

12.31 hrs.

DEMANDS FOR GRANTS (RAILWAYS),  
 1987-88  
 SUPPLEMENTARY DEMANDS FOR  
 GRANTS (RAILWAYS), 1986-87  
 DEMAND FOR EXCESS GRANT  
 (RAILWAYS), 1984-85  
 AND  
 STATUTORY RESOLUTION RE :  
 SEVENTH REPORT OF RAILWAY  
 CONVENTION COMMITTEE

[English]

MR. DEPUTY SPEAKER : The House will now take up discussion and voting on Demands for Grants (Railways) for 1987-88, supplementary Demands for Grants (Railways) for 1986-87, Demands for Excess Grants (Railways) for 1984-85 and Resolution regarding Approval of the recommendations of the Railway Convention Committee, 1985 for which two hours have been allotted.

Hon. Members present in the House, whose cut motions to the Demands for Grants have been circulated, may, if they

desire to move their cut motions, send slips to the Table within 15 minutes indicating the serial number of the cut motions they would like to move. Those cut motions only will be treated as moved.

A list showing the serial numbers of cut motions treated as moved will be put up on the Notice Board Shortly. In case any Member finds any discrepancy in the list he may kindly bring it to the notice of the Officer at the Table without delay.

Motion moved :

"That the respective sums not exceeding the amounts shown in the third column of the order paper be granted to the President of India out the Consolidated Fund of India, to defray the charges that will come in the course of payment during the year ending the 31st day of March, 1988, in respect of the heads of demands entered in the second column thereof against Demands Nos. 1 to 16".

Demands for Grants (Railways) for 1987-88 submitted to the Vote of Lok Sabha

No. of Demand	Name of Demand	Amount of Demand for Grant submitted to the Vote of the House
1	2	3
		Rs.
1.	Railway Board	7,33,70,000
2.	Miscellaneous Expenditure (General)	45,95,86,000
3.	General Superintendence and Services on Railways	340,95,01,000
4.	Repairs and Maintenance of Permanent Way and Works	705,79,27,000
5.	Repairs and Maintenance of Motive Power	589,64,43,000
6.	Repairs and Maintenance of Carriages and Wagons	776,87,74,000
7.	Repairs and Maintenance of Plant and Equipment	382,51,76,000
8.	Operating Expenses—Rolling Stock and Equipment	590,05,66,000

1	2	3
9. Operating Expenses—Traffic		693,84,94,000
10. Operating Expenses—Fuel		1234,48,46,000
11. Staff Welfare and Amenities		244,56,53,000
12. Miscellaneous Working Expenses		341,43,42,000
13. Provident Fund, Pension and Other Retirement Benefits		463,50,63,000
14. Appropriation to Funds		1933,00,00,000
15. Dividend to General Revenues, Repayment of loans taken from General Revenues and Amortization of Over-Capitalization		681,25,77,000
16. Assets—Acquisition, Construction and Replacement Revenue		29,99,50,000
<i>Other Expenditure</i>		
Capital		4134,52,88,000
Railway Funds		1566,20,18,000

MR. DEPUTY SPEAKER : Motion moved :

“That the respective supplementary sums not exceeding the amounts shown in the third column of the Order Paper be granted to the President of India

out of the Consolidated Fund to defray the charges that will come in course of payment during the year ending the 31st day of March, 1987, in respect of the heads of Demands entered in the second column thereof—Demands Nos. 4 to 7, 10, 11, 13 and 16.”

Supplementary Demands for Grants (Railways) for 1986-87 submitted to the Vote of Lok Sabha

No. of Demand	Name of Demand	Amount of Demand for Grant submitted to the Vote of the House
1	2	3
		Rs.
4.	Repairs and Maintenance of Permanent Way and Works	9,28,60,000
5.	Repairs and Maintenance of Motive Power	45,63,89,000
6.	Repairs and Maintenance of Carriages and Wagons	29,55,14,000
7.	Repairs and Maintenance of Plant and Equipment	2,01,95,000
10.	Operating Expenses—Fuel	110,82,33,000
11.	Staff Welfare and Amenities	6,38,15,000
13.	Provident Fund, Pension and Other Retirement Benefits	71,22,07,000
16.	Assets—Acquisition, Construction and Replacement	
	<i>Other Expenditure</i>	103,62,68,000

MR. DEPUTY SPEAKER : Motion moved :

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

make good the excess on the respective grants during the year ended on the 31st day of March, 1985, in respect of the following Demand entered in the second column there of — Demand No. 13."

**Demands for Excess Grants (Railways) for 1984-85 submitted to the Vote of Lok Sabha**

No. of Demand	Name of Demand	Amount of Demand submitted to the vote of the House
		<b>Rs.</b>
13.	Provident Fund, Pension and Other Retirement Benefits.	6,27,33,758

SHRI GEORGE JOSEPH MUNDACKAL (Muvattupuzha) : Mr. Deputy Speaker, Sir, I am coming from the State of Kerala. After independence Kerala is completely neglected in the development of Railways. Very few lines are newly constructed. We can consider Kerala itself as a backward State, the population is too much and the density of population is very high compared to the other States of India. No electrification work has been done. Some three years back the late Prime Minister Shrimati Indiraji had ordered the survey of Cochin-Madurai railway line via Bodinakanoor. The Survey has been completed. But now I have got a letter from the Hon. Railway Minister saying that there are no funds for the construction of new railway lines. This line will benefit nearly 20 to 30 lakh people both in Kerala and Southern Tamil Nadu, because the goods can be transported to the Suez Canal without running round Sri Lanka. There is too much of wastage of energy also. If the Cochin-Madurai line is constructed they can straightway take the goods by train to Cochin Harbour and they can send directly to Suez Canal and the Western countries. It will be a good boon to the exporters and importers of South India, especially South Tamil Nadu and East Kerala. We are earning the maximum foreign exchange for our country by selling tea, cardamom, pepper, lemon grass oil, etc. But that money you are utilising for the development of the North, and we are tolerating that. But

unfortunately, even if a portion of that foreign exchange is utilised for the development of these important railway lines, it will be a great help for the hill tribes, the backward areas and the high ranges of Kerala. So I request the Hon. Minister to take up this work and at least spend some money to complete Cochin-Madurai railway line at the earliest.

People from West Coast have to travel to East Coast near Madras and again go to Bombay to the West Coast. It amounts to travelling a lot of distance. Constructing Mangalore-Bombay line through the West Coast, like the West Coast Highway, will be of much help to the people of Kerala and the West Coast. It will save lot of money, energy and time for reaching Bombay. Moreover, it will connect all the big ports like Cochin, Mangalore, Goa and Bombay.

Electricity in Kerala is very cheap because it produces electricity by hydro-electric schemes. It is prepared to give electricity to the railways for its electrification programme, at concessional rate. By doubling and electrifying the railway line the communication can be more effective and cheap. Rainfall is more in Kerala. So, the traffic will be easier by railways.

Kerala is having the largest unemployed force in the country. Here the educated people are running after the jobs. Now,

[Shri George Joseph Mundackal]

there is no scope in Dubai and the Middle-east. Formerly, people used to go to the Middle-east and earn foreign exchange. Now they are coming back without jobs. For providing them jobs, Government has to establish some factories. But the Industries Department is saying that there is no railways in Kerala and without railways they cannot start industries.

Kerala is being supplied all the old and condemned compartments. You come to Kerala in the rainy season and you will see people sitting in the compartments with open umbrella because all the compartments are leaking. I do not know why there is a step-motherly treatment by the Railway Department towards Kerala.

Reservation in long distance trains is very difficult. You have announced that some new services are going to be introduced from Kerala. Another new daily service to Bombay is urgently required. There is an urgent need of a new service to eastern part and daily service to Delhi. The Kerala Express is running twice a week. If it is run daily, it will provide a big relief to the people working in the north.

Literacy is more in Kerala. So unemployment problem is more acute there. I request the Hon. Minister to start more direct trains to the north and give more facilities to the workers who are earning mere salaries. They cannot afford to travel by air or wait for a long time to get railway tickets. I request the Hon. Minister to introduce more services to other States and take more interest in the development of the already neglected State of Kerala.

Even after completing the construction of Mysore-Tellichery railway line and Madurai-Cochin new railway line, still we will not reach the all India level. We are having only 806 kms. of railway line in Kerala. We have to get a share of 2400 kms. We have reached only 33 per cent of the all India average. I request the Hon. Minister to give more lines to Kerala, electrify the railways and double the lines. I also request him to give employment to the

people by starting either a coach factory or engine factory so that employment problem in Kerala can be solved to some extent.

I hope, the Hon. Minister will help the State of Kerala in the matter and I hope, he will do justice to our State.

SHRIMATI JAYANTI PATNAIK  
(Cuttack) : I rise to support the Demands for Grants of the Railways.

The same objective as has been mentioned in the Budget, is put in the Supplementary Demands for which we must congratulate our Minister. The same objective means pensionary and retirement benefits, expenditure on inventories, rolling stock, computerisation, etc. All these are required for better management and modernisation. It is very necessary for the Railways to acquire rolling stock and sophisticated equipment year after year in replacement of the old and obsolete items. Railways are a very large employer where over 16.13 lakh regular employees are employed. Railway are the largest employer earnestly striving to be the model employer giving various benefits and facilities. That is why we must support the Demands for Grants.

Coming to my State, I must say that Orissa has got very few railway lines. Out of 2,000 kilometres of railway lines, only 600 kilometres have been constructed after Independence. The recent gestures of the Government in sanctioning some of the railway projects have raised hopes in the minds of the people of Orissa. I am thankful to our Railway Minister that he has taken keen interest in expediting the Koraput-Raigada line and has sanctioned a substantial amount of Rs. 46.05 crores, and I hope that this line will be completed by the end of the next year.

