

grant as early as possible so that the developmental work in rural areas may be accelerated.

[*Translation*]

(xii) Need for Constitution of Child Welfare councils in the country.

SHRIMATI MADHURI SINGH (Purnea) : Mr. Deputy Speaker, Sir, we will have to pay attention to the children of this country for the development of India and to make it self-reliant. As all of us know, hundreds of children of tender age die every year because of illness, lack of timely medical facilities and because of improper upbringing in India. Central Child Welfare Council and State Child Welfare Councils should be set up to advise Central and State governments on Children. These councils should review child welfare services and make their recommendations to concerned governments. Consultants, Doctors, Psychotherapists and other specialists should be appointed at child consultation centers. Voluntary social workers of India should cooperate in the child welfare programmes. I request the Central government immediately launch an effective programme in this regard and it should be accorded top priority. Pregnant women, and children of low income families should be given free medical aid under these child welfare councils. Keeping in view the increasing tendency of taking employment by young mothers, its necessity has increased. We could strengthen the coming generation of the country only through this measure.

[*English*]

SHRI PRIYA RANJAN DAS MUNSHI (Howrah) : Mr. Deputy-Speaker, Sir,.....\*\*

MR. DEPUTY-SPEAKER : No, please sit down. You can give that in writing. Whatever you are saying will not be recorded.

12.24 hrs.

\*DEMANDS FOR EXCESS GRANTS (RAILWAYS), 1982-83

AND

\*SUPPLEMENTARY DEMAND FOR GRANT (RAILWAYS) 1984-85

[*English*]

MR. DEPUTY-SPEAKER : The House will now take up items No. 15 and 16 together. The time allotted for this is one hour.

Members who have given notice of cut motions may please move the same.

SHRI G.M. BANATWALLA. Sir, you have changed the procedure. Earlier, the Chair has been announcing that the Members, if they desire to move their cut motions, may send slips to the Table within 15 minutes. Now you are curtailing that time of the Members. There has, therefore, been a sudden change in the procedure. Members are at a disadvantage.

MR. DEPUTY-SPEAKER : If there are a large number of Members we do like that. If there are only a few Members, it is not the practice.

SHRI G.M. BANATWALLA (Ponnani) : It is unfair to the Members to change the procedure. You cannot change it.

MR. DEPUTY-SPEAKER : It is the usual practice.

SHRI G.M. BANATWALLA : It is not the usual practice.

MR. DEPUTY-SPEAKER : Motions moved :

"That the respective excess sums not exceeding the amounts shown in the third column of the Order Paper be granted to the President out of the Consolidated Fund of India to make

\*\*Not recorded.

\*Moved with the recommendation of the President.

good the excess on the respective grants during the year ended 31st day of March, 1983, in respect of the following demands entered in the second column thereof :

Demand Nos. 4, 5, 6, 10, 13 and 15."

"That the respective supplementary

sums not exceeding the amounts shown in the third column of the Order Paper be granted to the President out of the Consolidated Fund of India to defray the charges that will come in course of payment during the year ending 31st day of March, 1985, in respect of the following demands entered in the second column thereof :

Demand No. 16."

*Demands for Excess Grants (Railways), 1982-83 submitted, to the Vote of Lok Sabha*

No. of Demand	Name of Demand	Amount of Demand submitted to the Vote of the House
		Rs.
4.	Repairs and Maintenance of Permanent Way and Works	2,92,26,650
5.	Repairs and Maintenance of Motive Power	5,21,94,902
6.	Repairs and Maintenance of Carriages and Wagons	1,41,17,922
10	Operating Expenses-Fuel	12,02,72,800
13.	Provident Fund, Pension and other Retirement Benefits	22,56,85,397
15.	Dividend to General Revenues, Repayment of loan taken from General Revenues and Amortization of Overcapitalization	20,90,33,732

*Supplementary Demand for Grants (Railways), 1984-85 submitted to the Vote of Lok Sabha*

No. of Demand	Name of Demand	Amount of Demand for Grants submitted to the Vote of the House
		Rs.
16.	Assets-Acquisition, Construction and Replacement Other Expenditure	91,00,000

**SHRI SAIFUDDIN CHOWDHURY** (Katwa) : I beg to move :

"That the Demand for a Supplementary Grant of a sum not exceeding Rs. 91,00,000 in respect of Assets-Acquisition, Construction and Replacement be reduced by Rs. 100."  
[Need to double the Bandel-Katwa line of Eastern Railway]. (2)

"That the Demand for a Supplementary Grant of a sum not exceeding Rs. 91,00,000 in respect of Assets-Acquisition, Construction and Replacement be reduced by Rs. 100."

[Need to convert the Bardwan-Katwa line of Eastern Railway into broad gauge]. (3)

**SHRI AJIT KUMAR SAHA** (Vishnupur) : I beg to move :

"That the Demand for a Supplementary Grant of a sum not exceeding Rs. 91,00,000 in respect of Assets-Acquisition, Construction and Replacement be reduced by Rs. 100."

[Need to convert BDR Railway into broad gauge]. (4)

**SHRI MALLAREDDY RAGUMAREDDY** (Nalgonda) : Mr. Deputy-Speaker, Sir, I am not supporting the Demands for Grants of the Railway Budget. In Andhra Pradesh, after Independence, only one new railway line has been taken up, that is the Nadikuda—Bibinagar Line. Government have not provided enough funds. The Janata Government were kind enough to provide sufficient amount. The line was completed only up to Nalgonda. After that the work has been held up for want of funds. The line from Nalgonda to Miriyalaguda was under construction. The Late Prime Minister had promised in her inaugural address that the work will be completed before to end of Sixth Plan. But an overbridge has to be built on the Krishna river and the line has to go up to Nadikuda. If Government provides sufficient amount, even today it will take nearly four years to complete the same. Whichever may be the Government at the State, I would request the hon. Railway Minister to provide

sufficient amount at least from now onwards for the completion of this work. They will reduce the distance from Madras to Hyderabad and which will help the backward district of Nalgonda. Hence, I request the hon. Minister and the Government to provide sufficient funds for the construction of the line immediately.

**MR. DEPUTY-SPEAKER** : The time allotted is one hour. I request the hon. members to be brief in their speeches.

**SHRI CHINTAMANI PANIGRAHI** (Bhubaneswar) : We request you to kindly extend the time Sir. Many members want to speak.

Hon. Deputy-Speaker, Sir, I rise to support the Demand for Supplementary Grants of the Railways presented to this House by the hon. Minister. Sir, next to Defence, the Railways are the most disciplined and well-organised public sector in our country and a vast number of devoted workers of the Railway Board and the Ministry are all trying their best to shoulder the responsibilities that have been entrusted to them in assisting in the tempo of the growth of our country under the various Plans. Sir, I am happy that the Railways have been placed in very able hands like our hon. Ministers Shri Bansi Lalji and Shri Scindiaji. We hope that whatever difficulties and shortcomings are there, they would be looked into and the Railways would further improve in their functioning.

Sir, in spite of the severe constraints on resources, the Railways by and large have developed a kind of system in which they have been assisting the transport system of this country because this is the only transport system which has got a monopoly so far as transportation of goods traffic and passengers are concerned.

In the first nine months of 1983-84, the Railways have introduced about 97 new trains, taken up new survey works, created new zones and divisions, laid new railway lines and also have undertaken various developmental works, removing the bottlenecks in different sections, for meeting to a certain extent the

result of increasing transportation of freight and passenger traffic.

Under the leadership of our Prime Minister Rajiv Ji, as the new Government has begun well in all directions, I would like to submit for the consideration of the hon. Minister some of the important, basic problems which the Railways are facing during the last many years.

To-day, if you look to the Demands for Grants placed before us, and if you analyze it you will find that there is a deficit of Rs. 378 crores, and there is a shortfall of Rs. 100 crores in railway earnings, and a shortfall of eight million in railway freight haulage, which was expected in 1984-85.

As you know, in 1984-85 the Planning Commission had initially projected the freight demand at 305 million tonnes. Then it was further reduced to 250 million tonnes. And then, the Railways finding the projections of the Planning Commission too optimistic—because it was not very realistic—further watered down the target i.e. to move 245 million tonnes. You will find that to-day it has come down perhaps to 230 million tonnes.

Though it is one of the major sectors of our economy, Railways have almost shown a kind of zero growth over the past 8 or 9 years. This problem has to be looked into, and we have to see why it has so happened. The quantity of revenue earning freight has crawled from 212 million tonnes in 1976-77 to 229 million tonnes in 1983-84; and in 1984-85, it will be about 235 million tonnes.

The passenger traffic has also remained almost static, moving from 3505 million in 1977-78 to about 3650 million in 1983-84. Similarly, if you look to the passenger kilometres also, it does not show a measure of improvement. The passenger-Kms. in 1982-83 had fallen from 226,787 million in 1982-83, to an estimated 214,934 million in that year. In 1984-85 it is estimated to be 221,964 million.

The 6th Plan target for electrification programme was 2800 Kms.; but if you look to the achievement part of it, it has come down to only 1800 Kms.

About track replacement plan now: it is very essential to replace the track. The target in the 6th Plan was to replace 14,000 kms.; but the achievement is about 9,000 kms. If you look to the operational ratio of Indian Railways—I am not going into the different zones because time is very short—these ratios have shot up to nearly 94% on an average, from 88.3% in 1982-83. If you look a little more seriously to the problems that we are facing, you will find that in the Indian Railways, we are trying our best to see that it becomes a kind of self-reliant economy. Through the planning process we are trying to implement it. If you look to the import side of the Indian Railways, you will find that during all these years the position is like this: in 1970-71 we had imported Rs. 14 crores worth of materials and equipments; in 1973-74 it was over Rs. 25 crores; in 1975-76 it was Rs. 17 crores; in 1977-78 it was Rs. 18 crores; in 1978-79 it was Rs. 13 crores.

In 1979-80, it had gone up more than Rs. 30 crores. One of the national objective is to remove regional imbalances. The Railways have to play a great part in achieving this objective. But if we analyse the total expenditure of the Railways, we will find that 45 per cent of the amount allocated for development work of the railway is mostly spent on the development of the trunk route like Calcutta-Madras-Bombay, Calcutta-Madras-Delhi, Calcutta-Delhi; and this way, if we spend 45 per cent of the entire money allocated for development of the railway only on the trunk route, then how other areas will be developed? Every State is clamouring for development, because 45 per cent is being spent on the trunk route. The more you spend the more bottleneck will arise. If we have 3 lines, we want to have 4 lines and so on. Prof. Madhu Dandavate has said that the hon. Minister is not being encircled by the bureaucratic methods. I hope he is a man

of the masses. Similarly, Mr. Madhavrao Scindia is also a man of the masses. Why should they not look into it and see that spending is also done in less developed areas. Why should they not have, after making so much investment, their own surplus so that they can meet their own expenses, so that whatever remains surplus should go to different States where they are lagging behind in development.

At the beginning of the 6th Plan, the arrears of the track renewal stood at 13,000 km. Instead of lessening it has turned out to be higher ; it is around 20,000 km. It is very unsafe to travel by Indian Railways because we have not been able to achieve the track renewal target that we had fixed because of the constraint on the resources, because we have over spent in other spheres.

If you look at the capital at charge you will find that in 1950-51 it was only Rs. 827 crores. You have a look at it from plan to plan. As on 31 3 1983, it had stood at Rs. 7251.09 crores. Because of this the railways are being over-capitalized as the capital-at charge is increasing. Unless we create our own surplus, they will go on increasing. It is being over-burdened. Secondly, the Railways will go on increasing borrowing from the general revenue. Today, the borrowing perhaps stands at Rs. 500 crores ; it was Rs. 100 crores when they started it. Therefore, the whole thing has to be reviewed seriously.

Our ticketless travelling is also increasing. In 1982, the number of persons who travelled without tickets was 2.84 lakhs ; now it has increased to 3.27 lakhs.

