

[Shri Basudeb Acharia]

management suspended all leading office-bearers of the majority union including a person who was on leave for 3 days and was miles away from the spot. Now when the State labour department has intervened certain conditions are being imposed which would mean negation of an earlier agreement.

Imposition of such terms indicate as if the entire episode is to stop work and force the workers to accept terms derogatory to their own interest. Besides the N.B.C.C. management has refused to pay equal wages for equal work. Hence intervention by the Union Government for lifting of lock-out and settlement of the just demands and implementation of the agreement is demanded.

[Translation]

(viii) **Demand for achieving the objectives laid down in the Sixth Five Year Plan for removal of poverty and un-employment in Bihar.**

SHRI RAMASHRAY PRASAD SINGH (Jahanabad) : Mr. Deputy Speaker, Sir, the Government of India had formulated a plan for the removal of poverty and elimination of extremists in the country. The National Development Council and the Bihar legislature had decided to train 6 lakh unemployed youths in the rural areas of Bihar and to provide employment to them during the Sixth Five Year Plan. The Sixth Five Year Plan ended on March 31, 1985 but hardly 36,000 unemployed youths have been trained to date. This welfare scheme was intended to cover each and every Block but even then it could not be implemented in 25 Blocks of Jahanabad sub-division. It was proposed in the Sixth Five Year Plan to raise 27,61,000 families, in other words 1.5 crore persons, of the Bihar state above the poverty line by March 1985. The Government of India had provided Rs. 450 crores for this purpose. But against this target not even 27,000 people were raised above the poverty line during the Sixth 5 Year Plan as per the norms of the Government. It was proposed in the Sixth Plan to provide cows, buffaloes, hens, pigs, rickshaws etc. to the families reeling under poverty to increase their income.

The Government is requested to achieve the targets fixed by them and to provide employment to the youth.

[English]

(ix) **Demand for providing financial assistance for construction of a dam across river Subansiri in Assam.**

SHRI M.R. SAIKIA (Nowgong) : Sir, Assam is a land of excess water in summer and practically no water in winter in the dry months. As a consequence this State which serves as a bowl of the North Eastern region suffers from regular and frequent visits of high flood causing human suffering, loss of lives and properties of serious proportions. In addition, the recurrent flood cause serious dislocation of road for railway communication causing great distress economically or otherwise. The Brahmaputra Board constituted by the Central Government has submitted a plan for construction of a dam across river Subansiri which has its source in Himalayas. The cost of the proposed dam would be nearly Rs. 3068.00 crores. The project when completed will not only control flood but also will provide much needed irrigation facility for multiple cultivation of crops not only in Arunachal but also in Assam valley. Further this project will generate 4800 MW of electricity costing only 21 (twenty one) paise per unit against the present levy of more than 65 (sixty five) paise per unit. It will not only help N.E. region in the matter of supply of power but also other neighbouring States in India. I urgently urge upon the Union Government to sanction the required amount of monetary grant as estimated by the Brahmaputra Board.

RAILWAY BUDGET 1986-87-GENERAL
DISCUSSION—Contd.

[English]

MR. DEPUTY-SPEAKER : The House will now take up further general discussion on the Budget (Railways) for 1986-87. There is a long list of hon. Members who want to participate in the debate. So, I request the hon. Members to be very brief and take only

five minutes. They should only mention the points concerning their constituency. Those who speak for more than five minutes it will not go into the record. Now, I call Shri Virdhi Chander Jain...

[Translation]

SHRI VIRDHI CHANDER JAIN (Barmer) : Mr. Deputy Speaker, Sir, I welcome the Railway Budget for 1986-87 presented in the House. In this Budget no increase has been effected in the freight rates and fares of ordinary trains. I welcome this step also.

The increase in the second class fares of Mail and Express trains and First class and Air-conditioned fares is marginal. This increase works out to be Re. 1 and somewhere Rs. 2. It does not make much difference. I welcome the decision of enhancing fares marginally.

I also express my thanks to the hon. Railway Minister for achieving success in regard to the safety, punctuality in the Railways as well as increasing speed of the trains.

It is a welcome step to start train service in the desert areas from Barmer to Agra Fort. A Super Fast Train 'Medore Express' has also been introduced from Delhi to Jodhpur. It leaves Delhi at 6.10 p.m. and reaches Jodhpur the following day at 10.45 A.M. Covering a distance of 900 kilometres in such a short time on a metre-gauge line is a record in itself. I would like to convey my thanks to the hon. Minister for this.

No policy is being formulated for laying new railway lines in the desert areas. No provision for new railway lines for our desert areas was made in the Sixth, Fifth and the Fourth Five Year Plans. My parliamentary constituency is Barmer and the constituency of the Railway Minister is in Haryana. My constituency is bigger than even Haryana state. Neither has any survey been conducted for new railway lines in those areas nor any railway line is proposed to be laid there. I have submitted a proposal to provide a railway line between Phalaudi and Kolapat, a dis-

tance of 100 Kilometres. It will connect Jaisalmer with Delhi directly. Survey for this line was conducted in 1949.

Jaisalmer is an important tourist centre. The Rajasthan Canal or the Indira Gandhi Canal has also reached there. Oil and Gas have also been struck in that area. It is a very important place from every point of view. The agricultural production will also increase there. It is also important from the point of view of minerals. We shall be grateful to you if survey is conducted and a railway line is laid there. If a railway line is laid from Phalaudi to Kolapat, it will be of immense advantage to the desert area.

The broad gauge line from Pathankot to Kodala *via* Bikaner should be extended to Barmer *via* Jaisalmer. This would benefit an important border area of Rajasthan. The Rajasthan canal is also likely to reach that area which will result in the increase of agricultural production. This railway line is, therefore, very important from every point of view and it should be taken up in the Seventh Five Year plan.