I would also request the Hon. Minister to have a considered view on the early completion of Talchar-Sambalpur railway line. This line will connect Western Orissa with the coastal area. Besides contributing to the growth of the economy, this line will also help in promoting cultural and emotional integration of the State. We know that for this line the Minister has sanctioned only

Rs. three crores in the budget for this year. This, of course, is a very meagre amount. The people of Orissa in general and the people of Western Orissa in particular are anxiously awaiting the early completion of this project. Since our Hon. Minister comes from a backward State and Orissa is also a backward State, I hope he will realise the difficulties in the way of the growth as well as the cultural and emotional integration of the State and will make further allocation in the revised budget.

I would request the Hon. Minister for further setting up of the Railway Division at Sambalpur. I think the then Railway Minister, at the time of laying the foundation stone of this Railway Division, had sanctioned an amount of Rs. 30 crores but now he has provided only Rs. 65 lakhs. So, the Minister must expedite the action in completing the work of this Railway Division.

The Minister should also extend his helping hand in the South Korea project for exporting iron-ore via Paradip.

I also want to bring to the notice of the Hon. Minister that Orissa needs a few more long-distance passenger trains. A fast train is required—which is a long standing demand—to connect Western Orissa with Raipur and also Western Orissa to the Capital of the State. A day-time train from Howrah to Bhubaneswar is also required. This also is a long standing demand and should be accepted because it will leave Howrah early in the morning and will reach Bhubaneswar at one O'clock. Similarly, it will leave Bhubaneswar at 2 O'clock and will reach Howrah at 10 O'clock in the night on the same day. This Train is very much required for the purpose of developing tourist traffic in Bhubaneswar.

Orissa needs an efficient commuter service around the cities and there were requests for dieselising commuter service around Bhubaneswar.

Today the Minister has made a very pathetic statement about the accident in Tamil Nadu in which I think 25 persons have died. I request that constant patrolling of track should be provided. Of course, the Railways have already advised the State

Governments to have patrolling with their help. At least in sensitive areas we should have constant patrolling so that many accidents may be avoided.

With these words, I request the Minister that much more attention should be paid to the backward States like Orissa because he is a dynamic Minister and is very much sympathetic to the backward States. With these words, I support the Demands for Grants for Railways.

MR DEPUTY SPEAKER : Mr. Scindia, you have to move the Resolution at item No. 20 of the list of Business.

THE MINISTER OF STATE OF THE MINISTRY OF RAILWAYS (SHRI MADHAVRAO SCINDIA) : I beg to move :

“That this House approves the recommendations in paragraphs 8 to 12 contained in the Seventh Report of Railway Convention Committee, 1985, appointed to review the rate of dividend payable by the railway undertaking to General Revenues as well as other ancillary matters in connection with the railway finance and general finance, which was presented to the Parliament on 24-2-1987.”

Sir, by a resolution adopted in the Lok Sabha on 20-3-1985 and concurred in by Rajya Sabha on 28-3-1985, the Railway Convention Committee, 1985 was constituted on the 21st May, 1985. The Committee was appointed “to review the rate of dividend which is at present payable by the Railway Undertaking to General Revenues as well as other Ancillary Matters in connection with the Railway Finance *vis-a-vis* the General Finance and make recommendations thereon,” for the Seventh Plan period (1985-90).

The Ministry of Railways submitted second interim memorandum requesting the Committee to permit continuance of the financial arrangements between the Railways and the General Finance for the year 1987-88 as recommended by the Railway Convention Committee, 1980 and as adopted for the years 1985-86 and 1986-87 pending their final recommendation for the Seventh Five Year Plan. The Railway Con-

[Shri Madhavrao Scindia]

vention Committee, 1985, have since considered the interim memorandum and have agreed to the proposals made therein by the Ministry of Railways, subject to retrospective adjustments after the final recommendations of the Committee are available in due course.

With these, words, I commend the resolution for the consideration of this House.

MR. DEPUTY SPEAKER : Motion moved :

"That this House approves the recommendations in paragraphs 8 to 12 contained in the Seventh Report of Railway Convention Committee, 1985, appointed to review the rate of dividend payable by the railway undertaking to General Revenues as well as other ancillary matters in connection with the railway finance and general finance, which was presented to the Parliament on 24-2-87."

[Translation]

\*SHRI R. JEEVARATHINAM (Arakkonam) : Hon. Deputy Speaker, Sir, I rise in support of the demands for grants for Railways presented by our Hon. Minister of Railways.

Before commencing my speech, I express my deep grief over the Rockfort Express train disaster in Tamil Nadu. Many have died and hundreds injured. The Hon. Minister of State for Home Affairs, Shri P. Chidambaram rushed to the accident site and I commend the speed with which he undertook relief measures. The Hon'ble Minister of State for Railways also rushed to the spot and dispensed relief measures on a war-footing. I commend his efforts.

I, at this juncture, make a fervent plea that all possible assistance must be rushed to the injured and the families of the deceased.

\* The Speech was originally delivered in Tamil,

Assistance to the victims must not wait for a Commission to sit over the accident for recommending the assistance.

Not only that, the Hon'ble Minister must go into the causes of frequent accidents of this nature. He must come out with a plausible solution in the matter. Many lives are lost in railway accidents. The number of killed is sometimes 30,40 and even crosses 100. Some 4 to 5 years ago, a serious rail accident occurred in Vaniambadi. However, that accident is extremely different from the present disaster in as much as the cause of the accident is concerned. The present accident is a clear act of sabotage. The Saboteurs must be apprehended and severe punishment must be meted out to them. The Home Department must swing into action in finding out the culprits. The usual exercises of registering a case, carrying out investigations in a routine and dilatory manner, assuring that appropriate action will be taken and saying that the matter is under the active consideration of the Government and other things are not going to solve this problem. We have in Tamil Nadu expert personnel for investigating this type of cases and the Hon. Minister Shri P. Chidambaram is aware of that. This I need not tell. If this is investigated expeditiously, and the facts are unearthed, the whole world would appreciate his efforts.

In this connections, I would submit that many people belonging to my constituency were also injured in the accident. I request the Government to provide liberal financial aid to the victims. Even the General Manager of Southern Railway was available on the accident site and his presence facilitated quicker undertaking of relief measures. I commend his efforts in doing the needful for the injured and the families of the deceased.

Next Sir, I express my sincere thanks to the Hon'ble Minister for Railways on behalf of my constituents. I had been urging upon him for long to introduce a shuttle service from Arakkonam to Katpadi. He has fulfilled my request. I express my thanks once again for introducing a shuttle service from Arakkonam to Katpadi from 1.4.1987.

As he has acceded to this request of mine, I also hope that he would take steps to

renovate the Arakkonam workshop. The workshop was built decades ago, whereas we are in a computer age. The renovation work must be carried out immediately and new equipments and new compartments may be manufactured in the new workshop.

Further, Sir, there are no proper housing facilities for the railway workmen in the Arakkonam workshop. The railway authorities must either build houses for the employees or provide financial assistance or loans to employees for building houses.

There is a National Highway to the west of Arakkonam Junction. Buses, lorries and other heavy traffic are not able to go through the existing bridge. I, therefore, request the Government to construct an over-bridge. There is already a proposal. Even the State Government has agreed to share the cost to the extent of 50 per cent. I draw the attention of the Hon'ble Minister to this need of an overbridge in this area. I will be grateful if the Minister takes steps in this direction.

My another request is, Sir, that instead of the present train from Arakkonam to Katpadi as at present running, an electric train may be run on the route. This would add to the speed of the train service on this route. Many people who commute daily from Arakkonam to Madras for going to work and many other big industrialists who face space problem in Madras, will benefit by this. These industrialists may come to Arakkonam to start their ventures.

There are lands in Arakkonam which are lying waste and unutilised. Arakkonam is a growing industrial area. There is good amount of industrial potential in Ranipet also. Even in Sholigapuram, near the Lakshmi Narasingha temple, there are lands lying unutilised. In case, my request for running an electric train from Arakkonam and Katpadi is acceded to, I hope we can have good amount of industrial development in these areas.

There was a diesel shuttle service from Ranipet to Walaja during the British period. It was running under the Parry Company. I received a telegram from the residents of the area that the shuttle service must be

restarted. I request the Hon'ble Minister to ply a shuttle service from Ranipet to Walaja and back. Facilities for booking return tickets from Ranipet to Madras and from Walaja to Madras must also be provided.

I am also happy that the Hon'ble Minister has introduced a new shuttle service from Arakkonam to Katpadi as per my request. However, I request that the metre-gauge line from Katpadi to Tirupati must be converted into broad-gauge. This would result in many benefits. People going from Mangalore to Bombay, and to Delhi, from Bangalore to Delhi and from Trivandrum to Delhi have to go round Arakkonam. In case the suggestion for conversion of this line is accepted, it would save 60 kms. of travel and good amount of expenditure. Even in this matter, the Government can seek financial assistance from the Tirupati Davasthanam Board for completing the project.

With this, I thank you, Sir, for the opportunity provided, and conclude.

[English]

SHRI V. S. KRISHNA IYER (Bangalore South) : I beg to move :

"That the Demand under the head 'Assets—Acquisition, Construction and Replacement' be reduced by Rs. 100."

[Need to take up electrification of Bangalore-Jolarpet line.] (68)

"That the Demand under the head 'Assets—Acquisition, Construction and Replacement' be reduced by Rs. 100."

[Need for conversion of Bangalore Miraj and Bangalore-Salem lines.] (69)

"That the Demand under the head 'Assets—Acquisition, Construction, and Replacement' be reduced by Rs. 100."

[Need to provide atleast 10 crores for Bangalore-Mysore gauge conversion work.] (70)

"That the Demand under the head 'Assets—Acquisition, Construction and Replacement' be reduced by Rs. 100."

[Need to provide atleast 5 crores towards construction of Chitradurga-Raidurga railway line.] (71)

"That the Demand under the head 'Assets—Acquisition, Construction and Replacement' be reduced by Rs. 100."

[Need for a new railway lines between Hubli-Karwar and Harihar-Kottur in Karnataka.] (72)

"That the Demand under the head 'Assets—Acquisition, Construction and Replacement' be reduced by Rs. 100."