Many thousands of workers were retrenched in the Eastern Railway in West Bengal. The hon. Minister and the hon. Prime Minister intervened and they have been reinstated. Similarly, for Jakhpura-Daitari Rail Link, for the last 3 years, I have been bringing it to the notice of the Railway Board. About 374 workers worked for three years. They had been retrenched. They are mostly tribals, homeless and very poor. When you are employing thousands

of retrenched workers in the Eastern Railway, I appeal to the hon. Minister that these 374 retrenched tribal people should be reinstated because we are having new railway line and they can be absorbed there. The late Prime Minister, Mrs. Indira Gandhi had declared that the Railway should be included in the core sector. This declaration has not yet come. I again request the hon. Minister to look into these things because railways need more resources because it is becoming an almost sick child. Many things depend upon the improvement of the railway.

The Survey for Khurda Road Phulbani Bolangir broad gauge link was sanctioned in 1983. But the progress of the work is very slow. It should be expedited and the Railway line should be constructed as it will serve three districts of the State having tribal population.

Now, I draw your attention to one point. In 1983 in this House a mention was made and I was grateful to the Railway Minister and to our late Prime Minister, regarding a survey to be made of the Khurda Road-Phulbani-Bolangir link because it was a completely tribal area. The money for it was sanctioned in 1983, but till today the work has not progressed. This survey should be completed and work should be undertaken quickly because this line connects six districts of the State of Orissa, mostly having tribal population.

Sir, recently, the maintenance of the Neelachal Express, which is a very prestigious and super-fast train from the capital to Orissa, was shifted from Puri. Earlier it was based at Puri for its maintenance. By an order of the General Manager, South-Eastern Railway, the maintenance of this prestigious train has been amalgamated with the rake link base of Howrah-Puri link at Santara Gachi. The Railway Minister knows the problems of Santara Gachi. The result is, the maintenance of this Neelachal Express has been neglected. No proper cleaning is being done, lights are not repaired properly, and the standard of maintenance is deteriorating. I request that the *status quo* should be restored at once.

With these words I once again thank the hon. Ministers for the interest they are taking to improve the working of the Railways and I also request the hon. Minister one thing more. In Orissa, in Khurda Road Division nobody is looking to the amenities of passengers.

The stoppage of Puri-Tirupati Express in stations between Khurda Road and Balagan was withdrawn to the great inconvenience of the travelling public. No other suitable passenger train has been given in that place. We had requested the Railway Minister and other high officials to look into this. We had even requested that some new trains may be introduced. At present there is no train from 7 a.m. in the morning to 7 p.m. in the evening in this section and the passengers are being put to a lot of inconvenience. I request the Railway Minister to look into this and introduce a shuttle between Cuttack and Berhampur and to have stoppage of 37 UP. and 38 DN. at Bhusandpur Railway Station in Khurda Road Division.

**SHRI AJIT KUMAR SAHA** (Vishnupur) : My time is very limited, but I want to make a few observations. My first point is, that in 1980 when this Government came to power they assured that all casual labourers working in the Railways would be regularised. But still there are 2,20,000 casual labourers in the Railways who are not regularised. So, I request the Minister to take up this matter, because it is a serious problem and he should take more interest.

Regarding some new railway lines, I want to mention about the construction of a rail link between Rani Ganj and Bankura via Mijhia. This proposal was initiated at a time when the Geological Survey of India brought out a report that huge reserves of coal were there in the backward areas of West Bengal State. And, already a traffic-cum-engineering survey was done by the South Eastern Railway and for this the State Government have paid the money. This report was in favour of the construction of this new railway link because, not only will it be a remunerative line, but it will also be

profitable because coal can be shifted from there to the Kolaghat Thermal Project and some southern parts of India also.

There are some metre gauge and narrow gauge lines which need to be converted into broad gauge lines. There are also some narrow gauge and metre gauge lines which are still not nationalised. In this connection, I would like to say that in West Bengal, in my district there is a line, the B.D R. Railway line that is, the Bankura-Damodar Railway line.

This line has not been nationalised. I request the Minister to nationalise this line and convert it into broad gauge. This line can be extended upto Burdwan. If this is done, the people of this area will be greatly benefited.

About 20,000 kms. of track is in a very bad condition. And because of this, frequent accidents take place and the trains run late. I would request the Minister to look into this matter and do something like replacing of the age-old track on an urgent basis.

Our former Railway Minister, Mr. Ghani Khan Chaudhuri, laid the foundation stone of Tamluk-Digha railway line as an election propaganda just before the elections. But the fact is that the Planning Commission has not yet approved of this railway line. I request the Railway Minister to take up this railway line early.

Our comrade, late Jyotirmoy Bosu, fought throughout his life for a railway line from Budge Budge to Namkhana. But that has not yet been considered. This proposal for a railway line is in the backward area of Sunderbans. In February, 1982 the then Planning Minister assured us that this would be done. But up till now the Planning Commission has not approved of this line. Rather they have dropped the project. This is very unfortunate. I would request the Minister to take up the proposal of this railway line.

There is another railway line in a very backward district of Purulia i.e. Purulia-Kotsilla railway line. The estimated cost of

this project is Rs. 6 crores. Shri Kedar Pandey, the then Railway Minister, assured us on the Floor of the House that this would be considered within six months. But still the Planning Commission has not done anything in the matter. I would request the Minister to take up this railway line on an urgent basis.

Modernisation of Bandel-Katwa section of the Eastern Railway may be taken up on a priority basis. A large number of people commute from this area to Calcutta. But the number of trains running in this area, is very less. I would request the Minister to increase the number of trains in this area so that the commuters can get a great relief.

In 1972, Mrs. Indira Gandhi, our late Prime Minister, laid the foundation stone of Howrah-Amta Railway Line. Already several years have passed. But only 8 to 10 kms of railway line has been constructed. I would request the Minister to complete this railway line on a priority basis. I would also request him to provide some more money in the coming Budget.

The former Railway Minister introduced a train in our area called Neelanchal Express. But, Sir the section between Midnapore and Adra, which is only a few kilometres, has not been electrified. For the Mail or Express trains, the platforms are also not properly constructed. So, I request the hon. Minister to look into this matter also and do the needful.

[Translation]

SHRI BALKAVI BAIRAGI (Mandsaur) : Mr. Deputy-Speaker, Sir, I support the demands submitted in the supplementary budget of the Railways. We are enthusiastically seeing for the first time after independence that we have got a result-oriented Prime Minister and similarly, Ministers in the Railway Department, whether they are Bansilalji or Madhava Rao Ji, are result-oriented. Wherever work has been assigned to them they have shown good results. The demand submitted by such Ministers should be passed and supported in the House. While supporting the demands, I want to

draw the attention of Railway Ministry to a very important matter. Attention should be paid to provide more facilities to the passengers in the trains. The new Ministry is no doubt paying attention, but it should be intensified. But I shall invite the attention of Railway Ministry to an important matter, *i.e.*, safety.

When we travel by trains, we come across two types of protection forces there—one is G.R.P. and the other is R.P.F. We feel that the policemen are travelling in trains with arms and in uniform but life of the common man is not safe. Several times troubles occur. When we go into its roots, we find that the division of work between G.R.P. and R.P.F. is not proper. R.P.F. personnel have no powers. The only distinction between them and us is that of uniform and arms. If any person has got a licensed gun he can also behave like an R.P.F. personnel and there is no distinction between R.P.F. personnel and a citizen. My first submission is that as the R.P.F. personnel have no powers, the crimes are committed under their very nose and they remain helpless spectators. So powers should be given to them.

The second force is G.R.P. which belongs to State Govt. and the expenditure thereon is also met by the State Governments. The statutory powers enjoyed by G.R.P. are not available to R.P.F. This anomaly should be removed. I want to draw the attention of Railway ministry to this fact that if there is need to amend the Constitution for this purpose we should amend it. G.R.P. function under State Government and R.P.F. function under Central Government. If this anomaly is not removed, crimes will go on increasing day by day and people will accuse those who have no powers and those who have powers may not be able to exercise them. This is my suggestion.

It is my submission to both the Ministers that the practice of chain pulling is increasing day by day in our country. The passengers pull the chain but it is the Railway department which is blamed. In fact there is no fault on the part of the Railway Department because the Railway personnel do not

pull the chain. You should make some arrangements in this regard. Responsibility lies with us also who have been elected to this House. This practice is increasing in our country. The people pull the chain and stop even the super fast trains wherever they like and our staff remain helpless. The people waiting at the next station blame the Government for it. I think there is no fault of the Government in this matter.

I am happy that the government has started a monitoring system in the room of Madhava Rao Ji and from the chart installed there we can know the reasons of late running or suspension of trains.

This monitoring is a good beginning but, we have great expectations from Bansilal Ji. When Bansilal Ji touched the soil of Haryana, he brought about a metamorphosis which brought him glory.

Government should review the policy of running trains twice or thrice a week and instead should run daily trains because the number of passengers has increased and it has become our habit to travel by train instead of by bus even for a distance of

20-25 kms. I know the paucity of coaches may come in the way but if it is decided as a matter of principle, it can be done. No train has been introduced between Ajmer and Khandwa after independence. Meenakshi runs twice a week. We keep on waiting for Meenakshi for the rest of the week. I want that it should run regularly. I want to make two more requests. Previously, we got reservation in the First class upto Delhi in the train which started from Khandwa. Coach was also available which was connected with Chetak Express at Chittor. The government have taken some strange steps during these 3 or 4 years. Now we do not get accommodation in Chetak Express from Neemuch. I want that the first class bogie which used to be attached previously should be continued so that a passenger who starts his journey from Khandwa, may reach his destination.

Mr. Deputy-Speaker, Sir we travel on metre gauge line. We want the protection of the government. On the one hand the speed is less and on the other hand our gauge is metre gauge. If no protection is provided, we will be placed in a difficult position. On the one hand our people have reached moon, Rohini is orbiting round the earth, Rakesh Sharma is talking from the space. On the other hand, it takes hours to travel a distance of 10 or 12 kms. by a metre gauge line. I request that some fast trains should be introduced on this gauge.

I want to give you an example of broad gauge. Previously the Deluxe train from Bombay to Delhi used to stop at Shyamgarh, but now it does not stop there. Mr. Deputy-Speaker, Sir, this is the only instance in the country where a train has no stoppage at a city with a population of 40 lakhs. It starts from Kota and the next halt is Nagda. The city with the population of 40 Lakhs is ignored. At least we should not be so neglected as not have a glimpse of a train. I do promise that you will get passengers there. This train should stop at Shyamgarh also.

I want to say one more important thing to Hon. Bansilal Ji. Bansilal Ji is a farmer and he is fully aware of the problems of the farmers. It is hoped that he will certainly solve this problem, otherwise this Govt. or the Railway Deptt. will earn a bad name in our constituency. You have constructed Railway level crossings where Chains are provided, with the result that our fields remain on one side and our bullocks, houses and threshing places on the other side. If we want to cross over to the other side we have to look for your man for about 6-7 hours. If your man reaches by chance in sober mood in the evening then it is all right, otherwise he is usually not available throughout the night. We are farmers. In case your man takes one peg or so in the evening he becomes a lord. Our fields are on the one side and the crops on the other; our threshing place is on the one side and the farmers live on the other side.

I want to mention three or four names. One is Bottleganj, and there is a station

Sindhpan. Seventy five percent of our population and their crops is on the one side and your guards do not allow us to come. Same is the problem of Nayagaon Neemuch. The same problem is there in Bhaiana near Jawara also. Hon. Chaudhary Saheb, through you I would request the State Minister, Scindia Saheb, to visit our place for a day. In the last four or five years a crossing has been converted into a station. But there are fifty to sixty such villages. They is the Kachnara Station on metre gauge. People of about sixty villages around that Station have been deprived of the facilities of boarding the train. Therefore, kindly reopen the Kachnara Station and the crossing Station may please again be converted into crossing. Please oblige the people of Kachnara again so that they may be provided the facilities of boarding the train from there.

Locoshed of Neemuch is being shifted somewhere else. This is cruelty on your part. Neemuch is viable in every respect. Therefore please do not shift that Loco-shed.