In my constituency there is an area of 45 kilometres from Ramgarh to Hamina. High quality lime has been found in large quantity in Ramgarh. Lime of such high purity is not available anywhere else. This can bring improvement in the condition of Jaisalmer district. If this railway line is laid there, Jaisalmer district can become industrially advanced. There is need to take this aspect into account.

I express my thanks to the hon. Minister for accepting some of my proposals submitted by me earlier. Some coaches from Kutch (Western Railway) are connected at Bheelra with the train running between Jodhpur and Ahmedabad—a distance of 265-266 kilometres. This creates innumerable difficulties. We want that this train should be an independent one and run from Jodhpur to Bhilwara *via* Ahmedabad. It should have no connection with Kutch. An independent train will give great relief to the people of Barmer and Jalore districts. I had made request in

[Shri Virldhi Chander Jain]

this connection earlier also. Action should be taken on it without delay.

You had agreed earlier also for setting up a coach factory in Rajasthan. Shri Girdhari Lal Vyas had suggested that the factory be set up in Ajmer and I would recommend Jodhpur for it. It is situated in the heart of the desert areas and in this way the desert areas will be greatly benefited. Jodhpur is centrally located and there is a workshop also which would be quite helpful. It will accelerate the development of this desert areas.

[English]

Mr. DEPUTY-SPEAKER : Please conclude now.

[Translation]

SHRI VIRLDHI CHANDER JAIN : I shall conclude in two minutes. I want that the coach factory should be set up in Jodhpur so as to accelerate the development of the desert areas.

The Reforms Committee has made recommendations in regard to the metre gauge line. Vyasji has suggested that a separate zone be created. I also support this suggestion. This work should be taken up for the development of the desert areas. With these words I support the Budget presented here.

SHRI DAL CHANDER JAIN (Damoh) : Mr. Deputy Speaker, Sir, the Railway Budget presented by the hon. Railway Minister has been prepared with imagination and perception for which I want to thank him. Alongwith it, I want to draw your attention towards certain issues.

Mr. Deputy Speaker, Sir, my area is Bundelkhand which is a backward area and majority of the people there have not seen a train so far. If the people there are asked to describe a train etc., the people living in the remote villages will not be able to describe it because they have no conception of a train. There is no rail line in Bundelkhand. I would,

therefore, request the hon. Minister that till the railway line is laid there, some coaches should be exhibited there so that we can show them to the public and tell them that a train looks like this.

13.00 hrs.

Mr. Deputy Speaker, Sir, I propose that a railway line should be laid from Satna to Damoh *via* Panna, Chhatarpur, Malhara, Hirapur and Bakasvaha. There are huge rock-phosphate deposits in Hirapur and iron ore is also available in abundance in the nearby areas. At present, rock phosphate is sent to Sagar through trucks which is about 80 kms. away. From there that is sent by rail to South for manufacturing fertilisers. The small factory owners there do not get wagons. I request the hon. Minister to take note of this and make available wagons to the small factory owners who sent rock phosphate to South for manufacturing fertilisers. When the industrialists are asked to set up their factories in that area they reply that rail facilities are not available there. When we request the Railways, it is replied that the survey there shows that scheme is not viable and there is the constraint of resources also. I request the hon. Minister that if he makes up his mind the resources can definitely be mobilised. Where there is will there is a way. If the hon. Minister decides to do a thing the resources are bound to be available. I want to give a suggestion. Just as the Rural Electrification Corporation has issued bonds, if the Railways also issue bonds to construct new rail lines and provide rail lines in the backward areas, it will be a commendable step. I may also submit that no fast trains run in the backward areas but on the lines where a fast train is already running, another fast train is made available. A train should be started from Varanasi to Ahmedabad *via* Katni, Bina, Bhopal, and Indore and another train should be started from Varanasi to Bombay *via* Allahabad, Katni, Bina, Bhopal, Itarsi. I hope the hon. Minister will consider this request seriously. It will not be an exaggeration if Bundelkhand is called Madhya Bharat (Central India). Our area is 'No-industry district'. So far no first class industry has been set up there. If a coach

factory is opened there, it will prove very beneficial for the people of the area. The infrastructure required for setting up the factory is available there. Overbridges on the railway crossings on the national highways are constructed by the Railways as per the norms laid down by them. The hon. Transport Minister is sitting here and surface and railway transport both are under him. I, therefore, want that approach roads on the national highways should also be constructed by the Transport (Railways) Ministry. I think the entire House will be one with me on this suggestion. For this, I hope you will change the policy. I want to give an example. There is level crossing in Sagar on the National Highways. At least 40 trains pass through that crossing. If for one train, the gates are closed for 10 minutes, which usually remain closed between 15 to 20 minutes, then that gate remains closed for about 12 hours and remains open for 12 hours. What are the rules in this regard? For how many minutes the gates should remain closed? There should be definite instructions in this regard. About maintenance also I would like to say something. In some coaches there are no lights and in others fans are missing. When asked about this, the maintenance people say that they do not have the material. Because of the shortage of only few items, the coaches are not maintained. It should not happen. In the absence of maintenance, the passengers have to suffer unnecessarily. There is no direct train between Allahabad and Bhopal via Katni, Sagar and Bina. There should be a definite scheme to start a train on that line so that the passengers may get the facility. I thank you that you listened to my views attentively. I think the House will agree with my views and early action will be taken on my suggestions.

[English]

MR. DEPUTY-SPEAKER : Smt. Jayanti Patnaik. Be very brief. Only 5 minutes. We will have to allow other members to speak.