[Need to connect Chamarajanagar and Mettupalayam by rail.] (73)

"That the Demand under the head 'Assets—Acquisition, Construction and Replacement' be reduced by Rs. 100."

[Need to take up Konkan railway from Mangalore side connecting Mangalore-Udupi first.] (74)

"That the Demand under the head 'Assets—Acquisition, Construction and Replacement' be reduced by Rs. 100."

[Need to take up construction of railway bridges on Palace Road and Banasawadi Road in Bangalore.] (75)

"That the Demand under the head 'Assets—Acquisition, Construction and Replacement' be reduced by Rs. 100."

[Need to have better catering arrangements in the trains.] (76)

"That the Demand under the head 'Assets—Acquisition, Construction and Replacement' be reduced by Rs. 100."

[Need to introduce one more train like Brindavan Express between Bangalore and Madras daily.] (77)

"That the Demand under the head 'Assets—Acquisition, Construction and Replacement' be reduced by Rs. 100."

[Need to take up rapid transit system in Bangalore immediately.] (78)

"That the Demand under the head 'Assets—Acquisition, Construction and Replacement' be reduced by Rs. 100."

[Need to take up construction of staff quarters for all railwaymen in the country in a phased manner.] (79)

[Translation]

SHRI RAM PYARE PANIKA (Roberts-ganj): Mr. Deputy Speaker, Sir, I have not been attending the Lok Sabha for the last several days because I have some problem with my foot. I begin with a 'Choupa' written by Baba Tulsi Das. He says:

*Janat Sab Prabhu Ki Prabhat,  
Tathap Kahe bin Raha Na Jai.*

Sir, the Railway budget and its Demands for Grants were presented to the House to-day. Hon. Members of both the sides have come to know about it. Some Hon. Members have tried to criticise it strongly and some others have tried to indulge in hair splitting. But the Minister of State for Railways deserves our thanks for his farsightedness and competency with which he has presented the budget. For the last one year and a half we have made systematic improvement in all the fields and it is before the House and the country. A record has been set in all the fields whether it is the case of fares or that of renewal of tracks, in spite of the fact that the rolling stock was old and there was a need for money to renew the tracks. Therefore, I want to express many thanks to the Hon. Minister of Railways and his Ministry. I am sure that the manner in which this budget has



come up, we will call it a historical budget and also an unexpected one. At the time the Hon. Minister of Railways was presenting the Budget, some Hon. Members of Opposition were passing some sarcastical remarks and they felt that there would be a heavy burden on the public but now they are not present here, He has shown a surplus of Rs. 69 crores. The Members of Opposition are not looking at the budget properly as to how we have for the first time allocated money to every field in a scientific manner. Whether it is the matter of track renewal, security, rolling stock or whether it is the question of impact due to increase in pension and salaries worth crores of rupees, there could have been no better a budget under the present circumstances than the one that has been presented. I would like to remind the opposition parties, especially Prof. Madhu Dandavate, who is not present here but would listen to it through the House, that previously, the trains had to be cancelled due to non-availability of coal but as of now, the position in the country is that there is no such Electricity Board which does not have coal stocks sufficient to last for 15-20 days. Today, the problem of non-availability of Railway wagons is not there. If at all there is any problem before the Railways, it is the non-availability of timely coal supplies, as a result of which their income is being affected to some extent. It is a fact. The passenger amenities have increased as compared to the past despite limited resources. Being a Member of the Estimates Committee, I had an opportunity to visit various places in the country last year and I have seen the amenities available to the passengers. Our officers have shown efficiency and wisdom in providing maximum amenities to the passengers despite limited resources at their disposal, so much so that even the number of accidents has considerably come down. It is our misfortune that an accident took place a few days ago due to sabotage. However, overall number of accidents has come down. The punctuality has improved a great deal in all fields. I do not have much time at my disposal. Otherwise I had made a detailed comparative study and I can emphatically say that the performance of the Railways has improved considerably.

I wish the people of my constituency

come to know whatever I speak in the House. But due to paucity of time, I would confine myself to a particular area. I am a disciplined soldier; you have allotted me only five minutes and I shall conclude within that time. Since, you are not going to give me time to speak after the lunch-break, I would like to submit that though our area is making progress from industrial point of view, yet there is need to give encouragement from the point of view of railways. Earlier, an express train used to run from Chandigarh to Hatia but as a result of cancellation of this train, the people of Chhota Nagpur, Mirzapur etc. are experiencing a lot of difficulties in going towards Chandigarh. I know there are some compulsions before the Railways behind the cancellation of this train and I do not want to pressurise the Hon. Minister in such circumstances but I would certainly like to submit that he should restore this train as and when he thinks it right. I am not opposed to cancellation of some trains in the national interest but the restoration of this train would provide a lot of relief to the people. It is now well known that it is giving a handle to the *Adivasis* of Jharkhand to spearhead a campaign. The number of that train is 183 UP/184 Down. The *Adivasis* think that the Government wants to test their unity by doing so. Therefore, I demand that the said train should be restored.

Sir, Uttar Pradesh serves as a confluence for the passengers going towards Madhya Pradesh from Bihar. A number of trains bound for Bombay and South India pass through Allahabad which causes a lot of inconvenience to the people of our area. I would submit that a train from Chunar to Katni via Chopan and Singrauli should be introduced which would cover tribal areas of Madhya Pradesh and industrial areas like Singrauli of Uttar Pradesh on the one hand and would accrue double benefit to the Railways on the other hand. That way the income of the Railways will increase and the people of that area will also get a new route for going towards South India because a large number of people from Madhya Pradesh and Bihar go towards South for work. They too will be benefited. Last time, I made many efforts in this regard but the reply that I received from the Railways was that it was not possible to introduce a mail train,

[Shri Ram Pyare Panika]

due to non availability of infrastructure. I know the pressure on Allahabad is immense. Therefore, if he could divert some trains via this area, our industrial belt would be benefited. There are no sheds, no proper drinking water facility and no benches for the passengers at a number of stations in our area. He must pay attention to it also. He should either provide Mahanagri Express or some other train there. So far as reservation is concerned, there is need to increase the quota for Renukut, Robertsganj and Chunar because all these places are important from religious point of view. The importance of Mirzapur is enhanced by all these places. In view of all these things, it is imperative to bring about substantial improvements in all respects because firstly this is an *Adivasi* area and secondly it is developing speedily from industrial point of view. Since adequate Railway facilities have not been extended to that area, some bottlenecks do exist. I do not say that the Railways have neglected that area but there cannot be two opinions that our needs have increased manifold as compared to the past. There is a train named Tata Express and the Railways had made a commitment that they would raise three platforms at Howrah and that the Tata Express would pass through this area once platforms were ready. If it is done, journey to and from Calcutta will become convenient. There is also a need to run that train daily and to restore the Chandigarh-Hatia Express. One A.C. coach each is required to be attached to both these trains.

With these words, I thank you very much. I have not been able to speak much due to paucity of time. I shall do it next time.

[English]

MR. DEPUTY SPEAKER: We will adjourn for lunch now and reassemble at 2.05 p.m.

13.05 hrs.

*The Lok Sabha adjourned for Lunch till  
Five minutes past Fourteen of the Clock.*

*The Lok Sabha re-assembled after Lunch  
at nine minutes past Fourteen of the Clock.*

[MR. DEPUTY SPEAKER *in the Chair*]

MR. DEPUTY SPEAKER: Prof. Nirmala Kumari Shaktawat.

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1987-88.

SUPPLEMENTARY DEMANDS FOR  
GRANTS (RAILWAYS), 1986-87  
DEMAND FOR EXCESS GRANT  
(RAILWAYS), 1984-85

AND  
STATUTORY RESOLUTION RE:  
SEVENTH REPORT OF THE RAILWAY  
CONVENTION COMMITTEE—*Contd.*

[*Translation*]

PROF. NIRMALA KUMARI SHAKTAWAT (Chittorgarh): Mr. Deputy Speaker, Sir, I rise to support the Demands for Grants of the Ministry of Railways.

In the present Railway Budget, the Hon. Railway Minister has followed the path of public welfare and creation of a socialistic society—an objective set by him in last year's Budget. It shows that he has prepared the Budget very wisely and intelligently. Under the prevailing circumstances, there could have been no better Budget, because he has made all the provisions without taking recourse to imposition of any tax or hike in fares and freight rates, which has brought efficiency and improvement in the administration. He has given a variety of concessions to the students, the youth, the handicapped and the war widows. Everybody, irrespective of his party affiliation, wants to congratulate the Hon. Minister heartily. What I want to say is that the way the Budget provisions have been made, a new attempt, especially in one respect is visible.

THE MINISTER OF STATE OF THE  
MINISTRY OF RAILWAYS (SHRI  
MADHAVRAO SCINDIA): No special  
provisions has been made for women.

PROF. NIRMALA KUMARI SHAKTAWAT: Never did the Railways think earlier about the environment. Environment has been taken care of alongwith technology. The

provision of planting trees along with railway lines is a very good step. But Sir, I would like to point out that the number of accidents has increased now. The terrorists are behind such accidents. The recent accident of the Tamil Nadu Express was the handiwork of terrorists. I would demand that a judicial enquiry should be ordered into this accident and the persons involved in such acts should be sentenced to death because nobody could be allowed to play with human lives. Murderers must be punished.

The G.R.P. system is certainly defective because half of the expenditure incurred on G.R.P. is borne by the State Governments and rest half by Railways with the result that neither Railway nor the State Governments own the responsibility. Therefore, I would humbly submit that he should raise a Central Railway Force and, if possible, half of the expenditure on the force so raised may be met by the States. Thus, the security arrangements under the Railway Department should be maintained by the C.R.P. It would help in tackling the problems like security, thefts and decoities.