I will take one minute more. I am thankful to you for starting work on Kota—Neemuch broad-gauge line. I am thankful and grateful to the government and specially to Indiraji that they have accepted our demand of broad gauge line from Kota to Neemuch. Work on broad gauge line has been started from Kota. I want to request Chaudhary Saheb and Scindia Saheb that this work may also be started from Neemuch so that the people of both sides may get equal opportunity of employment. Work may be started from this side also so that it could be expedited.

One more thing. You have extended the 'Pink City Express' upto Chittor. If the same is extended upto Ratlam, timings will not be affected, but number of passengers would increase and Ratlam will be connected with Delhi by broad gauge and metre gauge lines. We could then reach Delhi from either route within 14 hours.

My second dream—which may be the dream of my area also—is that it may be accepted as a matter of policy that

every metre gauge section between Ajmer and Khandwa will be converted into broad gauge line. If you do not accept this proposal then for how long shall we wait for the next Government. We have been told that this Government is result-oriented. But if you do not start the work then how will you achieve the results ?

I hope that you will consider our request. With these words I am thankful to you for giving me time to speak and I hope that the Railway Department will consider our suggestions.

Thank you very much.

[English]

MR. DEPUTY-SPEAKER : Now, we adjourn for Lunch. We will meet at 2.00 p.m.

13.02 hrs.

*The Lok Sabha adjourned for Lunch till  
fourteen of the clock.*

— — — —

*The Lok Sabha re-assembled after Lunch  
at Fourteen of the clock.*

[MR. DEPUTY-SPEAKER in the Chair]

DEMANDS FOR EXCESS GRANTS  
(RAILWAYS) 1982-83

AND

SUPPLEMENTARY DEMAND FOR  
GRANT (RAILWAYS) 1984-85—Contd.

[English]

MR. DEPUTY-SPEAKER : We continue with the Discussion and Voting on the Demands for Excess Grants (Railways) and the Supplementary Demand, for Grant (Railways).

The time allotted is only 1 hour. We have already taken 45 minutes. Therefore, I would request the members who are speaking to be brief and try to finish within 5 minutes each. The time left is only about half an hour.

SHRI AMAR ROYPRADHAN (Cooch Behar). Sir, I would request you to extend the time on this. All members, whether on this side or on that side of the House, are

very much interested to say something about their constituencies.

MR. DEPUTY-SPEAKER ; Time allotted is 1 hour. We have already taken 45 minutes. We can have half an hour more. Already, the time is extended by 15 minutes. Shri S. Thangaraju.

[Translation]

\*SHRI S. THANGARAJU (Perambalur) : Hon. Mr. Deputy-Speaker, Sir, I am grateful to you for giving me this opportunity to say a few words in Tamil on the Supplementary Demands for Grants of the Railways on behalf of my party, the All India Anna D.M.K.

At the outset I would say that Railway development is the essential prerequisite for economic growth. It cannot be controverted that Railway growth has not been on an even keel throughout the country. There is patent imbalance from region to region. In some areas it is all Broadgauge track and in some areas it is all Metregauge track. For instance, in Tamil Nadu area of Southern Railways, the extent of broadgauge track is just 20% and the remaining track is all broadgauge. Even after 37 years of independence, Tamilnadu has got just broadgauge track to the extent of 20% only. Naturally the industrial development of the State is being jeopardised. There is inordinate delay in the transshipment of goods from metregauge, to broadgauge besides heavy losses in such transshipment. This impedes rapid industrial growth.

In 1981 the Railway Ministry approved the Karur-Dindigul-Tuticorin-Tirunelveli BG line. The then proposed investment was Rs. 40 crores. During the past 4 years a paltry sum of Rs. 15 crores has been spent on this project. This goes to prove that the Railway development in Tamilnadu is not being looked after effectively. This project is being implemented at snail's pace. If the Central Government is keen to open up the backward areas of Tamil Nadu for industrial development, then this very important

Railway project should be implemented expeditiously. For that purpose it is imperative that more money should be allotted for this scheme. I appeal to the hon. Railway Minister that this Karur-Dindigul BG project was the only big project that had been proposed to be taken in Tamil Nadu after independence. It must be implemented so that the dream of 5 crores of Tamils is translated into action.

I would like to point out that the rolling stock like coaches, wagons and engines on the metregauge have all become outdated and they require replacement and renewal. There seems to be no definite programme for the replacement and renewal of these assets or the metre gauge. I suggest that that scheme should be drawn up immediately and implemented forthwith.

Similarly, the coal requirement of metregauge track is not being met on time, with the consequence that very frequently the trains are cancelled off and on. This causes great inconvenience to the travelling public. I want to suggest that the coal supply of metregauge track should be ensured effectively.

In many Stations in Tamil Nadu there is no drinking water facility. I request the hon. Minister of Railways to look into this and see that this basic requirement of commuters is met without further delay.

Chamarajanagar and Satyamangalam Railway line survey was conducted by the British regime. This only shows that even in those days the traffic needs of this area was realised by the British Government. Now it is all the more necessary that Chamarajanagar-Satyamangalam Railway line project must be taken up for implementation. This will give fillip for the backward areas in this part of Tamil Nadu and also the backward areas in Karnataka State.

My constituency, Perambalur, is primitively backward. The poor people are suffering for want of train facility. I

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\*The Speech was originally delivered in Tamil.

demand that Kumbakonam should be linked with Athoor by train via Jeyankondan, Ariyalur, Perambalur and Thuraiyur. This will uplift the poor people of this area. I would take this opportunity to demand that the train running between Needamangalam and Mannargudi has been cancelled. In order to help the downtrodden people of this area, this train should be restored orthwith.

With these words I conclude my speech.

[English]

PROF. N.G. RANGA (Guntur) : Mr. Deputy-Speaker, Sir, let me congratulate you for having been chosen for this high office.

I wish to congratulate the hon. Minister of Railways also. He is a very dynamic man. He has been a very loyal Member of this Parliament for the last seven or eight years although for some extraneous reasons he was not regarded as well as he should have been during all that period for all the dynamic work that he has put in.

There is a case in point between the Ministry and the Railway Board which I would like to put forward before the hon. Minister of Railways.

Originally, Krishna Express was the train which was running between Hyderabad and Guntur. Later on, a decision was taken to extend the route of this Krishna Express up to Tirupati. I immediately made a representation to the then hon. Minister of Railways, Shri Ghani Khan Choudhary, who was also a very strong and effective Minister like the present hon. Minister, that the Krishna Express should stop at Guntur even though its route is extended up to Tirupati and he assured me in writing that the Krishna Express would make it a point to stop at Guntur even though it would be running right up to Tirupati. This decision was supported by the Railway Board. But, unfortunately, somehow or the other, this decision is not implemented.

Consequently, during the recent elections I had to face a very embarrassing situation

in my Constituency when the lawyers, doctors, kisans and everybody started throwing a charge against me for having failed to retain the privilege which they had been enjoying even since this Krishna Express was started.

Was I to expose the ineffectiveness of the Railway Minister *vis-a-vis* the Railway Board during the election? So, I had to take all the blame on my own head. Now, I hope, the present Railway Minister would be able to see to it that the Railway Board behave more loyally than it has done. I have given this case in point.

Secondly, Government has promised to construct a railway line from Bibinagar to Nadikude. It has been taken right upto Miriyalaguda. It has taken more than 10 years. It is high time that they completed the construction of this railway. There is need also to convert the metre gauge into broad gauge between Guntur and Guntakkal. This also has been awaiting completion for a very long time. It is high time that Government took it up.

Passenger trains are being neglected ever since express trains have been instituted. In every detail passenger trains are a scandal today—seating, lavatory, drinking water facility and what not. Special attention has got to be paid to this matter.

Then, there is a very small matter. There are two pathways across the railway in an important place in my constituency, Phirangipuram. Only one gateman has been sanctioned for both of them, with the result that one or the other is always without any gateman at all. Only one man has been sanctioned, and what he does is he closes one pathway to prevent agricultural transport from going across the railway line. This is a very small matter; yet, it causes a lot of trouble to the people, to the agriculturists especially, of Phirangipuram. I would like my hon. friend either to give up the one man who is there or sanction two people; one or the other, at least let him keep the pathway open and not close just because there is no man to serve it.

Government has promised to construct a railway line between Nizampatnam and Nidubroin in order to facilitate transport of fish which is being caught there from the Bay of Bengal and transported right upto Calcutta. The construction of this line will have to be taken up, and I hope that Government would not forget it when they prepare their estimates for the next Railway Budget.

SHRI V.S. KRISHNA IYER (Bangalore South): Respected Deputy-Speaker, Sir, this is my maiden speech in this august House, the highest forum of our land. On behalf of the four crore people of Karnataka, I convey my greetings to you, Sir, and through you to the hon. Members of this House.

I know that the time at my disposal is very short. Therefore, I am not going to speak in detail about the railway administration. I would confine myself only to some important problems pertaining to the State of Karnataka. There is a feeling in the minds of our people that we are being let down by the Railway Ministry. I hope, it will not be so, because, we have a dynamic Railway Minister and also a dynamic Minister of State. I would like to point out the problems.

Sir, you come from Tamil Nadu, our neighbouring State. There is a scheme for electrification of Madras Central-Bangalore, which was sanctioned long back. Now it has been completed upto Jolarpet. From Jolarpet to Bangalore City, the Planning Commission, I understand, has approved a scheme for Rs. 24 crores. I also understand reliably that that scheme is being scuttled. This has created a lot of apprehension and fear in the minds of the people of both the States.

This is very essential. As you know, Bangalore City and Madras are the two nerve centres of all economic activity in the south and it is, therefore, very essential. So I want a categorical assurance from the Railway Minister that it will not be scuttled and it will be taken up during the current year itself. I also remember that a token grant has also been provided for this.

Another project which is going at snail's speed is the broad-gauge conversion of the metre gauge line between Bangalore and Mysore. That was taken up 8 years ago and when the foundation stone was laid, we were assured by the then Railway Minister that the project will be completed in 4 years time. Now it is already 8 years and we do not see any hopes of its being speeded up in the near future. At this rate it will take many more years. So I want an assurance from the Railway Minister. I am pointing out this because the Railway budget is being finalised and also the Seventh Plan is being finalised and it is necessary that adequate funds are provided for this.

Another point to which I would like to draw the attention of the Railway Ministry is that Bangalore City, as you are aware, is becoming another Calcutta. Bangalore, no doubt, is a beautiful city and I represent that city in this House. The population of Bangalore is growing at such a pace that no other city in the South East Asia is growing as fast as Bangalore is growing....

PROF. N.G. RANGA : Delhi is bad enough.

SHRI V. S. KRISHNA IYER : I have seen the census figures. I speak with authority. The growth of Bangalore is 76% in the last decade. At this rate we envisage a population of 70 lakhs by 2000 AD. Therefore, the transport problem is very terrific. I heard our Calcutta friends yesterday. So I got alarmed. As it is, it is impossible to provide any kind of road transport there. So the Government of Karnataka approached the Metropolitan Transport Project, Madras which is a unit of the Railway Board to undertake a survey for the provision of a Mass Rapid Transit System along with the Suburban Surface Railway and electrification of a few existing lines for Bangalore. I am very happy to inform you that it has already submitted a report and they have recommended a ring road for Bangalore city, a surface-cum-underground railway and electrification of the railways—which will ease the transport system of Bangalore. This is very necessary. As it is, it is impossible and the roads are full of traffic at all

hours. So this project costing Rs. 650 crores should be taken up. The Government of Karnataka has already approached the Planning Commission and the Railway Ministry for taking up this scheme in the Seventh Plan. I would strongly urge this in the interests of the City of Bangalore. This is one of the metropolitan cities—the fifth largest metropolitan city in our country and the Government should take up this project of Rs. 650 crores. The recommendation is that it may be spread over 25 years—every year spending Rs. 25 crores. Bangalore is as important as Calcutta and I understand Madras also has a similar scheme. This is very necessary for these metropolitan cities. They should be provided metro railways just like Calcutta.

