infrastructure Development:-**

- 1) Weather shed over loading/unloading platform at Karad Railway Station.
- 2) Extension of platform no. 2 at Karad Railway Station to facilitate accommodation of 22 boggie express train like Goa Express.
- 3) Doubling of Pune-Miraj-Kolhapur section.
- 4) To Expedite the Karad-Chiplun new B.G. Railway line Survey.

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\* Speech was laid on the Table.

\* DR. PRASANNA KUMAR PATASANI (BHUBANESWAR): My demand pertaining to development of my constituency, I draw the attention of the Minister whether the Railways proposed to formulate a high priority action plan for modernization, development and infrastructural expansion of the railway network.

In spite of my request materialize the flyover on Satyanagar and Sahidnagar and also Beerosurendrasai nagar in Mancheswar flyover work is highly delayed. Most of the people there dying because of the level crossing and the rush of the traffic so rampant it is very difficult to cross from this to other side takes more than hours.

So, I would like to draw the attention of the minister to immediately materialize this sanction. The new building of East Coast Zone is already constructed in my constituency after rapid requests while I was a Member of the Standing Committee – Railways. The same this is to be materialized as a full zone that the building to be inaugurated immediately in consultation with the Chief Minister.

The Khurda-Bolangir railway link is high by delayed inspite of people's agitation. The Central Government is highly neglecting. The only railway link is from Southern Orissa to Northern Orissa. This railway link goes via adivasi, SCs and downtrodden area. The details of the service conducted by the railways and the statewise particulars already submitted by the state government. The railway link is highly neglected in the state of Orissa. So, in railway's record we have the highest income and revenues ever paid to the Centre.

Minister has already assured for expansion of Bhubanewswar Railway Station to be international one and it is the high time to start the work immediately and in all India ration our state is highly neglected in railways since independence.

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\* Speech was laid on the Table.

\*SHRI NIKHIL KUMAR (AURANGABAD, BIHAR): Sir, I rise to speak in support of the Supplementary Demands of the Railway Ministry for 2008-2009, I do so because of the excellent performance of the Railways. There has been a turnaround in its



performance. This is displayed in the operating ratio of 76 a surplus of Rs. 35,000 crores and a cash back balance of Rs. 25,000 crores. A number of new initiatives have been taken such as, through my constituency, a daily inter city express train between Dehri on Sone & Patna, a survey of the only track upto Bihta addition of a Pantry Car in the Mahabodhi Express between Gaya and New Delhi. Most importantly, the inauguration of a railway line in J&K is a wonderful feat for which the Railway Minister Shri Lalu Prasad deserves congratulations.

I would however sound a word of caution about the need to guard the Railways against the ill effects of the global economics meltdown specially in respect of freightage etc. of cement & steel. It is to be recorded with the approval that the Railways have so far withstood the meltdown effect but they need to be cautious for the future.

I would however request Shri Lalu Ji to kindly approve the declaration of Godiha Halt on the Grand Chord section of the East Central Railway following near Rafiganj by station in public interest. Taking into account the security situation in that area. I also request Lalu Ji to kindly advise the concerned authorities to take up work for expeditious action on the MGR for the Nabinagar 1000\_MW Thermal Power Project.

With these comments and suggestions I support the demand for an additional sum of Rs. 600 crores approx. in the Supplementary grant for 2008-2009.

\* Speech was laid on the Table.

**\*श्री हंसराज गं. अहीर (चन्द्रपुर) :** महोदय, मैं रेलवे की अनुपूरक मांगों के समर्थन में खड़ा हुआ हूँ। रेलवे देश की जनता की जीवनी बन गयी है। करोड़ों की संख्या में लोग इस रेलवे का दैनिक या हमेशा लाभ लेते हैं। मेरे क्षेत्र की जनता, जो इस देश की सबसे बड़ी सेवा करती है, वह इस उद्योग के लाभ से वंचित है। मैं मेरे निर्वाचन क्षेत्र की कुछ जरूरतों को आपके माध्यम से इस अनुपूरक बजट में समाहित कर बजटीय प्रावधान की मांग करता हूँ।