At the same time, I would also submit that whenever you think about bringing improvements in Railways, norms of improvement are confined to that of a square formed by Delhi, Bombay, Calcutta and Madras. All the amenities revolve around this square and a very little attention is paid to the backward, desert and hilly areas. Therefore, I would like to mention that Rajasthan, which is the second largest State so far as area is concerned, is quite backward in the matter of Railways. Even our capital city Jaipur is not linked with a broad gauge line. We have been demanding for years that Delhi-Ahmedabad railway line should be converted into broad gauge line. If it is not possible to do so for the time being, the small stretch between Swai Madhopur and Jaipur should be converted into broad gauge. If it is done, the Pink city of Rajasthan, where a large number of foreign as well as domestic tourists come would be connected by a broad gauge line. Today many Railway tracks in the country are in a deplorable condition. Consequently there are frequent accidents and the speed of trains is slow. I would urge

the planning Commission to allocate more funds to Railways so that the old tracks are renewed. The tracks between Jaipur-Ajmer; Ajmer-Chittorgarh and Chittorgarh-Udaipur sections in particular, are very old and that is why the speed of trains is very slow there. I, therefore, request that renewal of these tracks should be undertaken. Hon. Minister, Sir, I wholeheartedly welcome the sanctioning of Rs. 19 crores for Kota-Chittorgarh-Neemuch broad gauge line in this budget but, Sir, this amount is far from adequate to complete it by 1988. The amount should be raised in order to facilitate early completion. (Interruptions)

The Chetak Express links many places of tourists interest throughout Rajasthan. It runs via Pink city-Jaipur, the city of Khwaja Garibnawaz-Ajmer, the city of warriors and sages-Chittorgarh, to the city of lakes Udaipur. I have been repeatedly requesting for the last seven years in this House to effect certain improvements in the Chetak Express but all in vain. I once again urge upon the Hon. Minister to attach a diesel engine to this train and an AC sleeper coach for the convenience of the tourists. The speed of this train should also be accelerated. Another request is to change the timings of the train. If it reaches Delhi by 10 or 11 a.m. then it will be beneficial to the passengers coming to this side. Presently, the train arrives between 2.30 p.m. and 4 p.m. Consequently, the incoming passengers who have travelled for more than 20-22 hours have to waste full day in Delhi. They have to stay in Delhi for three days before they can return. But, if the arrival timing of the train is rescheduled to 10 a.m. or 11 a.m. it would not only save the passengers from inconvenience but will also enable them to accomplish their petty jobs and return the same day. Therefore, the Hon. Minister should pay attention to it.

Many Adivasi areas of Rajasthan are not yet linked with Railway line, particularly Banswara. I would, therefore, suggest that at least a survey of this area should be conducted during this year of the Seventh Five Year Plan so that this Adivasi area could also be connected by a rail link.

[Prof. Nirmala Kumari Shaktawat]

(Interruptions). I would take two more minutes to conclude.

The Government has provided lot of facilities to passengers. Food arrangements have improved but drinking water facility is yet to be improved. Stainless steel glasses should be provided in the trains for drinking water. It would be better if luggage trolleys are made available to the passengers at the railway stations as are made available at airports to enable them to carry their luggage easily.

Besides, there is no security arrangement for women passengers. I would suggest that an attendant should be provided in ladies coach as is done in the case of sleeper coaches. Attention should be paid in this direction so that women passengers can travel safely.

There are still many un-manned railway crossings. Consequently, the villagers have to face hardships. These un-manned crossings sometimes remain closed for days together and as a result, the villagers cannot move out even if they fall sick. I conclude by saying that the Hon. Minister would pay attention to my suggestions.

[English]

SHRI ATAUR RAHMAN (Barpeta) : Mr. Deputy Speaker, Sir, the Railways are a commercial organisation a fact which should not be forgotten by anybody. Though it is managed by Government it is intended to be a commercial organisation. The laws were accordingly framed to favour this commercial organisation during the British times. The same laws continue but the passenger service, goods service and other services rendered by the Railways are not as good as they used to be in the past. Deterioration is understandable because the population has increased and the complications have also increased. I would point out that whenever tickets are sold, the railways takes on itself the sacred duty of carrying the passengers and similarly the goods. In the carriages it is written : 12 by day and 6 by night. This instruction is observed more in violation than in observance.

Our Railway Minister has been praised and he deserves praise no doubt. Touchwood, I would not praise him so much.

Statistics are, of course, there. Sir, statistics don't help us very much when we have a look at what meets the eye. What we see is not what is presented by these statistics. I will shortly mention 2-3 points.

We see long queues at the ticket counters—what can we do about it? I thought there could be more counters so that we could shorten the long queues. That is one suggestion of mine. The second suggestion is about the filthy toilets and filthy carriages. Sometimes even the bathroom doors cannot be closed. When you are sitting there, somebody else comes and opens the door. How would you like it? Then about filthy platforms and the suffocation which one suffers while travelling by first-class and second class compartments. My friend, who is not here, mentioned about the use of water which is completely contaminated. I will not go into that question now.

We have got vestibuled trains. If hawkers can travel in vestibuled trains from one end to the other, why can't some attendants be put in such trains, so that he can keep on cleaning the carriages and the toilets as the train moves.

The other day when I was travelling from Delhi to Guwahati, I found as many as 50 hawkers between Bongoigon and Katihar. They had a 'handobast' among themselves about who would go where. I had a very hearty talk with them. They did not know that I was a Member of Parliament. They said: we do travel and our State Government is not against us. They don't want to stop us because we are getting our livelihood in the train. So, that is another thing which I would point out in this House. I am quite sure that this revelation would go down to the lowest rank.

As the time is very very short at my disposal, I will mention a few problems about the north eastern region. In the north-eastern region, the railways have the highest number of accidents in India. So, I was wondering as to what could be done about it. Could we have double tracks? Could we have better

supervision? Could we ask our senior railway officers to travel by trains instead of travelling by air? If they travel in cognito, I am sure, they can find the actual state of affairs which I could find out travelling by train.

In this House, when our former Railway Minister, Mr. Singh, had mentioned about a super express, we were very happy about it. We clapped. But we found later that he had done it by cancelling one train—this fact he had withheld from the House. Instead of a super fast train, it turned out to be a super slow train. It took 40 hours to come from Guwahati to Delhi. Even today, if we go into the details of the running of the trains, I think, you can certainly bring down the hours of travel from 36 to at least 34. I have seen that though according to the time-table there are five to seven stops, actually there are thirty-five to fifty stops. Some of these stops can, of course, be reduced because they are meant for the passing trains.

The other important thing is about the construction of Jogigopa bridge. As a child—I am talking of the 20s—while travelling in trains, I used to see on the bathroom doors a notice board—a long patch of red dots—showing that Jogigopa would be connected with Gauhati, but even in 1987 the construction has not come through. In spite of the oral promises that we got in this House or from the Railway Ministry, nothing has been done about it. Last year only Rs. one crore was given in the Budget. This year also Rs. two crores have been given and that is just a very very small sum and nothing can be done with that amount. I was wondering if the Railway Minister would like to come with a supplementary Budget and include Jogigopa as one of the major projects. If he cannot build the bridge now, he can at least extend the line from Gauhati to Gohalpara, or Panchantra. That would be some thing and that would show that as he has been kind to others, he would be kind to us as well.

Then, the problem of diversion of lines. That has not come through and if the diversion is not coming, give us overbridges so that people do not suffer. One who has not lived in Gauhati would not know the difficulties of the Gauhati people. One day when my bro-

ther suffered from heart attack and I was going to the doctor and I came onto the railway crossing to find the gate closed and I was held up for forty-five minutes. This is happening every day and I am just quoting one example because I have personal knowledge of this.

The other thing is the survey. When we went to Bansilalji once, he told his P.A.:

[Translation]

“Mr. Sharma write down and ensure that double line is laid immediately upto Dibrugarh.

[English]

But nothing has been done. The number of Members from the North-Eastern region is small. Nobody listens to us. I hope, the Railway Minister will take up very seriously the question of re-aligning the railway line from Gauhati to Dibrugarh via district towns and not along the present alignment.

SHRI CHINGWANG KONYAK (Nagaland): Mr Deputy-Speaker, Sir, I wish to submit a few points concerning the North-Eastern region.

At the outset, I disagree with Shri Rahman on the question of making a new line from Nagaon to Dibrugarh via Jorhat and Sibsagar instead of conversion of the present metregauge line from Gauhati to Dibrugarh. He mentioned about the British. The Britishers had thoroughly studied the topography and the soil conditions and then laid the existing lines. Now, if this new line is laid in this area via Naogaon to Dibrugarh, during the rainy season due to flood the train will not be able to run through this area. So, I disagree with Shri Rehman on this point.

Coming to my next point, the conversion of metregauge to broadgauge from Guwahati to Dibrugarh has been pending for the last so many year. I still remember that our late Prime Minister Shrimati Indira Gandhi made a commitment to convert the present metregauge line to broadgauge when she visited Dimapur. Now for this, as I see from the

[Shri Chingwang Konyak]

Railway Budget papers, for the conversion of this 545 km. metregauge line into broadgauge line from Guwahati to Dibrugarh, you kept more than Rs. 327 lakhs. But during the year 1986-87 only Rs. 78,000 was spent. This year i.e. 1987-88, you have kept just about a thousand rupees. If you kept only one thousand rupees. I really do not know when you are going to complete this one project. I request the Hon. Minister to provide more funds for this Guwahati-Dibrugarh line which is very important for the North Eastern States. I also request that the conversion work should be taken up immediately.

We are very happy that last year the Manipur-Nagaland Express was introduced between Guwahati-Dimapur. While going from Dimapur to Guwahati, we have to stop at Lumding for two to three hours waiting for the passengers coming from Silcher by Barakvalley Express. In the beginning of February I also travelled by the same train while going to Guwahati and we had to wait for three to four hours minimum in Lumding waiting for this Barakvalley Express to come. Our demand in this regard is that instead of making this train stop at Lumding waiting for the Barakvalley Express, this Manipur-Nagaland Express should go straight to Guwahati.