Karnataka State had given four Railway Ministers so far to the Central Government. Three of them are no more. Only one person is alive. We also had Mr Dandavate as Railway Minister who has done something for our State. Particularly he sanctioned the Axle Plant. So also Mr Jaffer Sharief. He has also done something for the State. Still after attainment of Independence the addition of new railway lines has been very very meagre. Two lines are added—Bangalore-Salem line which is most unpopular and uneconomical. Another line Bangalore-Hassan is being used only for 6 months. So it is very necessary that new lines are laid particularly in the backward areas of the State like a line between Gulbarga and Bidar and another one from Kattur to Harihar. Our friend from Tamil Nadu mentioned about Chamarajanagar-Satyamangalam line. I support him. These additional lines are very necessary. I urge upon the Railway Minister to take up these lines.

With these few words, before you ring the bell, I conclude. Thank you.

**SHRI G.L. DOGRA (Udhampur) :** Sir, I take this opportunity to congratulate both Railway Ministers, the Cabinet Minister and the Minister of State. I would also utilise this opportunity to bring certain problems to their notice. The greatest and the foremost problem which our State is facing

is the construction of railway line from Jammu to Udhampur. This railway line is intended to be taken to the Kashmir Valley. But the point is this. Unless it is completed upto Udhampur, further extension is not at all possible. So far we find that the progress on this project has been very slow. I must say that probably adequate finance has not been provided for. Now a new Budget has to be framed. As such I request the Railway Minister and his colleague to see that adequate funds are provided for this purpose. Inadequate provision of the budget means dead investment of capital for some time at least. If you are sanctioning some money which is not at all adequate then you cannot complete the project within a reasonable time and this will have effect on the finances of the Railways as well as the general finances of the whole country. My request to the Railway Minister is that he should personally examine it and see that this line is completed as early as possible. I assure him that it is not only vital from the Defence point of view, but it will be a paying proposition. It will give them adequate returns which are much more than the rate of interest on their investments made. It is a fully paying proposition. I don't know why it was neglected so far. I fail to understand why the Planning Commission should not have looked into this aspect of the matter. This is a double-edged project, I would say, because it is vital for Defence and at the same time it gives adequate returns.

As far as the maintenance of the Railways is concerned I wish to say something.

Sir, I was a Member of the Public Accounts Committee. The then Chairman told us that the Indian Railways are the only Railways in the world which are giving profits. There is no other Railway in the world which is giving profit. It made us think as to why it is so, why in spite of technological progress and advance and development, the other countries are not making profit but we are doing so. We found that it was due to cutting down of the expenditure on maintenance. This maintenance aspect of the Railways has been neglected for the last so many years. I would like the hon. Minister to see that

Railways should not try to make profit at the cost of maintenance. I think personally that nobody should be allowed to make money at the cost of the maintenance. It affects rolling stock as well as the safety of passengers.

I wish to point out that maintenance of locomotives in the workshop is not proper and the work is very slow. These workshops are not working as efficiently as they should. They should work efficiently and they should do good work. I think sufficient attention must be given to this aspect of the matter.

Then I come to the question of discipline and punctuality. These two things are inter-related. There are very few trains which are punctual; they do not stick to time schedule. The Jhelum Express is one of the trains notorious for being late quite often sometimes by 12 hours and even sometimes by 24 hours. This has got to be looked into. Punctuality should be maintained at all costs. Otherwise, a lot of manpower will be wasted.

There is another point which I would like to place before the hon. Minister for his consideration. Sir, doubling of railway track between Sonapat and Ambala as well as Jullundur and Jammu is very necessary. If this is done, the traffic burden on railway track would be greatly eased. If there is a single-line track, it is very difficult to maintain it properly and there will be a lot of disruptions in the running of the trains. Maintenance of track as well as rolling-stock would also suffer because of single-track traffic. Therefore, I would suggest that the railway track between these two points, that is, between Jammu and Jullundur as well as Sonapat and Ambala should be doubled.

I would like to draw the attention of the hon. Minister to the inadequate number of staff at the Jammu Railway Station. Sir, there is a shortage of staff and sufficient number of staff is not posted at the station to cater to the needs of the passengers. People from all over India are going to Vaishnodevi and because of the shortage of staff at the Railway Station they are facing a lot of difficulties. So far as the passenger

traffic is concerned, I understand that some wrong information has been passed on to the Railway Ministry. It is stated that passenger traffic is not in sufficient number at these Railway stations. But I would like to submit that this information is baseless and wrong and if one goes to these Railway Stations, he would find a lot of passengers waiting and lying at the Railway stations due to infrequent and inadequate number of trains running in this area. Of course, it may be that sufficient passenger traffic there even in particular seasons that is, during the extreme winter season. In all seasons, people going to Vaishnodevi face a lot of difficulties. People going to Kashmir and to Poonch also face a lot of problems. I would also request the hon. Minister kindly to consider running a day train between Delhi and Jammu and that is the demand of the people of the State. By introducing a new day train between Delhi and Jammu, major problem faced by the people concerned will be solved and this will also help the Defence Services.

SHRI NARAYAN CHOUBEY (Midnapore): Mr. Deputy-Speaker, Sir, the first point that I would like to make is that the Indian Railway system is a most important transport system in the country and it cannot be saved by making speeches. Before I make any other point, the first thing which I will demand from the Government is sufficient funds for the Railways. There is really paucity of funds for the development of railway system in our country. So, first of all, my demand is not from the Railway Ministry but from the Government and the Planning Commission for allotment of sufficient funds for the development of the railways. Howsoever good your speeches may be here in this House, Railways cannot be saved by them. During the British period, they constructed railway track to the tune of 52,000 Kms. in 94 years and in 38 years of independence only 6000 to 8000 Kms. of railway track was constructed. So, I demand from the Government that more fund should be allotted for the Railways. I beg to submit..... (Interruptions).. They are suffering from West Bengal malaria..... (Interruptions).

As has been told already, 20,000 kms of railway track require renewal and it requires a good amount of money. I hope, that it would be looked into.

Similarly, Rolling-stock needs to be added. There is complete shortage of spare parts and equipment. If you go to any loco-shed and workshop, you will find that equipments and spare parts are not in sufficient quantity. Naturally, this requires urgent attention.

As Shri Dogra said, there is shortage of staff everywhere. Every year, thousands and thousands of employees are retiring, but there is a ban on fresh recruitment in view of the economy drive. While the number of Class III and Class IV employees is coming down as a result of this, the number of officers is going up. This needs to be given proper consideration. There used to be a certain yardstick for determining the required number of staff to man the jobs. By that, one could know that for this amount of work, so many persons are required. This yardstick has been given a goodbye by the Government. I submit, that for better maintenance, you must fill up all the vacancies that are there in the Indian railways.

Further, about 2.5 lakh casual labourers have been working in the Indian railways for the last 10, 12 or 15 years. Government had assured them that they would be regularised. The hon. Minister should not say that as the job for which they were employed is over, they should also go away. They have been there for years together. That means, there is sufficient job for them. You must regularise them.

The railway colonies are in a very bad shape. You will find that anywhere you go. Once, they were the best towns, but now you go to any place and you will find them in a very bad shape. There are no roads, or the roads are broken, water leaks in the houses etc. I come from the biggest colony of the Indian Railways. It is in a horrible state of affairs. I demand that enough funds should be made available for maintaining

them as also for putting up new houses. That is the position at Kharagpur, Gorakhpur, Asansol, Kanchrapara, Bilaspore, Alipore Dwar etc.

Then, there is one funny thing. Akbar goes, Jehangir comes, orders of Akbar are finished ; and when Jehangir goes and Shahjahan comes, the order of Jehangir are finished. Shri Ghani Khan Choudhury goes, his orders are also finished. I am not speaking for volunteers. They were working on Rs. 8/- per day. It is a good thing that you have taken them back. But at the same time consider those 2.5 lakh casual workers who have been working for more than 10-12 years. They should be given proper consideration.

Then, you must complete the Tamruk-Dighe project, which was taken up. During the election campaign, it was said that as the West Bengal Government was not giving land, the work could not be completed. Elections have ended and Shri Ghani Khan Choudhury is out of office Shri Bansilal has come in and we find that the project office at Contai, has also been withdrawn. At Digha, there was a rest-house, that has also been withdrawn.....

**SHRI PRIYA RANJAN DAS MUNSHI :** There was a conspiracy of the railway officers there.

**SHRI NARAYAN CHOUBEY :** That should be set right.

I demand that the Tamruk-Digha project should be completed. It is connected with the name of late Dr. B C. Roy.

Then, Purlia-Kotsila line. Late Kedar Nath is now in heaven. The assurance that he had given on the floor of the House has not yet been implemented. I want the hon. Minister to complete it.

Now, Shri Ghani Khan Choudhury is not there. Ranaghat-Lalgola track. Anyone from West Bengal, from this side or that side, know the horrible condition of that track. For the last thirty five years, there

has been no track renewal of that portion. If you cannot make that double line at least do the renewal of that poor track, so that the trains can run properly. Shri Ghani Khan Choudhury had promised that he would do it, and I hope that with his going away from the Railways, this assurance should not remain unfulfilled.

Once again, I request that action should be taken immediately on all these things. If there is no allocation of sufficient funds for the railways, the railways cannot survive. Enough funds must be allotted to the railways for their survival. If the railways system collapses, the whole transport system will collapse.

That is all I have got to say.

MR. DEPUTY-SPEAKER : Minister to reply.

THE MINISTER OF RAILWAYS (SHRI BANSI LAL) : Sir, I am grateful to.....  
(*Interruption*)

SHRI ABDUL RASHID KABULI : So many people want to speak Sir.....(*Interruptions*)

MR. DEPUTY-SPEAKER : We have already extended it by 45 minutes. It has been decided in the BAC meeting, to finish it in one hour. That was the scheduled time.

(*Interruptions*)

SHRI ABDUL RASHID KABULI : It had never been like this before.....(*Interruptions*)

MR. DEPUTY-SPEAKER : Let the hon. Minister say how to finish the agenda.

THE MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (SHRI GHULAM NABI AZAD) : Yesterday it was decided by the BAC. The time allotted by the BAC was one hour and the hon. Deputy-Speaker has already extended it, I think, by 45 minutes. That time is also over.

SHRI ABDUL RASHID KABULI : We need hardly five minutes Sir. Our Party, the National Conference is not given any time.

MR. DEPUTY-SPEAKER : Let us come to a compromise. I am giving 15 minutes more. Each person should try to take not more than three minutes.

[*Translation*]

SHRI HAFIZ MOHD. SIDDIQ (Moradabad) : Mr. Deputy-Speaker, Sir, I am thankful to you for giving me an opportunity to speak and I support the Demands for Grants of Railways presented by our Railway Minister.

The people of Moradabad Division face so many problems regarding railways. I want to mention those difficulties here. Moradabad is famous for its industries not only in India but all over the world. But there are many difficulties regarding railways such as non-availability of platforms, lack of trains etc. The trains running on that section are not sufficient to cope with its needs. There is a crossing at Moradabad—Chandausi section due to which people have to face many difficulties. Besides, there is an overbridge also. The trains are not running on time on this section. I want that the hon. Railway Minister should pay attention in this regard. A decade ago, our late Prime Minister Smt. Indira Gandhi inaugurated a broad gauge line in our area but work thereon has not yet been started. I want that the assurance given with regard to broad gauge line between Haldwani and Rampur and Moradabad and Kathgodam be implemented.

There is a lot of delay in the payment of provident fund, gratuity and pension there. I want that the hon. Railway Minister should look into this matter and the payment should be made in time.

So far as the passenger trains are concerned, people face many difficulties. The windows of those train are broken and the bathrooms and latrines in those trains are also

in a very bad condition. I would like that these things should be looked into so as to solve these problems.

There is no double line from Bareilly to Delhi and Bareilly to Saharanpur which is causing great difficulty in the movement of trains in our area. I would like that assistance should be provided to convert it into a double line so as to facilitate the movement of trains on these stations.

Though it is an industrial centre, yet we do not have any train for Agra and Allahabad. I request that a train from Moradabad to Allahabad and another train from Moradabad to Agra may be introduced so that the people of that area may be benefited.

With these points I support these demands.