बल्लरशहा से चांदाफोर्ट- गोंदिया रेल मार्ग पर विद्युतीकरण तथा दूसरी रेल लाइन बिछाने की तथा चांदाफोर्ट को मॉडल स्टेशन बनवाने की मांग करता हूँ तथा इसी लाईन पर आरओबी (बाबूपेठ) रेलवे 100औं अपने धनराशि पर निर्माण करे। राज्य सरकार इस पर 50औं अपना हिस्सा देने में असमर्थ है तथा बल्लरशहा स्टेशन से नागपूर के लिए हर दिन दो बार शटल ट्रेन चलाने की तथा बल्लरशहा से मुगुस के बीच पूर्ववत गाड़ी पुनः प्रारंभ करें। मद्रास से दुर्ग-बिलासपुर गाड़ी चलती है, उस गाड़ी को हावड़ा तक चलाया जाये, मेरे निर्वाचन क्षेत्र में पडोनी रेलवे स्टेशन पर बुकिंग काउंटर तथा ताडाकी स्टेशन पर माल धक्का (गुड्स) बनवाने तथा बल्लरशहा स्टेशन पर पिटलाईन का कार्य करवाया जाये। अन्य गाड़ियों को कलपनगरी - सेवाग्राम, नंटीग्राम व गोंदिया से चलने वाली गाड़ियों को बल्लरशहा से चलने की सुविधा प्रारंभ होगी। इन सभी कार्यों के साथ मूल स्टेशन पर पी आर एस लगवाने की मांग करता हूँ।

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\* Speech was laid on the Table.

**\*श्री भानु प्रताप सिंह वर्मा (जातौन) :** महोदय, आपने मुझे रेलवे की अनुपूरक मांगों पर बोलने के लिए समय दिया, इसके लिए धन्यवाद।

महोदय, उत्तर मध्य रेलवे के झांसी डिवीजन में इंटर सिटी पूजा एक्सप्रेस झांसी से लखनऊ चलाई जा रही है, उसको मोठ स्टेशन पर ठहराव देने की आवश्यकता है, जिससे सैंकड़ों ग्रामों के ग्रामीणों को इस गाड़ी का लाभ मिल सके।

महोदय, एटा स्टेशन पर ओवर ब्रिज बनाया जाये जिससे एक नम्बर प्लेटफार्म से यात्री प्लेटफार्म नम्बर दो पर जा सकें तथा प्लेटफार्म नम्बर दो को ऊंचा उठाया जाये जिससे यात्री प्लेटफार्म नम्बर दो पर उतर सकें।

महोदय, झांसी से कानपुर के बीच जो भी क्षेत्र आता है, वहां के पैसेंजर को सीधी गाड़ी कोई भी दिल्ली के लिए नहीं है। अतः जो श्रम शक्ति दिल्ली से कानपुर चलती है उसको कानपुर से आगे झांसी तक ले जाया जाये जिससे पुखरामा, कालंजी, उरई, एटा, मोठ, विरगांव स्टेशनों के ग्रामीण भी दिल्ली यात्रा कर सकेंगे।

महोदय, उत्तर मध्य रेलवे के झांसी डिवीजन से कोई भी गाड़ी उरई कालजी एटा से इलाहाबाद के लिये नहीं है। अतः मेरी रेल मंत्री जी से मांग है कि झांसी से बैरगपुर चलने वाली गाड़ी जो पांच दिन झांसी में खड़ी रहती है इसको झांसी से इलाहाबाद तक चला दिया जाये तो इस क्षेत्र के यात्रियों को इलाहाबाद के लिये सीधी गाड़ी मिल जायेगी।

महोदय, उत्तर मध्य रेलवे के झांसी डिवीजन को झांसी से कानपुर तक जो सिंगल लाइन है , इस लाइन का दोहरीकरण किया जाये जिससे यात्रियों को क्रासिंग में जो समय लगता है उससे कम समय में यात्रा कर सकें।

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\* Speech was laid on the Table.

\*SHRI BRAHMANANDA PANDA (JAGATSINGHPUR): Sir, I would like to lay my written speech on supplementary Demands for grants (Railways) for 2008-09.

As you know, Sir, Orissa has vast mineral resources like iron ore, Manganese, bauxites etc and has immense infrastructure potentialities due to its long coastal lines and road connectivity.

As you know sir, under the dynamic leadership of our Honourable Chief Minister Shri Naveen Patnaik, Orissa has taken effective steps for a prosperous industrial revolution. So Railway Ministry should give special priority for development of Railway Infrastructure in Orissa. Though on several occasions we have submitted several memorandums to the Honourable Railway Minister yet Railway Ministry did not pay any special heed to the same

I would therefore draw the attention of the Honourable Minister that special priority be accorded to Orissa for survey of new railway lines, doubling of Railway lines, early completion of on-going projects in Orissa, increase of frequency of Express trains and introduction of pantry cars etc.

Though East coast Railway is contributing sizable profit to the Indian Railways but Railway Ministry is discriminating Orissa since Independence.

Railway Ministry is not allocating sufficient funds to Orissa for early completion of on-going projects.