SHRIMATI JAYANTI PATNAIK (Cuttack) : Mr. Deputy-Speaker, Sir, the

Ministar of Transport, who has presented the Railway Budget, has taken care of the raising of funds from the section which can afford to pay higher fares for the services. The philosophy behind the Budget is that the Railways want to contribute in checking the inflationary pressures. Hence the freight tariff has been kept untouched. It has taken care of the outlay by raising it to Rs. 250 crores through bonds. But the thing is that even if they enhance the outlay this will not allow for the required growth of the Railways. Still higher outlay would be needed to clear the massive backlog in many directions. I must say that in this Budget, the Transport Minister has observed, strict financial discipline which is rarely found in Public Sector organisation these days.

(Interruptions)

DR. KRUPASINDHU BHOI (Sambalpur) : Sir, no Railway Minister is present here. So we will not get justice.

MR. DEPUTY-SPEAKER : We will convey it. Don't worry.

SHRIMATI JAYANTI PATNAIK : We want to highlight the problems of Orissa.

MR. DEPUTY-SPEAKER : Please carry on. They have taken down all the notes. What is your point. Your point must be conveyed, that he is doing it. There are two persons so don't worry.

DR. KRUPASINDHU BHOI : How will you satisfy us? We are not satisfied with. We are not baby and in fact we are...

(Interruptions)

SHRIMATI JAYANTI PATNAIK : Sir, I am coming to my State-Orissa. Orissa did not have its due share in the Railway growth in the pre and post independence era. It had only 1300 kms. of railway line against the national network of 54,000 kms. till 1950-51 which was 2.3 per cent. This also was constructed just to connect Calcutta and Madras. The Britishers would not have constructed this line...

(Interruptions)

SHRIMATI JAYANTI PATNAIK : Had there been any other way that to connect Calcutta and Madras, that did not touch the interior of the State. After independence 648 kms. of route extension could be made during the period till 1979 and 1980 which works upto 3 per cent only. You must also take care of the backward areas which are full of Scheduled Castes and Scheduled tribes. Their population is about 40 per cent. You should also take care of the per capita income, which is below the national average.

13.08 hrs.

[SHRIMATI BASAVARAJESWARI *in the Chair*]. So, Sir, in order to plan out the Budget, you should have taken care of these things because whatever works you have already taken up, should not be discouraged. I must say something about Jakhpur-Banspani. The first phase of Jakhpur-Banspani has already been completed and only second and third phases are left out. I must say that whatever money has already been invested for this line should not go waste. Moreover, that offer of Hundai Corporation of South Korea given to the Central Government involves an export of about 4 million tonnes of iron ore from the country to South Korea, which will be a great boon for the iron-ore mining industry in the country, which is now passing through a critical phase. Valuable foreign exchange can be earned and thousands of people will get employment. Paradeep can also be developed in a big way. This integrated project includes extension of the railway link from Daitari to Banspani, in view of the fact that when the whole line would be completed it would connect Paradeep with its hinterland and the distance from Paradeep to Banspani would be reduced by about 332 kms.

MR. CHAIRMAN : Shrimati Jayanti, please conclude.

SHRIMATI JAYANTI PATNAIK : Only two minutes, Madam.

DR. KRUPASINDHU BHOI : Five minutes, Madam. This is very interesting. Let us divide.....

(Interruptions)

SHRIMATI JAYANTI PATNAIK :

The Railways should seriously consider to complete this line so that the Central approval for the integrated offer can be accorded and this project can go through.

Now, I come to Koraput-Ralgagada Railway Line. The Railway Minister should see that this Railway Line is completed by the end of 1987. The complete line is required for transporting alumina from Demanjodi to the Smelter Plant at Angul.

I must also speak about Talcher-Sambalpur line. It is very disheartening that only Rs.2 crores have been provided. The idea was to start this railway line from both the ends, i.e. from Sambalpur and from Talcher. How can you provide only Rs.2 crores, if you start the work from both the ends? This line is supposed to open up a very backward and mineral-rich area. No appreciable progress has been made so far, for the establishment of a railway Division at Sambalpur. The foundation for both the Talcher-Sambalpur line and the railway division was laid by our Prime Minister. Enough funds, and adequate funding in the Railway Budget should be made for both these things.

I would like to tell the Railway Minister : the world is moving fast, and one wants to move fast, from one end to another. When we travel by air and train, we are spending the working hours of the day. Most of the working hours of the day are spent. Especially with regard to connecting state capitals and the country's capital, I must say that some coordination should be there. When we want to come from Bhubaneswar to Delhi, even by Coming by train and then catching the plane, if do not lose the working hours of the day. We should go for it. Now, Sir even if we travel by train from Bhubaneswar to Delhi, we are losing working hours on two days. Even if we travel by air, we lose them also. Suppose we come from Bhubaneswar to Calcutta by plane; in that case if you can connect the air travel also, we may save some working hours. I request the Minister kindly to look into these things. With these words, I conclude.

SHRI DINESH GOSWAMI (Guwahati) : Madam Chairman, already a time limit

has been put on our speeches. I will not go into the general aspect of the Railway Budget. But I will try to highlight some of the problems that we face in our constituency, and also in the entire north-eastern region.

The first thing that I want to put across to the Railway Minister is that under the terms of the Assam Accord, it was decided that full relief would be granted to those employees who were victimised during the Assam movement. Unfortunately, many of the employees who were victimized during the Assam movements are yet to get their relief. In fact, a very shady type of stand has been taken by the Administration in some cases, i.e. in respect of the some of the employees who were victimized during the movement, it is now being told that they were not victimized during the movement, but that they were retrenched, or their services were terminated on other grounds. This type of an approach not only frustrates an Accord which one could get out of seven years of instability in that region, but it also creates lack of confidence in the minds of the population in the Government at large; and, therefore, I request the Railway Minister to particularly call for all cases concerning that period and see that the terms of the Accord are fully implemented. After all, the President in his Presidential Address has given an assurance to this country that the Accord would be implemented in full.