**SHRI ABDUL RASHID KABULI** (Srinagar): Mr. Deputy-Speaker, Sir, the first thing I want to place before the Hon. Minister is that even after 37 years, no rail line has so far reached the valley of Kashmir. In the absence of railways, the progress of the State is not possible.

In 1947, there was a road called Rawalpindi Road which was connecting State of Jammu and Kashmir with India. But after its closure we are linked with India by Banihal Road. Banihal Road also remains generally closed during the winter. As a result, our main business of tourist traffic remains paralysed.

I raised this point here last year also and the then Minister Shri Ghani Khan Chaudhury had accepted my challenge. He accepted the challenge and said that valley of Jammu and Kashmir would be connected with railway line. Two years have already passed since I came to this Parliament, but no steps have so far been taken in this direction.

I would request the Railway Minister through you that the economic condition of the people depends upon tourist trade. There are limited means of communication to

cope with the increasing international as well as domestic tourists visiting the State because we do not have any railway line.

Fruit is our main product which we sell in different parts of the country. But unfortunately every year we face difficulties. Fruits worth crores of rupees rot and cannot be sent to other parts of the country due to lack of vehicles. Besides this, we are being exploited in the mandis of Delhi and there is no say of our fruit growers. Not only the fruits rot there, but fruit growers are being exploited. The main reason for this is that we do not have any railway line.

If you really want to do justice to the people of Jammu and Kashmir, especially to the people of the valley of Kashmir and want to develop trade there, then I would request that you should promote tourism there, which will benefit the whole country. Jammu and Kashmir has an immense tourist potential due to its enchanting beauty. You can develop tourism these to a considerable extent. Please make arrangements for a railway line for this State.

In 1957, Khrushchev, Secretary Communist Party visited this State along with Bulganin. They had said that if the Government of India permitted them, they could link Kashmir with USSR by a railway line. Our technology has made great progress by launching INSAT-IB and APPLE; can we not build roads by cutting through the hills of Kashmir and by making tunnels? I hope that the aspirations of the people of the State would be fulfilled by the newly constituted Government.

Accidents are taking place in our country. Late Shri Lal Bahadur Shastri had set up an example. During his tenure when an accident took place perhaps in Hyderabad, he resigned I want to say to the Hon. Minister, Shri Bansi Lal that several railway accidents are taking place in the country in which so many lives are lost. Shri Bansi Lal is a competent and capable Minister in so far as these things are concerned. He should look into these aspects.

Railway sleepers are prepared at the cost of forests. Our forests of Himachal Pradesh, Jammu Kashmir and of our Himalayan terrain are being destroyed by felling trees. You have to find alternative methods. You should manufacture concrete sleepers. Do not denude our forests. Find out some substitute if you want to save the forests.

Corruption is increasing in the Railways. Reservation in second class is made in advance without getting in the forms filled. Railway Minister should look into it and remove corruption. Catering service for passengers, which is unsatisfactory at present, should be improved.

\*SHRI R. JEEVARATHINAM (Arakkonam) : Mr. Deputy-Speaker, Sir, while supporting the Supplementary Demands of the Railways that have been presented by the hon. Railway Minister, I would like to refer to certain basic railway requirements of my constituency, Arakkonam in Tamil Nadu. Arakkonam is adjacent to Madras. In order to have electric traction between Madras and Katpadi via Arakkonam all the infrastructure has been created. I mean that the electric posts and overhead lines have been put. Yet there is no electric train running between Madras and Katpadi via Arakkonam. From Katpadi the railway workers, public men, government employees, traders travel to Madras every day. Hence it is very necessary to have electric trains on this route.

I am sorry to say that there is no train in the morning from Arakkonam to Katpadi. Similarly there is also no train in the evening from Katpadi to Arakkonam. This has caused great inconvenience to Government employees, railway workers and other public travelling between these two places. While all the arrangements for electrification have been made, it is inexplicable to me why electric trains are not being run by the Southern Railways. I request the hon. Minister of Railways to order the running

of electric trains between Madras and Katpadi via Arakkonam.

In Arakkonam there is a very old over-bridge constructed during British rule. It is in the heart of the town. Lorries, buses, public conveyances and carts cannot go because of this. The Railway Administration had finalised a project for a new bridge and sent to the State Government suggesting that 50% of investment should be met by the State Government. I do not know whether the State Government has given its consent for defraying 50% of the expenditure. In this House, the Members have been raising demands for Rs. 50 crores, 75 crores, 100 crores and 400 crores for railway schemes. What I want is just 1.5 crores to 2 crores for having a new bridge in Arakkonam. This is the long-standing demand of the people of this area. Many articles have been appearing in the Press about the need for replacing this over-bridge. I request the hon. Minister of Railways to look into this personally and meet the genuine demand of the people of Arakkonam for a new bridge. This dilapidated old bridge should be replaced forthwith.

Madras is a thickly populated area. The industries cannot be set up without creating pollution hazards. If industries are to be spread out so that there is no pollution hazard, then there should be electrification traction between Arakkonam to Katpadi and from Katpadi to Jalarpettai. Then the industries will be spontaneously coming around the railway track. The hon. Minister of Railways should also pay attention to this and do the needful. The Railway workers and employees are suffering for want of residential accommodation. I suggest that the Railways should undertake large scale building of houses for railway workers and employees. Otherwise, the Railways should give loans to them so that they can have their houses.

I thank you for giving me this opportunity to say a few words, and I resume my seat.

**\*SHRI PALAS BARMAN (Balurghat) :** Mr. Deputy-Speaker Sir, I will like to speak in Bengali. Sir, I will draw the attention of the hon. Railway Minister to the plight of the people of my constituency *viz.* Balurghat is the district headquarter but unfortunately it is devoid of any Railway connections. You can well imagine the difficulties faced by the over a lakh inhabitants of that area because of the non-existence of any Railway connection. Even after 37 years of independence the want of Railways in a district headquarter, Balurghat. Balurghat is the biggest blot on the Railway Ministry. The people of that area had sent several deputations for providing railway lines to the then Congress President, Shri U.N. Dhebar, to Babu Jagjivan Ram, to the then Railway Minister, Shri Lal Bahadur Shastri, and even to the late Prime Minister Shrimati Indira Gandhi. Many deputations were sent. There were of course a flood of assurances which are continuing today. The former Railway Minister, Shri Ghani Khan Chowdhury perhaps realised the plight and difficulties of the people of that area and laid the foundation stone of a 90 Km. stretch of railway line from Eklakshi to Balurghat about two years back. But hardly any progress has been made in that project. Although at the time of last elections much publicity was given to this project and it was said that significant progress has been made therein, but in reality hardly any progress has been made. Some signboards have of course been set up here and there.

I invite the hon. Railway Minister, Shri Bansi Lal to come and visit my area and to see the miserable plight of the people for himself.

At the same time I demand that he should take special measures to see that this railway project is completed expeditiously.

I also submit a long-standing demand of the people living in the under developed and

backward Sunderbans area of West Bengal that the railway line from Sealdah to Canning may be extended upto Golabari and Dhamakhali. Survey work has been completed by the Railway Department but the extension work has not started.

In the above section six 'shuttle trains are being run from Sonapur to Canning. I demand that the above trains may be run between Sealdah and Canning.

In the end I will submit that the railway link of the NF railway is very weak. I demand that the existing Metre gauge track between Barsoi and Radhikapur may be converted into Broad gauge without delay. A broad gauge railway line may also be provided from Katihar to Siliguri and Alipur Duar junction. With that Sir, I conclude.

**SHRI D.L. BAITHA (Araria) :** Mr. Deputy-Speaker, Sir, most of the members have stated that the railways are running in loss. I want to say that the Railway is not a commercial organisation. The Railway is a utility service and besides, if the social burden that the Railway shoulders, is removed it will earn profit. Earlier in 1970-71, Rs. 100 crores were provided to the Railways towards depreciation reserve fund which rose to Rs. 200 crores in 1979-80, 554 crores in 1982-83, 850 crores in 1983-84. The depreciation fund only has been raised from 100 crore rupees to 850 crore rupees. In such a situation deficit is quite natural. Besides, the wages have also increased to a considerable extent. In addition subsidy is being given for the transportation of food-grains. The items which could not be transported by other means of transport are being transported by the Railways to meet the requirements of the public. The railways have to bear the loss as a result of it.

Similarly, it has been stated by one of my friends that the railways have to bear all the loss caused by the suburban traffic in Bombay, Calcutta and Madras. It will, therefore, be wrong to say that the

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\*The speech was originally delivered in Bengali.

Railway is a commercial organisation. The Railway is a public utility service. Railways are also extended to such places where they are considered necessary from strategic point of view. Sometimes, even if a railway line is commercially not viable, it is operated keeping in view the public demand and requirements.

Today, Shri Abdul Rashid Kabuli raised the point that railway line has not been laid upto Srinagar in Kashmir. I want to tell you that when the Railway Convention Committee visited Kashmir and discussed this matter with the State Government, and when they were asked to make an offer—other State Governments had offered free sleepers, free land—then the State Government replied that they did not want the railway line. They told that the atmosphere would be further polluted by this. Hence, it would be better if you discussed these points first there. Our anxiety is that the railway line should be extended to Kashmir. Jammu-Udhampur line is already being laid.

The bell is ringing. I would like to speak on two or three points. Firstly, 18 trains were running formerly on Barauni-Katihar broad gauge line, but at present their number is only 4.

15.00 hrs.

Only 3 to 4 bogies are attached to the express train which runs presently. If you like, you may add passenger compartments to it. There is an engine, a driver and a guard in this train but it lacks space for passengers. If you provide enough space for passengers in it, it may earn enough profit for the Railways. The number of compartments should be increased alongwith the increase in the number of trains. But what you do is that the number of compartments in the existing trains is reduced and new trains are introduced which does not increase the earnings of the Railways. It is necessary to link the line from Forbesganj or Araria to Thakurganj. The existing line joins Katihar and Mahananda. The bridge over Mahananda has become very dangerous now. If any accident ever occurs

there, the north eastern States would be completely cut off. The hon. Minister should think over it.

Keeping in mind the paucity of time, I would only like to add that the Railways should not be considered merely a commercial undertaking, but it should be treated as a public utility service. However, we should look into the losses. The Ministry of Railways has also been getting less funds from the Planning Commission during the past few years. The allocations have been going down constantly.

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

[English]

MR. DEPUTY-SPEAKER : I am extending the time by another fifteen minutes but when we are extending like this, we will have to sit up to 7.30 or 8 O'clock in the evening and you will have to be here.

SOME HON. MEMBERS : Yes, yes.

MR. DEPUTY-SPEAKER : I seek your cooperation. Try to finish within three minutes. Because this budget is very important, every Member wants to present the problems of his constituency. But try to be brief. In the beginning each Member took twenty minutes or fifteen minutes, that is why we are facing this problem of shortage of time.

SHRI V. SOBHANADREESWARA RAO (Vijayawada) : Sir, this is the first session and several new Members have come and they want to express their views. Please give opportunity to our Members whose names have been submitted to you.

MR. DEPUTY-SPEAKER : Be to the point, that is all. Instead of discussing lot of things, please be brief on what you want to express. It is common for both sides. Now Shri Amar Roypradhan.

SHRI AMAR ROYPRADHAN (Cooch Behar) : Mr. Deputy-Speaker, Sir, through

you I like to congratulate the hon. Minister Bansi Lal Ji and the Minister of State Scindia Ji. But I am extremely sorry that I cannot support their Bill...(*Interruptions*).

SHRI MADHAVRAO SCINDIA : We accept your apology.

SHRI AMAR ROYPRADHAN : Sir, I do not know whether you have been to the North-Eastern region, the seven-sisters area, but I think it will be admitted by the hon. Minister and the Minister of State that the N.F Railway which covers the North Bengal and the North-Eastern region and Sikkim commuters, is the most neglected Railway on the Railway map. The Railway Department is neglecting this particular Railway and are behaving like step mother. As you know it very well, this is the only Railway where there is no electrification, this is the only Railway where there is no double line, not a single kilometre.