As you Know Sir, we have been demanding for early completion of Khurda-Bolangir Road which is a Tribal dominated area, similarly early completion of Haridaspur-paradeep Railway line and so on. So also doubling of Khurda-Puri line. No uniformity no is maintained by Railways for examination and recruitment of railway employees. We find in East Coast Railways only the employees of a particular state are dominating thereby depriving the people of my state. During last flood, Orissa had been severely affected but no special package

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\* Speech was laid on the Table.

was declared by Railways for flood affected people of Orissa in improving the quality of rail work.

We demand Railway Ministry should announce a special package for development of Railway Infrastructure in my State. We also demand that a new division at Rourkela be created and operated with immediate effect to ward off infrastructure bottlenecks in Orissa.

\*श्री गिरधारी लाल भार्गव (जयपुर) : महोदय, मैं रेलवे की अनुपूरक मांगों पर अपने विचार व्यक्त करता हूँ। मैं यह कहना चाहता हूँ कि बजट में माननीय रेल मंत्री जी ने राजस्थान से संबंधित चार नई रेल गाड़ियां चलाने की घोषणा की थी, किंतु बड़े खेद के साथ कहना पड़ता है कि उनमें से एक गाड़ी अभी तक चलाई नहीं गई है।

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\* Speech was laid on the Table.

**रेल मंत्री (श्री लालू प्रसाद) :** महोदय, सर्वप्रथम मैं उन सभी सदस्यों को धन्यवाद देना चाहूंगा जिन्होंने 2008-09 के लिए अनुदान की पूरक मांगों पर बहस में भाग लिया है। अनेक सदस्यों ने अपने निर्वाचन क्षेत्रों और राज्यों के संबंध में कुछ मांगें हमारे सामने रखी हैं। मैं माननीय सदस्यों को आश्चर्य करना चाहूंगा कि उन्होंने जितने भी सुझाव दिए हैं, उन पर समुचित विचार किया जाएगा तथा उनके संबंध में उपयुक्त कार्यवाई की जाएगी।

\*वर्तमान वित्त वर्ष के लिए 526 करोड़ 170 हजार रूपये की अनुदान की पूरक मांग मुख्यतः राष्ट्रीय परियोजनाओं के लिए केंद्र सरकार द्वारा उपलब्ध कराई गई 526 करोड़ रूपये की लाभान्वित मुक्त बजटीय सहायता के लिए, तथा बिना बारी के आधार पर शुरू किए जाने वाले 146 कार्यों के लिए संसद का अनुमोदन लेने के लिए प्रस्तुत की गई है।

मुझे सदन को यह जानकारी देते हुए खुशी हो रही है कि वर्ष 2007-08 में हमारा कैश सरप्लस 25 हजार 6 करोड़ रूपये रहा है और रेलवे की फंड बैलेंस की राशि बढ़कर 22 हजार 297 करोड़ रूपये हो गयी है। पिछले 4 वर्षों में भारतीय रेल ने लगातार उन्नति के नये शिखर प्राप्त किये हैं। करीब एक दशक पहले पांचवे वेतन आयोग की सिफारिशों को लागू करने में भारतीय रेल की वित्तीय स्थिति नाजुक हो गई थी। जबकि इस बार रेलवे के वित्तीय कार्याकल्प की बदौलत हमने छठे वेतन आयोग की सिफारिशों का क्रियान्वयन ही नहीं, बल्कि इस वर्ष बढ़ी हुई दरों से बोनस देने के अलावा पिछले वर्ष के बकाया बोनस का प्रबंध भी आसानी से कर लिया है। पिछले वर्षों की तरह इस वित्तीय वर्ष में भी अभूतपूर्व टर्न अराउंड को कायम रखा गया है।

इस वित्त वर्ष की पहली छमाही में 401.9 मिलियन टन माल का लदान हुआ है। फलस्वरूप रेलवे ने पिछले वर्ष की इसी अवधि की तुलना में माल ढुलाई से आय में 19.7 प्रतिशत की वृद्धि दर्ज की है। इसी अवधि के दौरान यात्री आय में भी 12.9 प्रतिशत की वृद्धि हुई है। यद्यपि इस वित्त वर्ष के पहले छः महीनों में अच्छी प्रगति हुई है, लेकिन अक्टूबर माह के पहले 20 दिनों में प्रगति दर में कमी आई है। अक्टूबर माह में निर्यात के लिए आयरन-ओर के लदान में तेजी से गिरावट दर्ज की गई है और तैयार सीमेंट एवं स्टील के लदान तथा इनके उत्पादन के लिए जरूरी कच्चे माल के लदान की प्रगति दर में भी कमी हुई है। विश्व के विभिन्न देशों में देखी जा रही आर्थिक मंदी का असर संभवतः इन उद्योगों पर पड़ रहा है। हमें आशा है कि यह अस्थायी है और साल के बाकी महीनों में लदान की प्रगति दर में सुधार होगा।

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\*Speech was laid on the Table.