So far as the north-eastern region is concerned, have been given priority. One is the Jogighopa-Guwahati construction of rail-cum-road bridge across the Brahmaputra. It appears from the figures that you have given, that out of about Rs. 87 crores which will be necessary, or slightly above Rs. 87 crores, only Rs. 1 crore have been allotted this year. In that case, it will require 87 more years to complete that project. I do not know whether after 87 years there will be railways, or some other mode of transport. I would urge upon the Railway Minister to see that an unrealistic sum is not given to placate the feelings of these people, but that a realistic sum is given so that some

headway can be made towards progress in this Jogighopa-Guwahati rail-cum-road bridge.

There has been a long standing demand for extending the broad gauge line upto Dibrugarh. You have included it under gauge conversion. It appears that the present estimated cost is about Rs. 100 crores, if I am correct. And no sum whatsoever has been allotted, except a symbolic sum of Rs. 1,000. Therefore, the Railway Minister seems to have given up this project for the time being. I will urge upon the Minister to make adequate provisions for it.

The Tinsukia Mail, which is the fastest Mail Train available to Gauhati, takes about 44 hours; it runs completely with dilapidated coaches. Probably, in terms of unpunctuality, this train will be in the forefront of all the trains. Its catering services are horrible. As I said, its coaches will get first position if there is a vintage rally of the railway trains. Why do you treat the people of the north-eastern region as if they are second class passengers. Cannot they avail of the better type of coaches? I request you to see that the coaches are improved and we demand a first train right upto Gauhati because you know the linkage of north-eastern region with the rest of the country is not only important from the point of view of communication but also from the point of view of bridging the lack of emotional integration that we see in some of the areas where the secessionist activities are yet at large. I will urge upon the Railway Minister from the overall broad point of view of national interest and also communication that the Tinsukia Mail should be given some priority for improvement.

While extending the broad-gauge line upto Gauhati, what has been done is that the line has been taken through Gauhati. Now, there are 31 railway gates in Gauhati and there is only one over bridge with the result that the Gauhati City has virtually come to a standstill; a city which is already overcrowded, has become almost a second edition of Calcutta. Today, the city has come to a standstill. In fact, representations from the people have been

[Shri Dinesh Goswami]

submitted to the Railway Minister and also to the Prime Minister that the broad gauge line should be taken outside the city. The government have said that Rs. 1 crore has been spent on the time. But considering the ecological aspect and considering all other aspects, I will urge upon the Railway Minister to take immediate steps so that this line is taken outside Gauhati. Otherwise, Gauhati within 3-4 years will be completely a dead city.

At the Gauhati Station which is an important station, there is no adequate arrangement for replacement of coaches. I have personal experience. There is only one second-class AC. On many occasions, this second-class AC goes out of order, and the passengers of the second-class AC bogie are put into the second-class bogies with the result that they are put to lot of inconvenience in spite of the fact that they have confirmed reservations. I know that, on occasions, even the second-class bogies were also taken out. So, there should be adequate provisions for replacement of both air-conditioned coaches and other coaches. In fact, I had the peculiar experience of the train refusing to move because the engine was out of commission. I do not know whether in any other part of this country the engine goes out of commission. Therefore, something should be done about it.

Quota for passengers from Guwahati is absolutely inadequate. I know Assam is a place where we have the highest incidence of cancer; a large number of passengers come today to Vellore and they take advantage of the Trivandrum Express. But there are only four seats in the first-class and 128 in the second class. I personally inspected the register and found that the waiting list of passengers comes to hundreds. Therefore, quota of seats on this train should be increased.

As I demanded earlier, I still request the Railway Minister to give a super fast train right from Delhi to Gauhati. There should be a minimum number of halts. For example, one halt is at Kanpur, another halt is at Patna, third halt is at Jalpaigori or for operational reasons one

or two more halts should suffice. But, we would like to have a Rajdhani Express type of train for that region because it is virtually impossible to go from one part of the region to our part of the region by a train without substantial loss of time. For example, you can go to Calcutta easily; you can go to other parts of the country easily.

Another demand which the people of Assam is making for long and on which an assurance was there was about the divisional headquarters at the place called Rangia, about 30 kms. from Gauhati. Well, I do not know why our demand which was conceded by the Government at one stage or over which a big agitation was there, the Railway Ministry is now sleeping. This is a place where a coach factory probably can be established and I request the Railway Minister to look into it.

I have also received representations that there should be link from Gauhati to Bongaigaon which will help a large number of passengers. I request the hon. Minister to look into it.

The other aspect to which I would like to draw the attention of the Railway Minister is about the announcers employed by the Railways. I am told that they are paid only four or five rupees a day. It can be very well appreciated that it is not possible to get on these days with such a pittance. Therefore, I urge upon the Railway Minister to see that the announcers are paid some reasonable amount instead of the present rate of four to five rupees per day. I represented this earlier to the Minister of State also but nothing has been done. After all, in any case, we should not take undue advantage of the helplessness of some persons. We should not pay only a few rupees, which is even less than the minimum wage to labourers. This is a problem which the entire country has to consider. If those announcers are not on the permanent staff of the Railways, they should be taken in as permanent staff and given some reasonable wages.

I hope the hon. Minister will try to look into these matters, and if it is not possible,

I hope that a written answer will be given from him as has been the practice in this House.