It is the only railway line where you will not get its own diesel engines. They have to borrow engines from the Eastern Railway. And when we ask for this, they say there is paucity of funds. You will be astonished to know that in 1980-81 there was a unanimous resolution in the West Bengal Assembly asking for a train from the New Cooch Behar to Sialdah, near Calcutta. This Resolution was supported not only by Forward Bloc, C.P.I. and the Communist (Marxists), but by all the parties, including the Congress (I). But the Railway Department did not pay any heed to it.

We quite often hear on radio and television that new trains are being introduced, but this train over which the West Bengal people were unanimous irrespective of their party affiliations, has not been introduced as yet.

Recently one train, called Vivekananda Express has been started from New Bongai-gaon to Trivandrum. People of my constituency, Cooch Behar have been demanding that this train should stop there even for five minutes. Several hon. Members have said that the trains are running late by even 24 hours. When the trains are running late

even for days, I do not understand what difficulties do the Railways have to allow a half of even five minutes in Cooch Behar ? People of Cooch Behar have demonstrated for this. They even stopped the train for 24 hours. Even an assurance was given in its favour, but nothing has been done so far. When we ask for train, you say no, when we ask for halt of a train, you say no, when we ask for double line you say no. This you are doing because we do not toe your line. It means if we toe your line, only then you will fulfil our expectations.

[*Translation*]

SHRI RAM PYARE PANIKA (Roberts-ganj) : Mr. Dy.-Speaker, Sir, I rise to support the demands presented by the Minister of Railways. Sir, one of the demands relates to 1982-83, which has been presented as per the direction of the Public Accounts Committee and the second demand relates to an expenditure of Rs. 91 lakhs, which had to be incurred in view of the exigency and its approval has been sought. In a way both the amounts have already been spent and formal approval is sought. But I would like to say that I must thank the hon. Minister and the Railways for their contribution in improving our economy during the last four or five years. Sir, you are aware that the railway transportation has to play a vital role in the infrastructure programme envisaged in our Plan. They have discharged their duties well in the timely transportation of foodgrains, movement of coal for the power stations or any other items.

The position today is that renewal of 14 thousand kilometres of railway track is pending. I, therefore, appeal to the Planning Commission and the Ministry of Finance to ensure provision of funds for this work. The sum of Rs. 3.20 crores allocated earlier for this work is grossly inadequate. Keeping in view the increasing number of accidents, more funds should be provided for this purpose to eliminate the risk of accidents. I will not like to say any thing further in this regard but support all that the other hon. members have said. Now I would like to refer to a few matters relating to my constituency.

There is a train, Chandigarh Express in my constituency. Its frequency has now increased to four days in a week. We want that it should run daily and the assurance given by Shri Abdul Ghani Khan Choudhury to stop it at Duddhi, which has remained unfulfilled so far, should be implemented immediately.

There are many local trains, which run in our area. The C.C.M. local between Garwa and Chunar should be extended upto Varanasi via Jyonathpur. Similarly, Chopan Express running between Lucknow and Chopan, which now goes upto Shaktinagar-Singrauli on three days in a week, may be run upto Garwa *via* Renukut for four days in a week. Tata Express, which runs between Amritsar and Tatanagar (Jamshedpur) may be extended upto Howrah. It will take only three hours from Jamshedpur to Howrah, but it will provide facility and relief to the people.

I would like to draw the attention of the Hon. Minister of Railways to another problem viz. heavy pressure on Howrah-Bombay line due to a large number of trains running on this line *via* Allahabad. In this connection I may submit that the mail trains may be diverted from Chunar Junction *via* Chopan Katni and run upto Bombay or Madras. This will cover the tribal belt and the backward area and the people of industrial areas on this line and the people living in South India would be greatly benefited by linking up of these areas with Bombay, Calcutta and Madras. Now they have to go *via* Allahabad.

I am a disciplined member and I have taken three minutes only. I am thankful to you for giving me an opportunity to express my views.

[English]

SHRI ERASU AYYAPU REDDY (Kurnool) : Mr. Deputy-Speaker, Sir, in Japan if the Express train comes a few minutes late, there will be sweeping headlines. But in India, if a train comes in time, that will be a news. Sir, Japan is thinking of mono-rail. In fact, they are having mono-rail

where the speed of a train is about 300 k.ms. per hour. They are also thinking of magnetic lines where a train just flies on the rails. Perhaps, in India, this also appears to be a fairy tale. Our Prime Minister has promised us to take us into the 21st century in a dynamic and scientific way. I would request the Railway Minister in what train he is going to take us into the 21st century which is just 15 years away from us.

Now, after having listened to the speeches of the Members, we now know how anxiously and how coolly we are on the expansion of our railways. Sir, expansion of railway projects has not made any potential for employment. So, our railway projects must be taken as potential for employment generation. From that point of view, the Seventh Plan must give priority to very many railway expansion projects.

Now, Sir, coming to my own State, Andhra Pradesh, the only project that has been taken up during the last 40 years is a small project. Nadi Kudi-B.B. Nagar railway project. I join hon. Member Prof. Ranga in pleading that this project which has been going on at snail's speed must be expedited.

Sir, in the South, there are two big industrial cities, Hyderabad and Bangalore. It is a pity that these highly industrialised cities are not even connected by broad gauge line. There is still a metre gauge line, more than 60 or 70 per cent of the track is covered only by metre gauge. Is it not a pity that the railway line connecting the two highly industrialised cities in the South still does not have the broad gauge line? I hope the Railway Minister will try to expedite the project of putting up a broad gauge line between these two cities.

Then, there is the Central Cement Corporation which has taken up and established a number of cement industries in Rayalaseema area. That area is known as Erraguntla. Now, for the purpose of transport itself, a survey has been undertaken. But till now, no railway line has been laid. I request the hon. Railway Minister to

expedite laying of a line from Nandyal to Guntakkal covering these project areas.

[Translation]

**SHRI RAM BHAGAT PASWAN** (Rosera): Mr Deputy-Speaker, Sir, I am grateful to you for giving me an opportunity to speak. I am also thankful to the people who elected me to this House.

Mr. Deputy-Speaker, Sir, the Government's policy has been to remove regional imbalance, and to develop the backward areas. I want to speak about Bihar, particularly North Bihar. Our hon. Railway Minister is a hard worker and whatever job he takes in hand, he succeeds in that. I think he is very sympathetic towards Bihar. I want to submit to him that the construction work of Samastipur-Darbhanga broad gauge line was started during the tenure of late Shri Lalit Narain Mishra. The work was completed but unfortunately, meanwhile, Janata Party came into power and the work was stopped. When Shri Kedar Pandey took over, the work was again started. Now you have taken over. You may please get this broad gauge line completed.

The construction work was started after completing the survey on Sakari-Hasanpur railway line in North Bihar because there is no railway line there. There is no railway line upto 40 miles in the North, upto 60 miles in the South, nowhere in the East and upto 50 miles in the West. Sakari-Hasanpur railway line for this area was inaugurated by late Shri Lalit Narain Mishra but work on that line was also deferred during Janata Party regime. I would request you, Sir, to make provision for this line in the next budget and take up construction of this line. There is great resentment among the people of North Bihar because their long standing demands have not been acceded to.

Mr. Deputy-Speaker, Sir, Railways are suffering a loss of Rs. 33 lakhs after the construction of Mahatma Gandhi Setu as large number of people have now started travelling by bus. Buses take less time whereas trains are slow. The four trains being run previously in that area have now

been cancelled. Those trains should be restored. The Railways are incurring a loss of Rs. 33 lakhs per month since the construction of this bridge. The government have given this information in reply to a question in Rajya Sabha. This loss is being incurred because you have cancelled certain trains and also because trains run at a speed slower than that of buses. Please restore the cancelled trains and increase the speed so that Railways do not suffer loss.

One train *viz* Jayanti Janta used to run from Darbhanga in North Bihar to Delhi *via* Patna. You have now changed its route. Passengers of that area have now to take a different route for going to Delhi. One more train 78DN used to run to Patna, which has also been cancelled. Sir, I would like to request that all the cancelled trains should be restored to reduce loss being incurred by the Railways and rail journey should be made more comfortable.

Mr. Deputy-Speaker, Sir, I want to submit that the amount provided is not adequate. 18,000 Kilometres of railway track is in poor condition. 35 thousand railway wagons are completely worn out. The Government should modernise them.

So far as reservation is concerned, many irregularities are being committed at big stations like Calcutta, Patna, Bombay etc. Please introduce computer system so that every one is able to get reservation easily at a low cost.

I want to speak about the safety of the people travelling by rail in Bihar. R. P.F personnel have been asked to look after their safety but they enter 1st class compartments and sleep there. They also harass the public. None of your constables travels in 2nd class. All of them travel in first class and disturb the genuine passengers. Please take steps to see that constables do not occupy the seats of genuine passengers in the first class compartments.

Mr. Deputy-Speaker, Sir, there are 22 lakh employees working in the Railways and out of them seven lakh employees are

still temporary. Many of them have been working for the last 15 to 20 years in temporary capacity. There are casual labourers who have been working for the last 10 to 12 years but they have not been made regular so far while persons with two years service have been made regular. Kindly look into this matter and make them regular.

So far as the question of reservation for scheduled castes and scheduled tribes is concerned, 14 or 15 percent quota is reserved for them. But nowhere, whether it is Muzaffarpur Railway Service Commission or Danapur Railway Service Commission or any other zone, reservation quota has been filled up. Therefore, representatives of Scheduled Castes and Scheduled Tribes should be included in these commissions so that they may ensure that the quota is filled up.

In the end, I would like to make a request that work on the proposed railway line from Kusheswar to Laharia Sarai should be started. With these words I thank you for giving me an opportunity to speak.

[English]

SHRIMATI VYJAYANTHIMALA BALI (Madras South) : Mr. Deputy-Speaker, Sir, I just want to say briefly about the Nilgiri Express in Tamilnadu. It runs from Madras to Ootacamand, the Queen of Hill Stations, and back again. The only problem in Ootacamand is that there is no proper booking office or any booking arrangement for the purchase of railway ticket. The travelling public of Ootacamand as well as the tourists who visit Ootacamand, are consequently put to great inconvenience. They cannot get their tickets in Ootacamand. They are directed to go either to Mettupalayam which is about 60 KM from Ootacamand or to Coimbatore which will be a matter of travelling eight hours to and fro which means that the whole time would be lost in only trying to get railway tickets. I tell you that invariably it is so very difficult to get tickets. This is one very great problem to be solved.

Therefore, the travelling public of Ootacamand should be provided the facility by the railway authorities of purchasing their tickets in Ootacamand itself.

The second point that I would like to make is that the travelling public to Ootacamand have air-conditioned coaches only twice a week. Even though Ootacamand is a hill station, it is not only seasonally that people go to Ootacamand but throughout the year people keep coming and going. But, the air-conditioned coaches are provided only twice a week. I would, therefore, suggest that air-conditioned coaches should be provided throughout the year. There is no need to be afraid that there will be no demand for them. Once there is supply, there will be demand.

These two issues have to be looked into. I suggest these facilities should be provided at the earliest.

SHRI BOLLA BULLI RAMAIAH (Eluru) : Sir, even in these modern days when steam engine is considered not economical, we are running steam locomotives in our State. Specially, the Vijayawada-Kazipet line has been sanctioned long back for electrification. But till today, it is not completed even though there is enough power available in the State.

The Visakhapatnam-Vijayawada line is a very heavy traffic line. So is the case with Kazipet-Hyderabad. Therefore, these lines should be electrified. Wherever there is heavy traffic, electrification of the line is better. That would be economical.

One coach factory is sanctioned to be located in Kazipet, Andhra Pradesh. But we understand that they are trying to shift it somewhere else. The State Government of Andhra Pradesh has provided all the facilities. I would request you to see that this factory is set up in Kazipet at the earliest.

Kothagudem is the biggest coal producing centre in Andhra Pradesh. It should have another Railway line from Visakhapatnam-

Kothagudem which will be the shortest route.