Secondly, after introducing this Manipur-Nagaland Express, you have not kept any seats reserved in the Kamrup Express for Dimapur Station. Dimapur Railway Station not only serves Nagaland, but it also serves Manipur as well as a part of Assam comprising Karbi Anglong and other areas. We have a lot of passengers who travel by this train from Dimapur. There must be some reservation quote in this Kamrup Express from Dimapur. I request the Railway Minister to reserve at least two or three seats in the first class and about 20 to 30 sleepers in the second class in this Kamrup Express.

Shri Rehman has also mentioned one point in the beginning. As far as I am concerned, I have not travelled from Delhi to Dimapur by train for the last two or three years. But, I received lots of complaints from the students, the Government officials,

when they travel by trains, whether it is in the first Class or in the Second Class, lots of ticketless travellers sit in the trains and it is very difficult for them to move about or go to toilets or to board the trains. So, this should be checked.

This morning, one of the employees of the Nagaland House in Delhi with his wife wanted to go to Cochin on 23rd of May. So, he had requested me to reserve tickets for them for the 23rd May. In our Parliament House we have got a Computer reservation, so I went there. But even there, I was told that for 23rd of May, unless and until somebody cancels the ticket I cannot get a ticket. I received complaints from the people that whenever they go to the Station to book a ticket, they would never get the reservation. So they trouble the MPs. Every time they approach the MPs, the MPs have to spend time for the Railway reservation. I myself had to come to the Parliament House every time for the reservation of seats. So, if the passengers or the people don't get reservation at the Railway Station, the MPs are troubled. Who are booking the tickets in the Railway Booking Office?

Some people might have booked the seats by proxy and, at the eleventh hour, they are released the seats to the people by taking money. There has been general complaint from the people. I have not seen it with my own eyes. But these are genuine complaints of the people. The corruption in the reservation should be checked and the guilty staff should be punished.

With these words, I support the Demands for Grants.

[Translation]

DR. G. S. RHHANS (Jhanjharpur):  
Mr. Deputy Speaker, Sir, I want to mention two-three points. (Interruption)

I will restrict myself to Bihar as the time at my disposal is limited. Mr. Deputy Speaker, Sir, a dangerous trend is emerging so far as the laying of Railway lines is concerned. One Railway Minister begins work on a particular Railway line and his successor gets it removed to his own constituency. I will not name that Rail-

way Minister, as the Hon. Minister knows about this. (Interruptions)

Mr. Deputy Speaker, Sir, all the M.Ps. either demand laying of new Railway lines in their respective constituencies or conversion of metre gauge lines into broad gauge ones. I demand that he should undo the injustice done to us. I have not demanded laying of a new Railway line in my area, though I have been an M.P. for the last two or two and a half years. (Interruptions)

Sir, the conversion of metre gauge into broad gauge was undertaken on the Samastipur-Darbhanga section and the line laid for several miles. It was at this stage that a new Railway Minister was appointed from an adjoining State and he immediately issued orders to get it removed to his own constituency. No part of the country has suffered such a gross injustice since independence. The people of Bihar say how can they tolerate such injustice? My humble submission is that this injustice of removing of the material of the Samastipur-Darbhanga Railway line on which gauge conversion work was in progress and taking it away to the adjoining State should be undone. (Interruptions) I urge upon the Government to restart the gauge conversion work on the Samastipur-Darbhanga section. I have already told the Hon. Minister and the Consultative Committee about it. I also wrote to him separately to which he has replied that a survey is being conducted. I am not asking for survey and the matter is not to be referred to Planning Commission. This mistake done inadvertently needs to be rectified. Our rights should be restored. I would like to draw his attention to the construction of double track between Patna and Bhagalpur which has stopped at Koil. The work on the Koil-Bhagalpur section is progressing at a slow pace and that should be accelerated because otherwise the work at Bhagalpur thermal power station would suffer. Goods cannot be moved easily on single track. Therefore, there is an urgent need for double track. Bihar is the only place where demands for Railway lines have been pending for the last 100 years. Even today areas like Santhal Parganas and Hazaribagh have not been connected with Railway line. I travel eight to ten times a month by rail. The trains running in and around Delhi have

all the facilities whereas the trains passing through Bihar are in miserable condition. He cannot shed his responsibility by merely saying that law and orders is a State Subject. (Interruptions)

People force their entry into air-conditioned compartments with the connivance of Railway staff, thereby causing inconvenience to genuine passengers. This matter is not to be laughed away. You cannot merely say that people of Bihar indulge in it. (Interruptions) I would urge the Government to check it. Ticketless travelling is done in the airconditioned compartments. I would request the Hon. Minister to travel himself once in these trains. He will come to know of the inconveniences of the genuine passengers. He was doing a good thing by televising Shyam Benegal's film 'Yatra'. I do not know why it was discontinued. The film had aptly presented the inconvenience of the genuine ticket holders. I would like to submit that the Government should try to solve the problem urgently. Unless security is provided nobody will like to travel in these trains. I would like to add one more point. There are large tracts of wasteland along both sides of the Railway lines everywhere in the country. I would like to suggest that as we are emphasizing on afforestation, this should be done on a large scale in this wasteland so that the ecological balance of the country improves. I would submit that this should be done on a war-footing.

(Interruptions)

\*DR. S JAGATHRAKSHAKAN (Chengalpattu): Hon. Deputy Speaker, Sir, I am glad to rise in support of the demands for Grants for Railways.

At the same time I am extremely sad over the Rockfort Train mishap in Tamil Nadu. 15th last was a black day for the people of the nation. The accident was terrific and it has shaken the crullest of the hearts. 30 have died and many have been injured. It was the second such disaster in the history of Indian Railways at the same site. I join the families of the dead in mourning and paying respect to their souls.

\*The Speech was originally delivered in Tamil.

[Dr. S. Jagathrakshakan]

Purutchi Thalaivar (Leader Revolutionary) Dr M. G. Ramachandran, Chief Minister of Tamil Nadu has immediately sent a special medical team from Madras to accident site. He spent a sleepless night and for every ten minutes monitored the relief measures. He issued special instructions for effective provision of relief and assistance to the injured and the families of the dead. Even the Hon. Minister of State for Railways presented a statement in the morning narrating the whole episode.

No doubt the accident is the saddest event in the recent history of Tamil Nadu.

While I commend the Hon. Minister for presenting a Budget without increase in the passengers fares, I am constrained to note that the Railway lines are as old as they were laid by the Britishers. These old tracks are a major cause of railway accidents. Allocation for more funds must be made in the 7th Five Year plan<sup>2</sup> so that the tracks could be renovated. Even the compartments and seating facilities are as old as our pre-independence history. They must be replaced for the sake of convenience to passengers.

The Thambaram to Beach electric rail service serves one third population of the Madras city. The frequency must be increased to 3 minutes so that many section of the people could benefit.

I further request the Government to construct a railway line from Kanchipuram my constituency to Vellore. It is a long pending request. When Shri O. V. Alagesan was the Minister for Railways, the matter was examined and the railway authorities accepted the proposal in principle. However, the project was later shelved. I request the Government to revive the project buried under the files and construct the railway line from Kanchipuram to Vellore.

At present, electrified railway line is available from Madras to Villupuram. I request the Government to extend it upto Trichy.

The Karur-Dindigul railway project was talked about for long, to say for 40 years.

The Government must fake up this also and complete.

Next, about the Rapid Transit System in Madras. This Project was conceived so as to reduce traffic congestion in the city. However, the project is not complete. The Hon'ble Prime Minister was kind enough to allocate Rs. 100 crores to West Bengal Government for completing a similar project in that State.

I request the Central Government to allocate more funds to the Tamil Nadu Government for expeditious completion of the Rapid Transit System in Madras as in the West Bengal.

Though the work of doubling the track from Thambaram to Chinglepet has started, the progress is very slow. I request the Government to expedite the work.

Sir, there is no Railway Hospital in Chinglepet. This causes hardship to railway employees in Chinglepet. I request the Government to construct one in Chinglepet.

Unmanned gates are a major cause of railway accidents. I request the Government to post permanent personnel to man these gates to avoid serious accidents.

Sir, in many foreign countries, free railway passenger service is provided to poor people. Ours is a socialist country. Our brethren are poor. Our basic objective is to lift the millions above the poverty line. I would not be grossly erring if I suggest to the Government to provide free railway facilities to the poor and the needy below the poverty line in our country. This will bolster our image as a welfare Nation.

With these words, I conclude.

SHRI MADAN PANDEY (Gorakhpur) : Mr. Deputy Speaker, Sir, it would be so kind of you if you could request Shri Vyas on my behalf not to interrupt me if I take 2-3 minutes more. The Hon. Railway Minister has won laurels by presenting the Railway Budget and it will hardly matter if we do not praise him. But his laudable work



relates to the present. In addition, I would like to draw his attention to a subject which we must touch. By now, the Hon. Railway Minister has already gained experience and I would not call him a new Minister anymore. Therefore, in my view, the railway policy of our country, which we have been following all along, was set by the Britishers some 150 years ago and we have followed it with a slight change here and there. They had two objectives in mind. The first was to lay a network of railways at strategic places of India so as to perpetuate their rule. The second was to drain out Indian wealth to England under the cover of Indo-British trade. This was their planning. So far as the planning of the present day leaders of the country is concerned, they are of the view that while taking care of strategic places, they will also take care of the development of the country. With regard to our Prime Minister's policy to take the country into the 21st century, I would like to ask the Hon. Minister whether we propose to effect changes in our policy? A network of narrow gauge railway lines was laid in Bihar. The reason was a war had started with Nepal around 1814 and the Britishers wanted to establish their supremacy by approaching Kathmandu via North West Bihar. There was only one route to reach Kathmandu. It was via Ruxaul. The policy of the Britishers was to capture Nepal. Thereafter, at the time of treaty of 1814, they felt that if Bihar and the North Eastern region which was backward in all respects was not connected by railways, they would never be able to capture this strategically important place and that they will be caught unaware some day or the other. It was in the later part of the Nineteenth Century that the Britishers planned Chhitauni-Bagaha bridge and constructed it. Subsequently, that bridge was washed away in 1922. I would like to remind the Hon. Railway Minister, I am neither speaking in favour of regionalism nor I want that the work should be done at my instance but you turn over the pages of history and see that if the country is to be protected, we shall have to adopt two pronged strategy. The strategically important places will have to be linked by broad gauge line and both railway as well as road bridges will have to be constructed. They will have to be given priority. This involves a policy matter. Similarly take the instance of

Rajasthan. The capital cities of all the erstwhile princely States were connected by railway line. Similarly in order to supply foreign articles in the Indian markets, the port cities like Bombay and Calcutta were also connected with all parts of the country by rail. The Britishers adopted this policy everywhere, whether it was South or North. Therefore, I would like to request the Hon. Minister to give this question of changing the policy a serious consideration and follow defence and development oriented policy. We have praised him for what he has done this year. He has shown a surplus of Rs. 71 crores in the Budget. Thanks for this. It shows that there is no dearth of funds anymore. Whenever we had asked him about the conversion of Bhatni-Varanasi railway line and construction of Chhitauni-Bagaha bridge his reply used to be that the work on the line could not be taken up due to paucity of funds. But, Sir, now we can no more tell the people of our area that there is shortage of funds.