SHRI VAKKOM PURUSHOTHAMAN (Alleppey) : I congratulate the hon. Railway Minister for presenting a Railway Budget which has many salient features to be appreciated even though I have got my own complaints as far as my State is concerned. In spite of the price hike in diesel oil the Government have refrained from increasing the fare for the season ticket holders and for the ordinary second class passengers.

Secondly, it has to be appreciated that there is no rise in the tariffs on the carriage of goods and parcels. The Railway Minister can be proud of increasing the efficiency and enforcing the financial discipline in the department. It has helped him to report excellent financial results in his budget.

I do not want to go into the details of either the Budget or the difficulties of the passengers due to lack of passenger amenities which my friends from both the sides have already narrated. But I want to bring to the notice of the Government about the negligence shown to my State in not providing sufficient funds in the Budget.

Sir, in spite of so many good features in the Budget I am extremely sorry to say that due share is not given to my State. But I am thankful to you, Sir, the Railway Minister, Bansi Lalji, for increasing the provision for broad gauge line from Ernakulam to Alleppey and then to Kayamkulam. Last year, the provision was only two crores and one thousand rupees. I have given representations to Shri Bansi Lalji, many times and he was good enough to increase the provision to Rs. 4 crores.

[Translation]

SHRI NARAYAN CHOUBEY (Midnapore) : Bansi Lalji is taking sides and working against our interests.

[English]

SHRI VAKKOM PURUSHOTHAMAN : But I am not satisfied with this meagre increase. Even now we require more than Rs. 20 crores to complete this project. The construction of this new broad-gauge line from Ernakulam to Alleppey was inaugurated in 1979, but the progress of work was very slow. The distance of this line from Ernakulam to Kayamkulam via Alleppey is only 100 kms. You know that the existing Ernakulam—Trivandrum broad-gauge single line is fully saturated and the present utilisation of line capacity is of the order of 110 per cent of the chartered capacity. So, this single line is not in a position to carry very heavy traffic in the section and this results in the detention of a number of prestigious mail and express trains running in this section. With the commissioning of the broad-gauge line from Tirunelveli to Tuticorin Harbour additional traffic is flowing into this section. Further the Food Corporation of India is expanding its storage capacities in various stations like Mavelikara, Karunagapalli, Kazhakoottam, etc. The Kerala Minerals and Metals Ltd. near Karunagapally and the Hindustan Paper Corporation near Pirarom Road will also offer substantial traffic in the next few years. To cope up with the heavy traffic it is very essential to provide more funds and also to double the Ernakulam—Trivandrum line. Considering this aspect, the Ministry has ordered survey for the doubling of the line from Kayamkulam to Trivandrum, the idea being that the new line under construction from Ernakulam to Kayamkulam via Alleppey will serve as an alternate route for Ernakulam—Kayamkulam line. It is essential that a substantial amount should be allotted for this line so that it can be completed within the next two, three years.

The State Government has also been repeatedly requesting for a new broad-gauge line from Trichur to Kuttipuram via Guruvayoor. Sir, you know the importance of Guruvayoor. So many people from all over the country come to Guruvayoor to worship Lord Krishna of the Guruvayoor Temple. A survey has also

[Shri Vakkom Purushothaman]

been done some years back, but no provision has been made in the Budget.

The State Government has also been repeatedly requesting for other broad gauge lines also like Chenganoor to Trivandrum via Pandalam, Adoor, Kottarakara, Ayoor, Kilimannoor, Nedumangad and Cochin-Madurai railway line, etc. But nothing has been considered. I understand that the State Government has offered electricity at a cheaper rate for the development of railway in Kerala. If that offer is accepted and electrification is done, I am sure that the financial return on the capital investment will be more than 20 per cent.

While protesting for the insufficient allotment for my State, I very strongly support the Railway Budget.

SHRI SHARAD DIGHE (Bombay North Central): I rise to welcome the Railway Budget which has been presented by the Transport Minister.

First of all, I thank the Transport Minister for not proposing to raise amount on monthly season tickets which would have affected the daily commuters of Bombay. I must also congratulate him for also not proposing to raise any tariff on the carriage of goods and parcel of any commodity whatsoever.

There are many good proposals but for want of time I would not go through them. I will straightaway come to the point that the position of the Railways at present has to be gone through very seriously. Now the Capital-at-charge hike is nearly 25 per cent. During the last two years as we see at page 55 of the Explanatory Memorandum on the Railway Budget 1986-87. But after making this hike of 25 per cent during the last two years in the Capital-at-charge, the increase in the Traffic Plan for goods during this whole period is only 11 per cent which is borne out at page 4 of this Explanatory Memorandum on the Railway Budget. Similarly, the passenger traffic increase during the

same period is only 10 per cent. This is shown at page 5 of this Explanatory Memorandum. So, what I want to submit is that investment in the form of Capital-at-charge is not fairly reflected in the increase in the traffic plan for goods and also for passenger traffic during the same period. That means that the working expenses of the Railways are little higher and, therefore, urgent steps have to be taken to reduce the working expenses of the Railways within a short time. Even in the Seventh Five Year Plan, the observations have been made in Volume-II, page 213, that "the system is beset with excess manpower and the manpower development has not kept pace with technology upgradation." Now, if we see the other documents, they will also prove this point.

As far as the increase in the fares in respect of certain classes is concerned, I would like to submit that, really speaking these increases do not help to develop the railways because most of this amount ordinarily goes to the working expenses, namely, the salaries of the employees etc. It is a well-known fact that the Cost of Living Index always follows the rise in the railway fares. Transport charges are also a part of the Cost of Living Index and, therefore, raising the transport charges or fares, really speaking, do not give us the additional advantage of resources for the development of railways.