The Kakinada-Kotipalli Railway line is discontinued. I request the hon. Minister to again renew that line and provide the facility to 20 lakh people, Andhra Pradesh is the granary of India. There should be railway facilities on its coastal line. We are at present suffering from shortage of railway wagons. The road traffic is not able to meet the transport requirements. The wagon facilities, and railway passenger facilities should be improved. Even the passenger railway facilities are not adequate in Andhra Pradesh. There should be more passenger railway trains provided to Andhra Pradesh to meet the growing railway passenger traffic.

Vijayawada is the largest railway station in the whole country. But the facilities provided in the Vijayawada railway station to the passengers are not satisfactory. The passengers in the Vijayawada railway station are suffering from lack of facilities.

Even on the Howrah-Madras Mail train, which is supposed to be the oldest train, there are no AC I Class daily coaches and all its bogies in first class are of the primitive days.

There is one more point. There is one train from Narsapur to Hyderabad which the Railways have provided. This should be extended upto Kakinada. There was a proposal, but somehow it has been dropped. The extension upto Kakinada is essential since this will facilitate a lot of people living there and also be economical for railways.

In Chebrole there used to be a gate-crossing provided near the town, but now this has been shifted away from the main town because of which a lot of inconvenience is caused to passengers. It should be provided near the town ; at the old place.

In Eluru, which is a big city, one more overbridge is required very urgently.

All these points may please be looked into.

I thank you, Sir, for giving me this opportunity to speak.

[Translation]

\*SHRI C.K. KUPPUSWAMY (Coimbatore) : Mr. Deputy-Speaker, Sir, I thank you very much for affording me this opportunity to say a few words concerning the basic rail requirements of my constituency, Coimbatore. Coimbatore is known as the Manchester of India with 103 textiles and more than 200 foundries. It is really a matter of concern that the Railway yard here should be so small and primitive. It has to be expanded immediately. Without causing inconvenience to the public of this town, the Railway yard can be expanded in Singanallur, where there is enough land available. It will also ensure that the future requirement is also met. I suggest that the Railway Minister should see that the Railway yard in Coimbatore is expanded in Singanallur area.

Tiruppur has become an international town because hosiery products manufactured here are being sent to different parts of the world. There is an overbridge here constructed some 60 years ago when the population of the town was just 20,000. Now the population has gone up to 1 lakh. For the past 25 years the people of Tiruppur have been demanding that this old overbridge should be replaced by a modern over bridge. This genuine demand of the people must be met without further delay. Similarly, the over-bridge at North Coimbatore is also overdue for replacement. A survey was conducted for this. I suggest early implementation of this survey in North Coimbatore. There must soon be a new overbridge in North Coimbatore. I would also take this opportunity to point out that another overbridge in Ondipudur on Tiruchirappalli-Coimbatore highway requires replacement. A new over-bridge is a 'must' in this area.

I would like to reiterate that in order to help the workers and industries in Tiruppur, the old overbridge must should be replaced by a new bridge without delay.

Before I conclude, I would suggest that a super-fast express train must be run between

\*The speech was originally delivered in Tamil.

the industrial town of Coimbatore and the internationally renowned pilgrim town of Madurai. There is need for such a superfast train because the people of Coimbatore have been repeatedly demanding for such a superfast train.

With these words I conclude my speech and resume my seat.

15.28 hrs.

[SHRI ZAINUL BASHER *in the Chair*]

SHRI VIRDHI CHANDER JAIN (Barmer): Mr. Deputy-Speaker, Sir, I support the supplementary demands for grants of the Railways. Our Government has paid attention to the North Eastern region, which is very backward and is also a border area, and decided to sanction construction of several railway lines. Similarly, our area, which is a desert area, is also very backward area. This region continues to be ignored. Earlier also I had said in the House that there should be a railway line from Pathankot to Kandla. Railway line from Pathankot to Suratgarh and Bikaner is going to be constructed. I want that this should be extended from Bikaner to Jaisalmer, Barmer, Sanchore and Abu. There is already a broad gauge line from Abu to Ahmedabad. Hence this line should be given priority. I also want to tell you that Rajasthan Canal has reached Jaisalmer and will reach Barmer district also. This will result in increase of population. Efforts are also afoot to explore gas and petroleum at three places there in Jaisalmer, Barmer and Bikaner. It is hoped that if gas and petroleum is found there, it will be a boon for us. Therefore, I would like that construction of a railway line from Pathankot to Kandla be included in the Seventh Five Year Plan for the development of these areas so that the people of these areas may also have the benefit of Railways.

I would like to refer to another matter which I had raised in Lok Sabha recently also. The farmers of these areas are facing grave danger because of lack of proper

arrangements at the railway level crossings and that the farmers face grave risk while crossing the railway lines. It has been said in this context that the arrangements to ensure the visibility at these crossings should be made by Gram Panchayats of the area, but Gram Panchayats don't have adequate funds and hence they are unable to make these arrangements. There is a provision in the Northern Railway to make these arrangements out of the Railway Risk Security Fund. While requesting for further augmenting this fund, I also demand that arrangements should be made from this fund at the railway crossings in our area also. For instance, Bhachbar Gram Panchayat in the Barmer District has deposited adequate amount for the purpose but one year has passed and no arrangements have been made so far. Similar risk is there at Gagaria, Baitu and Aati railway crossings and similar problems exist in various parts of Rajasthan and other parts of the country. Some policy in this regard should be formulated and steps taken accordingly so that sufferings of the farmers are eliminated.

Next, I would like to welcome the new train service started from Barmer to Agra Fort but one difficulty, which we are experiencing in this regard, is that dieselisation of this train has been done from Agra Fort to Jodhpur but not further from Jodhpur upto Barmer with the result that the train cannot pick up speed. I demand that dieselisation of this train should be done beyond Jodhpur also and it should be done on priority basis. If it is not dieselised in one portion, it amounts to neglect of that area and the interest of its people. Therefore, I want that its dieselisation should be done on priority basis.

I would also like to draw the attention of the Railway Minister to the fact that Chetak Express, which runs between Delhi and Udaipur has not been dieselised so far in spite of repeated demands made in this regard. I want that this train should be dieselised without any further delay.

Most important point I want to make is that all the railway lines in Rajasthan are

narrow gauge lines and there is no broad gauge line, so much so that there is no broad gauge line even in Jaipur, the capital of Rajasthan. A decision had been taken in 1977-78 to convert Delhi-Ahmedabad railway line into broad gauge but the Planning Commission has not cleared it so far and no provision of funds has been made therefore. I request that funds should be made available and this line converted into broad gauge at the earliest so that our region may get the benefit of broad gauge line.

In the end, I would like to refer to our long-standing demand for establishing a separate zone for Rajasthan's metre gauge line with its headquarters at Jodhpur so that the people of our region may also avail themselves of all necessary amenities and facilities. With these words I support the demands for grants presented in the House.

\*SHRI R. ANNA NAMBI (Pollachi) : Mr. Chairman, Sir, I am very grateful to you for giving me this opportunity to say a few words on the Supplementary Demands for Grants of Railways on behalf of my party the All India Anna D.M.K. While extending support to the Supplementary Demands I would like to highlight a few points for the favourable consideration of the hon. Railway Minister.

During British regime a survey was conducted for rail link between Chamarajanagram and Satyamangalam. Even during those days it was realised that this line must be undertaken for opening up the backward areas in Karnataka and in Tamil Nadu. Somehow this survey report has not seen the light of the day even after 37 years of Independence. I would like to suggest that there should be a rail link between Chamarajanagram and Palani via Satyamangalam; Darapuram and Tiruppur. This will meet the long-standing demand of the people of this area. It is really necessary for meeting the growing industrial needs of Tiruppur, which is known as Manchester of India with exports of hosiery goods to many countries abroad. It will open up the backward area in Palani. Palani is a religious

centre of great reverence for the devotees of Lord Muruga. In fact, from all over the country, from North, East and West and the devotees of Muruga want to have the darshan of the deity at Palani. They are facing the handicap of rail connection to this place of devotion. Hence I demand that the railway line between Chamarajanagram and Palani must be taken up for implementation.

I would take this opportunity to suggest that Dindigul—Olavakkod Metre Gauge track should be converted into Broad gauge. The hon. friends who preceded me have referred to the problems of transshipment from metre gauge to broad gauge. Hence I demand that there should be even development of BG line throughout the country. This will alone ensure quick and long lasting industrial development.

Sir, I would refer to another genuine demand of the people of Coimbatore city, which is the next biggest in the State of Tamil Nadu, after Madras. Near Coimbatore we have the abode of Lord Muruga in Marudamalai, which is a place of sanctity for the devotees of Lord Muruga, who is worshipped as Kartikeya in Northern parts of the country. The devotees from all parts of the country visit this religious place. All of them feel unanimously that there should be a railway whinch in Marudamalai, as that available in Palani. The Railway Minister should look into this and do the needful in order to meet the desire of lakhs and lakhs devotees of Lord Muruga from all over the country.

With these words I conclude my speech.

[English]

SHRI SAIFUDDIN CHOWDHURY (Katwa) : I take this opportunity to draw the attention of the hon. Railway Minister to a very serious matter. Only today I had a Starred Question and in reply to that the hon. Minister stated that in the Eastern and North East Frontier Railways some casual workers and volunteers were taken in the last quarter of 1984 and they were retren-

\*The speech was originally delivered in Tamil.

ched in January 1985. There are about 3 lakhs of casual workers who are yet to be regularised all over India. Despite that, these casual workers were taken. They were taken for what purpose? We have to see the timing of their employment. That was the time of the election campaign. All over West Bengal a propaganda was unleashed to the effect that if the youth join a particular party then they will be given jobs. These employments were used for that purpose. (An Hon. Member: Have you got proof?). I have got all proof. I will tell you what was done in West Bengal in those days. Much was told than done. An atmosphere was created that everything is done in favour of West Bengal. But it was not so. There was a statement which came later from the present Minister of Railways that no regionalism will be allowed in the Railways. Now, what prompted him to give that statement? In West Bengal, nothing worthwhile was done. The Metro and Circular Railway were things which were long overdue. But an atmosphere had been created that much had been done. This would only harm the interest of that particular State and the interest of the youth. I want to know why the youth were thrown into this sort of humiliation. At first they were taken in and then they were retrenched and then again they were taken back after they squatted before the house of a Central Minister.

Sir, there are lots of allegations of nepotism, corruption and malpractices regarding employment in the different workshops of the Railways in West Bengal. A movement was unleashed there to prevent such corruptions and irregular appointments in the Railways.

I would like to know whether the Government has taken note of this thing and whether the hon. Minister will institute an Inquiry to find out and see that if anything wrong is done that should be removed. I would also like to know from him whether all the vacant posts would be filled soon and expansion will take place in the Railways in this Region so that the on-going projects are completed and more job opportunities are created. I want a categorical assurance

from the hon. Minister that the interests of the youth will be protected and better functioning of the Railways will be ensured.

DR. T. KALPANA DEVI (Warangal):  
Mr. Chairman, Sir, the only existing coach factory of the country at Perambur manufactures about 720 coaches per year. But the country's requirement of coaches is around 1200 to 1500 per annum. Therefore, there is a need for setting up of another coach factory. Earlier a view was expressed that the second coach factory may be set up in Andhra Pradesh. The Andhra Pradesh Government also proposed for the setting up of a coach factory at Kazipet in the South Central Railway region in Warangal District. In this connection, I would like to bring to the notice of the Government that in the light of the proposal for setting up of a second coach factory in Andhra Pradesh, a survey was conducted for the site selection 12 years ago. But unfortunately, it has not materialised so far. It is unfortunate that the Union Government has not been able to take decision in this regard even after 12 years. Warangal is one of the big districts of Andhra Pradesh and practically there is no industry at all. Even though it happens to be one of the big districts in Andhra Pradesh, the most distressing feature is that there is not even an industry which the people of that area can boast of. It may not be out of place if I mention that all natural resources are available for industrial development in that area. The problem of unemployment is a burning question in that district. I would therefore request the hon. Minister to look into this matter and do justice to the Warangal District and to the people of that area. I would request the Central Government kindly to consider setting up of the project which will go a long way in solving the unemployment problem as also contributing to the development of the nation as a whole. I request the hon. Prime Minister to bless the unemployed youth and the weaker section of Warangal District.