[English]

SHRI MADHAVRAO SCINDIA : The surplus is in the revenue account. It has nothing to do with the plan budget. There is no relation with that.

[Translation]

Please make it clear to the people of your constituency.

SHRI MADAN PANDEY : I want to say that he should change his policy and convert all the narrow gauge lines into broad gauge ones. While laying new railway lines, he should not discriminate between Madan Pandey and a Minister. He should take into account the needs of the country as a whole. Railway lines should be laid wherever they are needed. Likewise, I would also like to say about the bridges. Bridges should be provided wherever they are needed. Railway plans should be formulated from strategic as well as developmental point of view. On the one hand he wants to take the country into the 21st century and on the other hand it takes 26 hours to cover 800 kms. to reach Calcutta from Gorakhpur. In a situation like this, how this country will usher into the 21st century. Therefore, you must

[Shri Madan Pandey]

reduce this time to 16 hours so that a person could reach Calcutta in 16 hours from Gorakhpur. We shall need trains in the 21st century too. A common man will not be able to afford an air travel and, therefore, the number of super fast trains should be increased.

With these words, I express my thanks to you and support whatever has been said by other Hon. Members.

**SHRI BALKAVI BAI RAGI** (Mandasaur): Mr. Deputy Speaker, Sir, he has not mentioned the name of Madhya Pradesh in his entire speech.

**SHRIMATI NIRMALA KUMARI SHAKTAWAT** (Chittorgarh): He has mentioned all corners of the country.

**SHRI BALKAVI BAI RAGI**: We do not belong to the corners, we belong to the heart of the country.

15.00 hrs.

\***SHRI BAJU BAN RIYAN** (Tripura East): Mr. Deputy Speaker, Sir, I cannot support this Railway Budget and the policy followed by the Railways. The railways were introduced in our country during the British rule. The Congress Government has failed to adopt a new outlook and attitude since they came to power. This Congress Government has no doubt effected some improvements in the railways in those States where the railways already existed. They have introduced some long distance and fast trains in those States. But Sir, we have some such States also whose capitals even, are not connected by rail as yet.

So long as this Government remains in power, I do not believe that they will provide railway connection to the capitals of those States.

Sir, I come from the North-Eastern region of this country. Out of the seven

\*The Speech was originally delivered in Bengali.

States of that region, except Gauhati in Assam no other State capital is connected by rail: Moreover there is no certainty when they will have railway connection. That is why I am unable to support this budget. The people of the North-Eastern region are living in conditions of utmost economic misery. No heavy industry exists in those States. Railways and industries are inter-connected. The States devoid of railway connection are devoid of industries also. In our country most of the industries are in the private sector. Public sector or Government owned industries are very few. Therefore, those industrialists in the private sector who want to set up industries at a particular place, will first examine what facilities of transport and communication are available there. That is why no industrialist is showing any interest to set up any heavy industries in the North-Eastern region for want of railway communication. That is why the democratic people of Tripura, the struggling people of Tripura, have carried on a prolonged agitation for the extension of railway lines in Tripura at least upto its capital, Agartala. In support of this demand I would like to say what Shri Dinesh Singh, Hon. Member of this House had recommended in his report as Chairman of a Committee constituted to probe into the causes of the riots in Tripura in 1980. He had recommended that some short term and some long term programmes should be chalked out to fight the economic backwardness of the North-Eastern region including Tripura, so that such riots could be avoided in future. In his report he had also recommended that the Government should take a decision to extend railway lines upto Agartala. But Sir, it is a matter of regret that this Government has not implemented that till this date. That is why a delegation consisting of about 225 persons under the leadership of ten leftist students and youth organisations of Tripura came to Delhi towards the end of the budget session last year and staged a 'Dharna'. So far as I can recollect it was on 7th or 8th May, 1987. It was led by the "Students' Federation, India Democratic Youth Federation of India." "Tribal Youths Federation" and other leftist students and youth federations. They met the then Railway Minister Shri Bansi Lal, they met the Minister of State for Planning, Shri Ajit Panja and the then Minister of Industries,

Shri Tiwari. They held talks with all of them and were given an assurance that the question of extending railway lines upto Agartala will be considered by Government in this year's budget i.e. in the budget for 1987-88. But I regret that in the current railway budget no provision has been made for extending railway lines upto Agartala because it has not been included in the 7th Five Year Plan and no funds have been allocated by the Planning Commission for this project in the current plan. This railway budget which we will pass after a short while, does not include this project at all. That is why a non official resolution has been passed by the Tripura assembly on 6th March last. Of course the Congress members and members of the 'Yuva Samiti', opposed that resolution, but all other parties in the Tripura assembly supported it.

It was decided that representatives of all the parties in the Tripura assembly will come to Delhi to press their demand for connecting Agartala by railway. They will meet the Prime Minister they will meet the railway Minister and other Ministers to press this demand. The democratic people of Tripura are going on agitating and holding meetings and taking out processions etc. to press this demand of theirs in a peaceful and democratic manner for the development of this backward region. The people of this region are very much agitated on this issue and I hope that the Government will try to implement it in the near future.

Sir, in my area a railway line is in operation from Lunding to Dharmanagar, but that is a metre-gauge track and the train has to pass through 39 tunnels. That track was laid during the British days and today it is in very pitiable condition. During the rainy season this railway track remains closed for long periods due to landslides and other damages. The track is in very poor shape. Therefore, I will request that it may be repaired and renovated immediately. Moreover, Sir, the bogies attached to the trains running on this line are age old. No body can remember when they were manufactured. The people of the North-Eastern region do not know what a new railway bogie looks like. They have never seen a new bogie. All they see are bogies without doors, windows or latrines. The roofs leak all the time. Such is the miserable condition

of the trains running in that area. I will therefore demand that these age-old bogies may be replaced with some new bogies at least. About the railway stations, Sir, the least said the better. There has been no change or alteration in shape a renovations carried out since they were built in the British days. No funds have been allocated for their renovation either. This situation prevails in that area perhaps because no railway Minister has come from that area. Generally we see that every railway Minister tries to improve the railway services in his own area. Lines are extended more and faster trains are provided to the Minister's own State. It is our misfortune that no railway Minister has come from the north Eastern region. Otherwise perhaps we too have got more railway connections in this backward and undeveloped region. Even then I will place this demand on behalf of the people of the north eastern region to ameliorate the conditions of that region. With this plea Sir, I conclude.

\*SHRI V. KRISHNA RAO (Chikballapur) : Mr. Deputy Speaker, Sir, I rise to Support the supplementary Demands for Grants for the Railways for 1986-87. While welcoming these demands I congratulate our Railway Minister Mr. Madhavarao for presenting an excellent budget for the year 1987-88.

Recently there was a shocking news of the Rockfort train accident in Tamil Nadu. More than 20 persons lost their lives, and about 200 persons are injured. This ghastly accident should not have occurred. I am very much pained about this accident. I pray that the souls of dead persons may rest in peace. I also pray for the speedy recovery of the injured persons.

The Railway budget recently presented by the Hon. Minister is really commendable. It is the normal practice to increase the fares and freights while presenting the railway budget. Fortunately the minister has not increased them at all. Hence I commend his efforts and welcome the supplementary demands which are being discussed now.

\*The Speech was originally delivered in Kannada.

[Shri V. Krishna Rao]

Many stalwarts from Karnataka have been railway minister at the Centre. Mr. Poonacha, Mr. H. C. Dasappa, Mr. K. Hanumantaiah and Mr. Jaffer Sharif were the Railway ministers. Even then the conversion of metre gauge into broad gauge between Mysore and Bangalore has not been completed for the last 30 years. In the budget only two crores have been allocated for the purpose. I request the Minister to allocate more funds for the completion of this conversion work, which is a very long standing demand of the people of Karnataka.

Bangalore—Miraj line is also a metre gauge line. In fact this is the most important line which connects south India with North India. Therefore the conversion of this metre gauge line should be completed at the earliest.

I line between Yelahanka and Bangarpet via Chikkasallpura is still a narrow gauge. Chikkasallpura is my constituency and it produces huge quantities of potatoes. Daily several wagons of potatoes are being sent to every nook and corner of our country. Hence to help these potato growers and other farmers this narrow gauge line should be converted into broad gauge.

Between Kuppam and Krishnarajapuram there is only a single line. This line must be doubled immediately. At the same time I request the Hon. Minister to complete the electrification work between Jolarpet and Bangalore. This is a high density route and every day several thousands of passengers travel on this route between Madras and Bangalore.

Chitradurga-Rayadurga line is another important route which has to be taken up soon. Ganga-Kaveri Express runs between Varanasi and Madras. This train even though named as Ganga-Kaveri does not touch Karnataka state, the origin of Kaveri river. Hence I request the Minister to issue immediate orders to attach at least two bogies from Bangalore to this train. This will enable the people of Karnataka to visit the holy shrines at Varanasi.