We must very carefully see the shortfalls and the profits made by different regions. There is a large imbalance in that. If we see the losses made by the Eastern and the North-Eastern regions, we will see that continuously these regions have been making losses. At page 67 of this Explanatory Memorandum on Railway Budget, the shortfalls regarding Eastern Railway are given. There we will see that the surplus or the shortfall for the year is always minus. That means there has been shortfall in all the years since 1980 till the Budget Estimates of 1986-87, and that has been very large also. Similarly, in the case of North-Eastern Railway also, at page 71 of the Explanatory Memorandum we see that the shortfalls are nearly 38.2 per cent. So, in different regions

there are different conditions and we should concentrate on the regions where there are continuously losses so that they are not run at the expense of other regions which are doing well. As the time is very short, I would refer only to two or three matters regarding Bombay city.

As far as Bombay city is concerned, I may say that 50% of the total passenger traffic moves by the Bombay suburban trains. I have got certain figures which show that last year, that is, 1984-85, the Indian Railways carried 333 crores of passengers. That comes to 90 lakhs per every day. Out of this 90 lakhs passengers nearly 45 lakhs passengers travel by Bombay suburban trains. Therefore half of the passenger traffic is from Bombay suburban railways alone. Therefore, I would like to stress that much more attention should be paid in this respect.

In this connection, I wish to point out that additional pair of lines between Andheri and Bandra with a fly-over at Raoli junction has to be provided urgently. This has been asked for number of times. Now what is provided for in the Budget is only one crore of rupees as against the balance cost of sanctioned cost of Rs. 43.72 crores.

The extension of railway line from Mankhurd to Belapur with bridge across Thane creek is also pending for a long time. 10 lakhs are provided in this Budget. I do not grudge it because the Maharashtra Government has undertaken to incur a large amount of this cost. Therefore I would not make that point now.

Now, my last point is this : Double Discharge Platform at VT station is also urgently required to meet the needs of the large crowds in the suburban section.

As far as the Bombay suburban railways are concerned, the EMU rakes have become very much over-aged. This year's budget shows that 50 new coaches are proposed to be added. This is given at page 116 of the Works, Machinery and Rolling Stocks programme. Out of these 50 coaches how many will be allotted to the Bombay city, I don't know. The

rakes are very old and over-aged and they are likely to meet with accidents and therefore these have to be replaced. Urgent action has to be taken to replace these old rakes.

Lastly, there should be a separate zone for the Bombay suburban system. This separate zone should be established immediately. It was considered long ago by the National Transport Policy Committee. It was considered for some time and thereafter no action has been taken. If that proposal is taken into account then the problems of Bombay can be successfully solved. This must be immediately attended to.

With these words I conclude my speech. Thank you.

SHRIMATI KISHORI SINHA (Vaishali) : Madam Chairman, even though there is a cloud of gloom due to the death of 33 people and injuries to many, as a railway train ploughed through a crowd of people watching fireworks from the railway track, I cannot resist congratulating the hon. Railway Minister and his able colleague, Shri Scindia, for all-round developments recorded by the Railways.

The Railways were able to move 230 million tonnes in 1983-84; 236 million tonnes in 1984-85; and during the current year, i.e. 1985-86, we are assured, on the basis of the performance of the past 9 months, that the Railways will not only move 250 million tonnes of freight traffic, but that they would exceed the target set.

The financial position, as judged by Revenue receipts, is also satisfactory, yet the fares of AC 2 tier sleeper, AC chair, cars, First Class and AC First Class have been raised rather steeply. In the context of all-round rise in prices, this increase in passenger fares is bound to hit even the so-called affluent section very hard. In addition, increase in surcharge for the 2nd night by Rs. 5/- even on ordinary 2nd Class sleeper berth will fall heavily on the travelling public, not all of them can afford to pay even Rs. 5/- more. I would plead with the Railway

[Shrimati Kishori Sinha]

Minister to consider reducing the percentage increase of fares and surcharges. With better management and stricter discipline it should not be difficult for the Railways to raise additional revenue.

I would first take the case of ticketless travelling. As many as 4 lakh passengers are caught every month. There has been an increase of 14.20% over those arrested last year. I think, this is the tip of the iceberg. A lot more travel without tickets. I would submit to the Railway Minister that there is a collusion of Railway employees in this game with the result that there is a good deal of leakage of revenue. Apart from rousing the conscience of ticketless travellers, the vigilance machinery should be strengthened to keep a watch on such employees, which will help earning revenue.

There is also leakage in freight earning traffic. Loss due to pilferage entails financial liability on Railways. There is need for improving the machinery to guard against underweight and pilferage. Computerisation will be able to keep track of the wagons, and Railway Protection Force should be motivated to check such malpractices. We can improve our revenue earning in this way also.

I would now take up passenger traffic. It is stated in the budget "it will be difficult for some more time for the Railways to create any substantial additional capacity for movement of passenger traffic." It is perhaps due to shortage of passenger coaches for which the Rail Coach Factory at Kapurthala has been set up. But this factory will go into production by 1988. Till then, there will be no effort to provide additional capacity. So, despite encouraging performance financially, is it not a pity that Railways are unable to overcome the perennial problem of overcrowding? It is likely to get worse. What would be the position? There would be gatecrashing by unreserved passengers into the reserved compartments. This is already happening, more

so during day time. Second class passengers travelling by sleeper coaches are sometimes assuaulted by such unreserved passengers. The passengers holding reservation, quite often lose their luggage apart from being inconvenienced. You have only to watch such trains as Assam Mail, and Neelanchal Express to see thing for yourself.