यात्रियों एवं गाड़ियों की संरक्षा एवं सुरक्षा हमारी सर्वोच्च प्राथमिकता है। रेलपथों, सिग्नलों एवं रालिंग स्टॉक के नवीकरण तथा आधुनिकीकरण के कारण गाड़ी दुर्घटनाओं में निरंतर कमी आई है। परिणामी गाड़ी दुर्घटनाओं की संख्या 2000-01 में 473 से घटकर 2007-08 में मात्र 194 रह गई है। सितम्बर, 2008 तक परिणामी गाड़ी दुर्घटनाओं की संख्या 91 रही जबकि पिछले वर्ष की इसी अवधि में यह संख्या 104 थीरत सड़क यातायात की सुगमता और व्यस्त समपार फाटकों पर संरक्षा हमारी प्राथमिकता है। इसी दृष्टि से ऊपरी व निचले सड़क पुल बनाने के 49 कार्य, राज्य सरकारों के साथ लागत में भागीदारी के आधार पर प्रस्तावित हैं। इसके अतिरिक्त, माल की आसानी से लोडिंग/ अनलोडिंग हेतु और माल यातायात ग्राहकों को बेहतर सुविधाएं देने के लिए गुड्स शेड और गुड्स टर्मिनलों के सुधार व विकास संबंधी 10 कार्यों का प्रस्ताव किया गया है।

बजट 2008-09 में दिए गए आश्वासन के अनुरूप सार्वजनिक क्षेत्र की इकाई भारत वैंगन व इंजीनियरी लिमिटेड का स्वामित्व भारी उद्योग विभाग से रेल मंत्रालय को सौंपने के लिए एक कार्य प्रस्तावित है। बजट 2008-09 के दौरान यात्रियों को बेहतर सुविधाएं दिए जाने संबंधी मेरे आश्वासन के अनुसार मुंबई व चेन्नै की उपनगरीय सेवाओं में मोबाइल फोन से अनारक्षित टिकट बुक करवाने संबंधी एक पायलट परियोजना आरंभ करने का प्रस्ताव है। पारसनाथ से मधुबन, बिलासपुर से लेह बरास्ता कुल्लू मनाली, निजामाबाद-अदिलाबाद नई लाइनों तथा पठानकोट-जोगिन्दरनगर का आमाम परिवर्तन हेतु सर्वे करवाने के कार्य प्रस्तावित हैं।

ऊर्जा संरक्षण के लिए, भारतीय रेल ऊर्जा कुशल तकनीक अपनाने के लिए कटिबद्ध है। इस आलोक में प्रत्येक रेलवे ववार्टर में 4 बल्ब, सी.एफ.एल. से नःशुल्क बदले जाएंगे। इस कार्य को सार्वजनिक निजी भागीदारी के तहत कार्बन क्रेडिट अर्जित कर वित्त पोषित किया जाएगा। इसके अलावा मुंबई उपनगरीय रेलवे में प्रयोग की जा रही "री-जेनरेटिंग ब्रेकिंग " परियोजना को कार्बन क्रेडिट अर्जित करने के लिए पंजीकृत किया जाएगा। भारतीय रेल जाखापुरा-तुमका खंड के बीच बिजली इंजन से डबल स्टैक कंटेनर ट्रेन चलाने का सफल परीक्षण कर रही है। इसमें 7.45 मीटर की ओ.एच.ई. विश्व में सबसे ऊंची है। विदेश से आए विशेषज्ञों ने भी इस कार्य की सराहना की है।

महोदय, मैंने माननीय सदस्यों द्वारा उठाए गए सभी मामलों को संज्ञान में लिया है। मैं उन सभी सदस्यों को जल्द ही पत्र लिखकर वस्तुस्थिति से तथा इन मुद्दों पर की जाने वाली कार्यवाई से अवगत कराऊंगा। मैं रेलवे का भारी समर्थन करने के लिए माननीय सदस्यों का पुनः धन्यवाद करना चाहूंगा तथा सदन से 2008-09 के लिए रेलवे की अनुदान की पूरक मांगों तथा तत्संबंधी विनियोग विधेयक को अनुमोदन प्रदान करने का अनुरोध करता हूं।

MR. DEPUTY-SPEAKER : I shall now put the Supplementary Demand for Grants (Railways) for 2008-2009 to the vote of the House.

The question is :

"That the supplementary sums not exceeding the amounts shown in the third column of the Order Paper be granted to the President of India, out of the Consolidated Fund of India, to defray the charges that will come in course of payment during the year ending the 31<sup>st</sup> day of March, 2009, in respect of the head of Demand entered in the second column thereof against Demand No. 16."

*The motion was adopted.*[\[k4\]](#)

...(Interruptions)