I am happy to say that Karnataka Express, a bi-weekly, which runs between New-Delhi and Bangalore will now run four times a week. Two days it will go on the original route and on the other two days it is supposed to run via Jolarpet. I insist that it should run through its original route i.e. via Hyderabad on all the four days. The route via Jolarpet is most inconvenient to the people of Karnataka.

So far there has been no improvement in the catering services. At least now I expect that catering services will improve under the able administration of our young minister.

The minister should take stringent measures and stop thefts in trains. The railway protection force is not functioning up to the expected level. It should improve its efficiency.

Thousands and thousands of railway employees are working as temporary employees even after ten to fifteen years of service. Hence I request the Minister to regularise all these employees.

I welcome the supplementary demands once again. I thank you for giving me an opportunity to speak and with these words I conclude my speech.

15.07 hrs.

[SHRI SHARAD DIGHE *in the Chair*]

SHRI RAMASHRAY PRASAD SINGH (Jahanabad): Kindly give me some more time, as there is none else to speak from this side.

I would like to say a few things about the rampant corruption in the Railways today. It is eating into the vitals of Railways and therefore, I would like to submit that the Hon. Minister should urgently pay attention to it. I am not levelling this charge. The Vigilance Commission of the Central Government has categorically stated this in its report and that report has been laid on the Table of the House as well. The Commission has pointed out in its report, that out of 350 cases, favouritism

and nepotism was detected in 34.6 per cent cases due to which irregularities in awarding contracts are committed and the contractors are made rich by approving their higher tenders. Besides, purchase of sub-standard goods is also approved. Not only this, sub-standard construction is also approved and payments have been made even for the works that have never been undertaken. It has also been pointed out in the report that corrupt practices have been indulged into 14.3 per cent cases of appointments, promotions and transfers. I am pointing to these facts in order to make you understand that all your tall claims are but a fallacy. There is no order in the Railways Department. I feel that if he is able to curb corruption, he will have enough resources to meet the construction of new lines for which he often laments. But, he cannot check corruption; it is beyond his control and that is why this cancer is spreading fast.

I would like to submit that today, when I was coming by train, an Hon. Member of this House Shri Vijoy Kumar Yadav was also in the same compartment. He had reserved a return ticket on 9th at the railway reservation counter in Parliament House for 17th in Magadh Express, but he found to his dismay that his name was not there in the reservation chart. Though seats were vacant, he did not get a seat whereas a second class passenger managed to get a seat in second class AC. I brought him to my seat. I gave one berth to Shri Yadav and shared the other seat with my attendant. It clearly shows that the Railways do not even bother for MPs.

Now I would like to say a few things about my area. I had made a verbal request in this regard and repeated it at an informal meeting with the Hon. Railway Minister and thereafter made a mention of it, when I was given an opportunity to speak on the Railway Budget. My only submission is—not only mine, but of the entire population of South Bihar whose aspirations I am presenting before you—that the Government should provide double track on the Gaya—Patna section. This would be of maximum help in our progress. We have been deprived of this for years and that is why I am

requesting the Government to pay immediate attention to it.

Besides, the Government should try to curb the rampant corruption in the Railways. Even if half of it is checked, there will be no paucity of resources with the Railways. The growth of nouveau riche classes in the Railways should be checked. With these words, I conclude.

SHRI GIRDHARI LAL VYAS (Bhilwara): Mr. Chairman, Sir, I would like to remind the Hon. Railway Minister that in the days of kings and emperors—Hon. Minister is also a scion of a royal family—they had neither time nor work and therefore the Minister's word was law. Today, our Hon. Railway Minister is like old kings and his Officers in the Railway Board are the Ministers of the olden times. Irrespective of what we may demand, the officials of Railway Board never say yes. Their approach is always negative and our Railway Minister replies accordingly. I have been demanding for the last 7 years construction of a culvert, a railway station, laying of new railway line or a seat-reservation quota in my constituency but not a single work has been done so far. Although everybody is praising the Railway Budget yet I cannot do so because nothing has been done in my constituency so far as railways are concerned. I have been crying hoarse and making demands but all in vain. What should I expect from the Hon. Railway Minister? How he will provide for these things in my constituency? Dr. Rajhans has also praised him and has thanked him. As he has not given us anything, I cannot praise him. Therefore, I would urge upon him to pay attention to our area and thereby improve the situation. The Railway Board is of no use. The Demands for Grants for the Railway Board are to the tune of Rs. 7 crores 33 lakhs and 70 thousands whereas its miscellaneous expenditure is about Rs. 45 crores. The Railway Board indulges in wasteful expenditure and does not deliver the goods. I would, therefore, suggest that we no longer require such officers in the Railway Board who do not work. They are merely increasing our burden. Bad officers' services should be terminated to facilitate smooth functioning of the department and progress of the country.

AN HON. MEMBER : Hon. Minister should also be removed.

SHRI GIRDHARI LAL VYAS : No. I am talking of the Railway Board. All such people who do not want to see the country progress and who are not happy with its economic progress should be removed so that the situation may improve. The Railway Board has allowed many big industrialists to encroach upon railway lands worth crores of rupees. They neither receive rent from them nor try to evict them. These industrialists, on the other hand, file petitions in the High Courts or the Supreme Court and the cases are not decided for years together. They have been occupying these lands for the last 30 years or so in Bombay, Gwalior, Delhi and other major cities under the very nose of Railway Board but the latter has not initiated any action against them. This is being done in connivance with the Officers thereby causing huge losses to the Railways. The Railway Budget has shown a surplus of Rs. 69 crores. If the situation improves the surplus can even go upto Rs. 500 crores.

I also want to submit that the engineers are not paying adequate compensation to the farmers for the land acquired in Mandalgarh for Kota—Chittorgarh railway line. They are giving compensation for the land but not for the wells etc. if these are on the other side of the line. What will the farmers do with the wells without land? Therefore, I would like to suggest that they should be given adequate compensation for wells also.

A metre gauge zone should be set up in Rajasthan. Though the committee concerned has recommended to this effect, yet no decision has been taken so far and we are told that because of financial constraints it cannot be done whereas several new Divisions have been set up in other parts of the country. There is urgent need to set up a metre gauge zone in Rajasthan. It is our misfortune that our Railway Minister has ever been appointed from our State. Even though two-three villages of Shri Madhavrao Scindia's constituency fall in our State yet he is not sympathetic to us. He should show sympathy towards Rajasthan also.

I would like to add one thing more. Survey has been conducted for three more

railway lines in our State. These are Kota-Deogarh; Toda Rai Singh—Nathdwara and Lambia—Beawar. None of these lines are operational. Whether you provide broad gauge or metre gauge to us but some of these railway lines should be made operational at the earliest.

Moreover, Gulabpura station should be converted into a full-fledged station. The Government does not intend to construct it on the plea that it would involve an expenditure of Rs. 24 lakhs. This being an industrial area, I assure him that the Railways would recover the construction cost in no time and it would not incur any loss. The condition of the station is the same as it was 20 years back.

A lot of progress has been made in that area within a period of 7 years. Industries have been developed. The Government of India has sanctioned Rs. 320 crores for that area. Big deposits of zinc have been found there. Due to this, more industries are about to be set up there. Despite all these, no station is being built there. An expenditure of only Rs. 24 lakhs will be required for this. I would like to say that what to speak of Rs. 24 lakh, if we have to spend Rs. 24 crores we should spend the same immediately.

Similarly, the Garib Nawaz Express runs between Ajmer and Udaipur for 3 days and undertakes return journey for 3 days from there. This train should be made a daily train so that people of that place may get the facility of travelling daily.

Bhilwara is a very big station. But the reservation quota for the Chetak Express, the Garib Nawaz Express and the Meenakshi Express is very less at that place. The reservation quota for the first class and second class should be enhanced so that people may get reservation easily. You should make this arrangement.

Mr. Chairman, Sir, since you have rung the bell, I conclude and support the budget with thanks to you.

[English]

SHRI V. S. KRISHNA IYER (Bangalore South): Sir, I have already spoken on

the Budget. I do not want to repeat what I said. A very ghastly accident took place just two days ago which is still green in our memory. I am happy that the Railway Department took immediate relief measures and the General Manager was there and also it is good that the Hon. Minister visited the site yesterday and he has also taken necessary steps.

In this connection, I would like to say— I also said in my speech on the Budget—that the compensation paid to the family of victims—I do not know whether the compensation of Rs. 5,000/- which was announced is final or not—but if it is final, I should say that it is very very meagre. If a precious life costs only Rs. 5,000/-, then there is no value for life in our country.

The other day I compared this relief with the reliefs given in the air accidents and the bus accidents. Lakhs of rupees are paid there. Human life has as much value whether it is air accident or rail accident. Honestly, I would say that if the Railway Board has not yet changed the norms, it is high time they change the norms and see that adequate compensation is paid to the families of victims. (*Interruptions*).

I would like to make one suggestion. You have asked the Railway Protection Force to tighten upguarding the railway tracks. At the same time, you should have discussed with the State Governments also. They cannot escape the responsibility. You should also put the responsibility on them. It is national property. It is not the railway property. They should also share the responsibility to guard tracks and they should come to the help of the railway protection force.

The Hon. Member from Karnataka Shri V. Krishna Rao referred to a very important point. I also referred to it in my previous speech on the Budget. But the Hon. Minister has not given me a convincing reply. That is about the omission of electrification of Jalorpet-Bangalore line which was sanctioned by this House during the Sixth Plan. Now this year you have set apart a token amount of Rs. 10,000/-. I charge the Railway Ministry. In the Northern railway that they

have surrendered Rs. 50-60 crores during the last two years. They have not spent it on electrification. I would request the Hon. Minister to start electrification of Bangalore-Jalorpet line immediately. Otherwise, we Karnataka MPs—I am sure the ruling party MPs will also join with us—will take it very seriously. What steps are they going to take? The people of Karnataka are very much disappointed.