May second suggestion to the Railway Minister is that he should appoint a study team to go into the question of shortage of passenger coaches in order to suggest measures for optimum utilisation of the existing capacity. The Railways are no doubt making efforts at rationalisation by cutting down idling periods and better time-tabling. But there is still scope for improving the operations. Despite speeding up prestigious trains like Frontier Mail and Kalka Mail, they still take 24 hours to reach their destinations all these 20 years. Why?

I want to lay emphasis on the need for punctuality of trains. It is, indeed, very irritating, apart from causing dislocation of one's work schedule. Trains ran on time when Shri Hanumanthaiah was the Railway Minister. There is no reason why trains should be late at all and that too habitually, particularly the trains coming from Patna, when the Railway Minister is no less a person than Shri Bansi Lal, who is known for his drive and effectiveness.

I am aware of the efforts being made to make trains run on time. I appreciate this; still I feel there is room for improvement. Many a time trains are delayed due to lack of foresight and imagination in those who are in charge of control. The control system needs to be continuously updated. With progressive computerisation it should be possible to keep watch on various trains and regulate their movements so as to avoid delay due to internal operational reasons. While making the rail travel safe, it is also necessary to make the trains run on time. Ours is the second largest Railways in the World, and we should compare its performance with that of the Railways of other countries. Even in

South Korea I found trains run almost on dot of the time set. Why can't we achieve this ?

I am sorry to have to say that in the matter of accidents, record is not satisfactory. There has been reduction in the number of accidents due to collisions, but the number of accidents due to derailments and failure of equipment has increased over the figures of 1982-83 and 1983-84. It has been stated in the booklet containing a review of safety performance of Railways that the raise in the failure of equipment includes permanent way which is due to the tracks being old, needing renewal and replacement.

I am glad that the contribution to Depreciation Reserve Fund is being increased to Rs. 1250 crores in 1986-87. But I am not quite sure, if this would be adequate to carry out the renewal and replacement of tracks, overaged rolling stock signalling equipments for faster and safer running of trains.

I am glad to note that efforts are being made to eliminate the human factor, a major cause of railway accidents by resort to greater mechanisation. The Auxiliary Warning System was demonstrated almost a decade ago. I would like to know the reasons for not having introduced this on a large scale.

A number of accidents have taken place in the Kanpur-Mughalsarai section which is a route interlocked block. There is either tampering with the interlocking or it is not being properly maintained.

May I suggest to the hon. Minister the need to retire the entire fleet of steam locos ? They are fuel inefficient. You can save 9 million tonnes, of coal. The steam engines carry only 17% of traffic but account for near about 50% of expenses. At least, you will need only a few more diesel engines, if they are to be replaced. The steam engines could fetch Rs. 200 crores, if sold as scrap. You can also thus reduce the capital-at-charge and improve your surplus. I think, with the latest technological

development, we can vastly improve the working of the Railways.

Lastly, I wish to draw the attention of the Minister again to the need for connecting Lalganj—Vaishali—Sahabganj—Kesaraia—Suganli by a rail line. I have raised this matter several times. I would appeal to the Railway Minister to order a survey of this area to be able to decide about its importance and utility.

With these remarks, I welcome the Budget.

DR. PHULRENU GUHA (Contai) : Madam Chairman, I would like first of all to compliment the hon. Railway Minister for presenting such a good railway budget. He deserves compliment for the concession given to the youth. In the Budget, there is no enhancement in freight rate and there is no increase in the Second Class passenger fare. I welcome this move.

Our Railway is the 4th largest in the world and the largest in Asia. But the concept of mono rail or trains running at a very high speed is still a dream. The Railway Reforms Committee has made several recommendations. They are lying in cold storage. The Government should examine & see how best these recommendations could be implemented. Nothing specific has been done to provide necessary amenities to the passengers. Cleanliness in platforms particularly in small railway stations was not being looked into. Punctuality in most of the trains had been forgotten. As you know, track renewals prevent accidents. There are so many accidents even very recently also. Adequate provision should, therefore, be made for track renewal. I may mention here that I was a victim of the recent accident which occurred near Liluwa in West Bengal. I am still suffering from the pain.

Railway facility should be provided in backward areas also. Economic viability should not be the only criterion for laying new Railway lines. I am facing a great problem in my constituency, Contai. Digh-Contai railway line has not found

[Dr. Phulrenu Guha]

any place in the Railway Budget this year. We were told that it was not viable. If the calculation is made from Howrah to Digha, there will be no question of non-viability. It all depends on how it is calculated. Apart from travel of people, they have to carry their products, specially rice, cashew nuts and salt. I would like to point out that there is no sea-shore in West Bengal, not even in the Eastern side of India except Digha. Common people are fond of going to sea-shore but the common people are deprived of the privilege to enjoy sea-shore. Don't they have the right to enjoy the nature? People have to travel with commodities and children only by bus because there is no other transport in that area.

There have been three inaugurations during 1984-85 regarding Contai-Digha railway line. The first one took place for starting the construction of railway line. The second inauguration was on the occasion of the opening of the Office of the construction of railway line at Contai. The third inauguration was for the platform construction in Digha. Suddenly in January, 1985 the Office at Contai was closed. An announcement was made that the Contai-Digha line would not be laid. How is it possible that the promise of one Minister is not honoured by another Minister of the Government? I would request the Railway Minister to take up the project and after finishing all formalities, start the work in 1986-87.

Locomotives, coaches, bridges, and signalling equipment need overhaul and replacement. It is really necessary to check and examine the overaged tracks and overaged rolling-stock and also to supply equipment so that accidents can be minimised. We must remember that railway is the only traffic communication available for the common man from Kashmir to Kanyakumari on the one hand and Kanyakumari to Bargolia in Assam.