[Translation]

SHRI RAMASHRAY PRASAD SINGH (Jahanabad): Mr. Speaker, Sir, through

you, I want to draw the attention of the hon. Minister towards the supplementary demands for grants presented by him.

First of all I would like to submit that India is a federal country and she can develop if there is development in every State. Every State should get its share in the national savings, then only there can be all round development of a State. My State Bihar is backward in every respect. It has the largest number of deaf, dumb and blind people. It is far behind in regard to railway lines also. Since the Centre earns comparatively higher revenue from Bihar, it should pay more attention to it. If proper economic development of a State does not take place, the anti social elements can take advantage of this and create instability. It becomes the sole responsibility of the party in power to ensure proper economic development of every State.

Gaya district in Bihar is a place of international importance. Tourists from home and abroad come here, but the passengers face considerable difficulty due to non-existence of double railway line there. As there is no road route for it, people cannot travel by bus. In this connection I had met the former Railway Minister, Shri Kedar Pandey. He had said that it was a very important matter and he would consider it, but no attention has been paid to it so far.

I request the Railway Minister to convert Gaya-Patna single line into double line for the benefit of passengers and in the interest of the development of Bihar.

[English]

**SHRI N.P. JHANSI LAKSHMI** (Chittoor) : Sir, I request the hon. Railway Minister to take immediate action to start the construction work on Katpadi to Tirupati broad gauge line, which is a backward area. It would help the rural employment.

Further, I want sufficient allotment of funds to speed up the work of wagon workshop at Ranigunta, and 75 per cent of the jobs must be given to the local people.

Then, all express trains passing through Kuppam, must stop at Kuppam for ten minutes.

I also want the hon. Minister to give free passes to children under 15 years of age for educational tours.

Lastly, more wagons should be allotted to Chittoor for transport of jaggery.

I am thankful to you, Sir, for giving me this opportunity.

**THE MINISTER OF RAILWAYS** (SHRI BANSI LAL) : Mr Chairman, Sir, I am thankful to the hon. Members who have taken part in the debate, made their points and offered their valuable suggestions. I have taken careful note of them. I would like to assure the hon. Members that it will be my endeavour to improve the services rendered by the Railways, both in the traffic of goods and passengers. About the functioning of the Railways, I may add that in the basis of provisional data received, the freight loaded during the year upto December 1984 has been more than the previous year. Since the Railways had the capacity, the traffic would have been even more if the traffic from the core sector—iron ore for export, coal and traffic to and from steel plants—had come up as per the Plan projections. The earnings during the year have also been correspondingly more.

Some steps were taken to improve the freight services further with consequent improvement in earnings, e.g., fast freight liners called "Speed Links" have been introduced between the metropolitan cities of Delhi, Bombay, Calcutta and Madras on certain nominated days. These trains run practically through and are more or less like long distance express trains. Delivery of consignment carried by these is guaranteed as per a set time schedule failing which a refund of a part of the freight charged is given.

As part of our efforts to improve freight services, container services are being augmented. Inland container depots have already been established at Coimbatore,

Bangalore, Delhi, Guntur and Anaparati. A depot at Gauhati to get the tea traffic is being established.

In order to attract high-rated commodities to rail, special concessional station-to-station rates are being offered as also train-load concessions.

The need of passengers has also been fully kept in view. Paucity of resources due to which we are not able to provide adequate number of passenger coaches has been hampering our efforts to provide more and better services. Notwithstanding shortages of coaches, passenger services continue to be augmented by better coach utilisation and deployment. Within the available resources, efforts to improve passenger services will continue.

Punctuality in running of trains is engaging serious attention. Monitoring of important mail and express trains at the level of the Railway Board and the General Managers of the Zonal Railways has been intensified. Very soon, our Minister of State for Railways will also monitor the punctuality. Efforts in this area, are, however, seriously handicapped by the activities of the anti-social elements who not only indulge in pulling of alarm chain without any valid reason but even indulge in disconnection of hose-pipe. This is a disease—the disease of chain pulling—which is very chronic in Bihar and West Bengal, and we need the cooperation of these State Governments in this respect.

Due to paucity of resources, replacement of assets had fallen seriously in arrears. As a result, the condition of our rolling stock is not as satisfactory as we would like it which causes inconvenience and delays etc. to the passengers.

Track renewal has similarly fallen in arrears as a result of which speed restrictions have to be imposed which also adversely affect the punctuality. Likewise, the constraint in resources is seriously affecting the Railways' plans for expansion. During the Sixth Plan, against the projected requirements of Rs. 11,800 crores of the

Railways, the outlay to end of March 1985 is only about Rs. 6,500 crores. I hope that if more resources become available in the next year, it would enable the Railways to speed up important projects and take up on a larger scale, renewals and replacements.

In order to start certain urgent works which had to be taken up immediately to avail of the current working season, Rs. 91 lakhs had to be withdrawn from the contingency fund. These works are in connection with augmentation of line capacity to ensure uninterrupted communication to certain important regions ; to ensure uninterrupted supply of coal to thermal power stations ; to provide safety in some places to rail and road traffic ; and to augment day services of the railways. The supplementary demands for which I am now seeking the approval of this House is for recouping of the amount drawn from the Contingency Fund of India.

I am also seeking the regularisation of certain excesses over grants which occurred in 1982-83. These have been scrutinised by the Public Accounts Committee and have been recommended for regularisation. At the same time, I would like to mention that measures to achieve a more efficient control over expenditure is a continuous process. I am glad that in the Railways, the excess over grants, which were as high as Rs. 247.29 crores in 1980-81 came down to Rs. 88.62 crores in 1981-82 and again to Rs. 65.05 crores in 1982-83.

Sir, Mr. Reddy has some grudge against the Railways that nothing has been spent in Andhra. In spite of severe resource constraint, even in the current year we have given additional funds by Reappropriation to the Bibinagar-Nadikude new railway line in Andhra Pradesh.

Shri Panigrahi mentioned about ticketless travelling. I agree that ticketless travelling is there. But with the help of the State Governments, we are trying to check ticketless travelling. Shri Panigrahi was also emphatic about the cleanliness of the Nilachal Express. I think that many of the hon. members have raised this point about cleanliness. I do agree with the hon. member that

cleanliness has to be improved. And we will improve it.

Shri Saha mentioned about the regularisation of casual workers. Sir, casual workers are practically taken on job for some specific purposes. Whenever that specific purpose is over, they have to be discharged. But in spite of that, we have absorbed in 1981-82, 23,500 casual workers ; in 1982-83, 20,200 casual workers and in 1983-84, 21,400 workers have been absorbed in the railways. Then Shri Saha mentioned about the Tamlu-Digha Railway line. Sir, it has not yet been cleared by the Planning Commission. If the Planning Commission clears it, we can go ahead with it. Otherwise, it is difficult for us to construct this railway line.

Shri Bairagi, the hon. member from Madhya Pradesh, mentioned about the amenities to the passengers. I do agree with him that the amenities to the passengers are not as much as they should be and we will do our best to provide the maximum possible amenities to the railway passengers. Then he pointed about crimes on the railways and he mentioned that the Railway Protection Force has not been given any authority and it has not been given any rights to catch hold of the criminals. I agree. GRP is a State subject. So, with the State Governments' help, we will try to check the crimes on the railways also. Regarding chain pulling I have already mentioned. Then he mentioned about some railway level crossing. He has mentioned particularly Bhaimsana. We will go into those aspects also and I will get those cases examined.

Prof. Ranga mentioned about passenger amenities, about which I have already replied. He also mentioned about one stoppage for the Krishna Express. That will also be looked into. He mentioned about the Bibinagar-Nadikudu railway line, about which I have just replied.

Shri Krishna Iyer pleaded for new railway lines. We are doing new railway lines wherever possible, or wherever they are justified and viable, subject to availability of funds.

Shri Girdhari Lal Dogra also mentioned about the maintenance of railways. Maintenance of railways is not up to the mark, I agree. We will try to improve it. Mr Dogra also mentioned about doubling of Sonapat-Ambala and Jalandhar-Jammu lines. We will look into that also.

Shri Kabuli pleaded for the railway link with the valley, and spoke about corruption in Railways. Shri Baitha had rightly pointed out that Mr. Kabuli's Government had said that they did not require a railway ; but still we do not say 'No'. We will get the case examined.

**SHRI ABDUL RASHID KABULI :** This time Shri Shah's Government, supported by your party, wants it...

**SHRI BANSI LAL :** Shri Amar Roypradhan mentioned that we were ignoring the North-East Frontier Railway. It is not so. We have undertaken a lot of projects there, which are going on

Shri Ram Bhagat Paswan spoke about Darbhanga-Samastipur line and about punctuality of trains. About punctuality of trains, I have already spoken, and regarding the other small matters raised by the hon. Member, we will get them looked into.

**SHRI AMAR ROYPRADHAN :** Mr Chairman, Sir, with your permission, may I ask a question ?

**MR. CHAIRMAN :** Sufficient time has already been given to every hon. Member. You have raised your point, and the hon. Minister will consider it. (*Interruptions*)

**SHRI BANSI LAL :** Sir, with these words, I request the House to vote the Demands for Excess Grants (Railways) for 1982-83, and the Supplementary Demand for Grant (Railways) for 1984-85.

**MR. CHAIRMAN :** I shall now put the Demands for Excess Grants (Railways) for

1982-83 to the vote of the House. The question is :

“That the respective excess sums not exceeding the amounts shown in the third column of the Order paper be granted to the President out of the Consolidated Fund of India to make good the excess on the respective grants during the year ended 31st day of March, 1983, in respect of the following demands entered in the second column thereof :

Demand Nos. 4, 5, 6, 10, 13 and 15.”

*The Motion was adopted.*

MR. CHAIRMAN : Now we go to the Supplementary Demand for Grant (Railways) for 1984-85. Three Cut Motions have been moved to the Supplementary Demand by Shri Saifuddin Choudhury and Shri Ajit Kumar Saha. I shall put them together to the vote of the House.

*Cut Motions Nos. 2, 3 and 4 were put and negatived*

MR. CHAIRMAN : I shall now put the Supplementary Demand for Grant (Railways) for 1984-85 to the vote of the House. The question is :

“That the respective supplementary sums not exceeding the amounts shown in the third column of the Order Paper be granted to the President out of the Consolidated Fund of India to defray the charges that will come in course of payment during the year ending 31st day of March, 1985 ; in respect of the following demand entered in the second column thereof :

Demand No. 16.”

*The Motion was adopted.*

16.00 hrs.

APPROPRIATION (RAILWAYS)  
BILL\* 1985

[English]

THE MINISTER OF RAILWAYS (SHRI BANSI LAL) : I beg to move for leave to introduce a Bill to provide for the authorisation of appropriation of moneys out of the Consolidated Fund of India to meet the amounts spent on certain services for the purposes of Railways during the financial year ended on the 31st day of March, 1983 in excess of the amounts granted for those services and for that year.

MR. CHAIRMAN : The question is :

“That leave be granted to introduce a Bill to provide for the authorisation of appropriation of moneys out of the Consolidated Fund of India to meet the amounts spent on certain services for the purposes of Railways during the financial year ended on the 31st day of March, 1983, in excess of the amounts granted for those services and for that year.”

*The Motion was adopted.*

SHRI BANSI LAL : I introduce\*\* the Bill.

I beg to move\*\* :

“That the Bill to provide for the authorisation of appropriation of moneys out of the Consolidated Fund of India to meet the amounts spent on certain services for the purposes of Railways during the financial year ended on the 31st day of March, 1983 in excess of the amounts granted for those services and for that year, be taken into consideration.”

MR. CHAIRMAN : The question is :

“That the Bill to provide for the authorisation of appropriation of moneys out of the Consolidated Fund of India to meet the amounts spent on certain

\*Published in Gazette of India Extraordinary Part II Section 2 dated 24.1.85.

\*\*Introduced/moved with the recommendation of the President.