I would request the Hon. Minister to take up electrification of Jalorpet-Mettur line along with electrification of Jalorpet-Bangalore line from both sides, from Bangalore side and also from Jalorpet side.

[*Translation*]

SHRI BANWARI LAL PUROHIT (Nagpur): Mr. Chairman, Sir, I would like to thank the Hon. Minister for the all round progress made by Railways during this period. A lot of progress has been made in the matter of goods traffic and new railway lines have been commissioned for the convenience of the passengers. It has brought about a lot of efficiency in the Railways.

Mr. Chairman, Sir, I would like to draw the attention of the Hon. Minister towards a thing that the Railways have contributed a lot in removing the regional imbalances prevalent in this country. The Railway should pay more attention towards it. The people of Vidarbha have made a very ordinary demand but no attention has been paid towards that also. I would like to cite an example. The city of Nagpur is the heart of India and the former capital of Madhya Pradesh. It has been deprived of its pride, but keeping in view the progress made by the Railways, nothing has been done so far for this city. We have placed very ordinary demands, but the same have not been accepted. Even where it did not warrant any expenditure there also they have not done anything. There is a railway line from Nagpur station to the Defence Factory. With a great difficulty we managed to obtain a No-Objection Certificate. It is an industrial area. A Good number of coaches are lying unused. If the coaches are connected and a shuttle is run, then the poor labourers will be benefited much. It will be helpful in the

[Shri Banwari Lal Purohit]

process of development. No money is required to be invested in it.

Similarly, the Savagram Express has also not been introduced. Announcement has already been made a number of times. This train is badly needed for the people of this area for going to Bombay. Similarly, the Hon. Minister laid the foundation stone of the Panch Pavali Bridge; a large meeting was organised on that occasion but there is no indication of this bridge being constructed so far. This bridge is badly needed for the people of that place.

Similarly, there has been a lot of congestion at the Nagpur Railway Station. Therefore, the traffic should be allowed to move on the otherside also and there should be booking windows. In this connection I have received a letter from the Hon. Minister in which an assurance has also been given, but the work has not been started yet. There should be such arrangements whereby the officers pay attention to what we say in the House keeping the conveniences of the public in view. The Hon. Minister may please issue clear orders in this regard. It is very essential that the ordinary demands that have been made regarding Nagpur city are met. The reservation quota is not being enhanced at that place. I have spoken a number of times for this also. I am sure that there will be no need to repeat these things here and due attention will be paid to the 4-5 very essential things I have placed in connection with the welfare of Nagpur city.

[English]

MR. CHAIRMAN: Now, the Hon. Minister will reply.

THE MINISTER OF STATE OF THE MINISTRY OF RAILWAYS (SHRI MADHAVRAO SCINDIA): Sir, I am very grateful to all the Hon. Members for having generally supported the Railway Budget and offered constructive criticism and given various suggestion so that we could improve even more the present system. I have already mentioned in my Budget Speech that there is shortage of resources that we are facing and because of the shortage of resources, it has

become an imperative that we prioritise certain programme, within the Railway working, and give those programmes adequate funds. Therefore, in the scheme of things that we foresee, the first priority that we have given is for rehabilitation in which things like renewal of Rolling Stock and renewal of tracks—some Hon. Members like Prof. Nirmala Kumari Shaktawat and others mentioned that renewal of tracks was a very important subject—figure. We are going to renew something like 19,500 kms of track in the Seventh Plan—it is almost 20000 kms. We expect to renew another 20000 kms in the next Plan so that by 1995 we completely wipe out all the accumulated backlog and also take care of new arisings which take place annually.

We are spending about 74 per cent of our total Plan allocation on rehabilitation and modernisation work. An exercise is going on about what sort of new technology is required in the Indian Railways. It is our effort to try and implement that new technology on our Railway system as soon as possible. It is only after this that a meaningful expansion of the system can take place. I am not for one moment inclined that all expansions should cease. There is going to be expansion; but the allocations, I am afraid, will be limited because of the priority given to rehabilitation and modernisation of the system before expanding it.

All the individual points I will certainly answer through letters to all the Hon. Members. A few general points were raised, I will just like to cover two points out of them. One was talking about the north-east. Hon. Member Shri Aaur Rahman and various other members from the north-east talked about the necessity to give importance to projects in the north-east. I would like to reiterate again that under the specific directions of the Hon. Prime Minister who attaches great importance to a line of communication infrastructure to far flung areas, so that they can genuinely feel a part of the national mainstream, the Railway Ministry is also giving priority to the north-east areas which come under our north frontier railways.

We have, in pursuance of this objective, increased the allocation this year to new



lines in the north-eastern region by about 35 per cent. There are five particular lines, the details of which I can give to the Hon. Members, and I propose to ensure that these lines will be completed within the 7th Plan.

There is one particular line where there is a problem—that is the Amguri-Tuli line—because there the Hon. Members would notice, the allocation is very very nominal—about a thousand rupees. That is not because we are not giving Amguri-Tuli line priority. It is one of the five lines and even now if we take it up, we can complete it within the 7th plan. But unfortunately there is a dispute between, I think, the Government of Assam and the Government of Nagaland on some forest land.

PROF. N. G. RANGA (Guntur) : The Hon. Minister has mentioned it the other day. I would like the Hon. Minister to invoke the aid of the Prime Minister also and try to bring those two Chief Ministers together to a conference here at the Centre and iron out all the differences, so that you can undertake the completion of that railway line as soon as possible instead of leaving it to correspondence of those two people to meet or not to meet, when to meet and so on.

SHRI ATAUR RAHMAN (Barpeta) : Have you put anything for Jogigopa bridge ?

SHRI MADHAVRAO SCINDIA : As for as Amguri-Tuli line is concerned, this dispute has to be resolved between the two State Governments. It is not because of any lack of efforts by the Railways; we are trying and we will try and ensure that this dispute is resolved as soon as possible, so that we can start work on that line which is in the interest of both the States.

Except for that line, as far as the other four lines are concerned, we have already taken them in hand and we will hopefully complete them within the seventh plan period.

The Jogigopa bridge has been allotted—subject to correction—I think about Rs. 1

crore or Rs. 2 crores—somewhere around that figure. It is because we are adopting a new modern technique and new concept in the construction of this bridge and the allotment will take care of the consultancy costs. The consultants have already been appointed and it will take about 18 months for the project report to be submitted in accordance with the new concept for which we are taking the help of these consultants. Only after that can the work on the project commence.

The Dibrugarh line also has been mentioned. That also is a problem because some States like Nagaland what the line to go more towards the South on the existing route whereas the Assam Government wants it to run parallel to and along the southern bank of the river Brahmaputra. So there is some problem there also; but we are trying to sort it out. In any case this whole matter is being discussed with the Planning Commission. All the four or five alternatives have been given and until discussion with the Planning Commission are completed and it gives us the approval and tells us which particular alternative should be taken up, we cannot commence work in a meaningful manner on this particular line.

Sir, Shri V. S. Krishna Iyer talked about compensation. This is not compensation. It is *ex gratia* payment. It is out of pocket expenses to the accident victims, to the families of those who died and those who were injured. This is for immediate out of pocket expenses. The compensation will follow later. It would be very simple, if the compensation for death was to be given to the person who died, because that person is identified. But if it is not to be given to the person who died it is to be given to the person who he has left behind the matter becomes a quasi judicial type of proceedings because a number of people can claim to be successors. So a Claims Commissioner is always appointed in consultation with the State Government and the Claims Commissioner then carries out his proceedings and tells us as to how much is to be paid and to whom it is to be paid and this amount can go up to a lakh of rupees.

I would also like to inform before I conclude that I had mentioned that by the



MR. CHAIRMAN : The Demand for Excess Grant (Railways) for 1984-85 is passed.

I shall now put the resolution regarding approval of recommendations made in the Seventh Report of the Railway Convention Committee, 1985, moved by Shri Madhavrao Scindia to the vote of the House

The question is :

"That this House approves the recommendations made in paragraphs 8 to 12 contained in the Seventh Report of Railway Convention Committee, 1985, appointed to review the rate of dividend payable by the railway undertaking to General Revenues as well as other ancillary matters in connection with the railway finance and general finance, which was presented to Parliament on 24th February, 1987."

*The motion was adopted.*

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15.46 hrs.

APPROPRIATION (RAILWAYS)  
BILL, 1987\*

[*English*]

THE MINISTER OF STATE OF THE MINISTRY OF RAILWAYS (SHRI MADHAVRAO SCINDIA) : I beg to move for leave to introduce a Bill to authorise payment and appropriation of certain sums from and out of the Consolidated Fund of India for the services of the financial year 1987-88 for the purposes of Railways.

MR. CHAIRMAN : The question is :

"That leave be granted to introduce a Bill to authorise payment and appropriation of certain sums from and out of the Consolidated Fund of India for the services of the financial year 1987-88 for the purposes of Railways."

*The motion was adopted.*

SHRI MADHAVRAO SCINDIA : I Introduce† the Bill.

I beg to move :

"That the Bill to authorise payment and appropriation of certain sums from and out of the Consolidated Fund of India for the services of the financial year 1987-88 for the purposes of Railways, be taken into consideration."

MR. CHAIRMAN : The question is :

"That the Bill to authorise payment and appropriation of certain sums from and out of the Consolidated Fund of India for the services of the financial year 1987-88 for the purposes of Railways, be taken into consideration."

*The motion was adopted.*

MR. CHAIRMAN : The House will now take up clause-by-clause consideration of the Bill. The question is :

"That Clause 2 and 3 and the Schedule stand part of the Bill."

*The motion was adopted.*

Clause 2 and 3 and the Schedule were added to the Bill.

Clause 1, the Enacting formula and the Title were added to the Bill.

SHRI MADHAVRAO SCINDIA : I beg to move :

"That the Bill be passed."

MR. CHAIRMAN : The question is :

"That the Bill be passed."

*The motion was adopted.*

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\* Published in Gazette of India Extraordinary Part II, section 2, dated 18.3.1987.

† Introduced/moved with the recommendation of the President.