PROF. SAIFUDDIN SOZ (Baramulla): Do you think that there will be railway line in Kashmir?

DR. PHULRENU GUHA: That is why I said.

Wherever there are big railway establishments, one major revenue source of the railway comes from advertisement and display of various kinds of business organisations within the railway compound, railway stations or places where commercial publicity is gaining tremendous momentum. There is wider scope for mobilising resources within the railway station compound. In big stations, very good amount of revenue can come through such advertisement.

MR. CHAIRMAN: Please conclude.

DR. PHULRENU GUHA: One or two minutes more.

If ticketless travel could be stopped, it will help revenue. The over-crowding in trains has become a problem. The additional fleet has not kept pace with the growing needs of the traffic. Most of the railway crossings had been constructed some 50-60 years ago. In the meantime, development of villages is taking place and at many places, important roads have been constructed to link them up.

A survey should be undertaken and railway crossings should be provided wherever they are found necessary.

General cleanliness is wholly absent in passenger trains and at small stations. The condition of the toilets is very bad. It is difficult to use dirty toilets. It is also very difficult to use unhygienic railway compartment and waiting rooms particularly at small railway stations. I am not talking of Rajdhani. Rajdhani is giving very good food. But in most of the trains, the food is not very good. It is very difficult to swallow. I would request the hon. Minister earnestly to look into the Catering Department.

Let us see the position of the suburban trains. If we look into the condition of the suburban trains, fans, lights, seats and other fixtures are found either missing or damaged. I have seen people travell-

ing standing upon bags full of rice. The passengers have to stand with or upon the goods. Daily quarrels and daily irritation and fights take place because of this. There are a large number of casual labour who have remained as casual labour for many, many years. Many of them have to retire either from the service or from this world—that is that they die—as casual labour. The result is that their families suffer. I request the Minister to look into these problems very sympathetically and do something for these poor people.

Again there are hundreds of workers as railway volunteers. Please regularise them also.

With these few suggestions and particularly about the railway line in Contai-Digha, I request the hon. Minister to do something about it and I support the Railway Budget.

[*Translation*]

SHRI KAMLA PRASAD SINGH (Jaunpur): Madam Chairman, I heartily welcome the Railway Budget. The hon. Minister has presented a very good Budget. It will definitely benefit the people. Every section of the society will benefit from it. It is a very good Budget and it should be welcomed by everyone.

Madam, the achievements of the Railways are many. These are so many that if I start counting them it will take a lot of time. For instance, take the punctuality of the trains. Everywhere the trains are reaching on time. In the Indian Railways the passenger and the goods traffic are being shown equal importance. There are many such achievements. Many steps have been taken to make booking and reservation convenient so that even in case of shortage the reservation may be, as far as possible, made available. Efforts to remove all difficulties are being made in this regard.

Madam, through you I want to draw the attention of the hon. Minister towards some problems of my area. I want to draw the attention of the hon. Minister to the backward East Uttar Pradesh.

Recently, the hon. Minister of State Shri Scindia on his way to Varanasi had stopped at one of our station, Zafrabad. I was not fortunate enough to reach there otherwise I would have enumerated the problems there itself. Although the Budget presented is definitely a very good one yet no funds seem to have been allocated for East U. P. therein. Many M.P.s. representing many districts of Uttar Pradesh are sitting here but excepting one train we do not have any direct train to go there. There is only one Ganga-Yamuna Express about which many Members of Parliament make a mention. Whether the Member is from Azamgarh, Faizabad, Ghazipur or Jaunpur, he will refer to only Ganga-Yamuna Express. That train leaves Delhi at 9.50 and reaches Varanasi at 4 o'clock. Madam, I want that at least one train should leave Delhi in the evening to reach Varanasi and Jaunpur in the morning. Similarly, there should be a train which may start from there in the evening and reach Delhi in the morning. But it is not being done. I request that this arrangement should be made.

In the Ganga-Yamuna Express starting from Delhi there is one second class ACC bogie which is disconnected at Lucknow & when the train returns from Varanasi, that coach is connected at Lucknow and comes to Delhi. Madam, the hon. Minister of State had recently directed that the bogie should remain connected upto Varanasi but so far the direction has not been carried out. I, therefore, request that the bogie should definitely go upto Varanasi so that in summer there is some relief to the passengers. In the absence of this arrangement the people of Varanasi region are feeling neglected. I, therefore, request that the bogie should remain connected upto Varanasi.

14.00 hrs.

Sir, I may tell you that about 35 lakh people from North India live in Bombay and when during summer they return to their hometown, they are packed like sardines in the trains coming from Bombay. I want that at least one new train from Jaunpur to Bombay should be started which will benefit the people of Ghazipur,

Shri Kamla Prasad Singh]

Azamgarh, Pratapgarh, Faizabad and Jaunpur and it will make travelling convenient for them.

In addition, almost all the platforms in Jaunpur district are single platforms and because of this when the trains come on both the sides of the platforms the passengers face difficulties & many a time there is the possibility of accidents also. I want that on those station, where two platforms are not available and there is only one platform, immediate provision should be made for constructing double platforms.

Sir, there is a station 'Bhandari' in Jaunpur where the trains pass through a tunnel and there is always darkness in that area. Goondas and anti-social elements take advantage of this and steal the baggage of the passengers. Sanction for construction of an overbridge there was given some time back but to date no work has started on that. I would like that an overbridge should be constructed on that immediately.

One more submission I want to make that if an inter-city train between Varanasi and Lucknow *via* Sultanpur and Jaunpur is started, the people of the area will be much benefited. That train should start at 5:30 in the morning from Varanasi and reach Lucknow at 10:30 *via* Sultanpur and Jaunpur and it should have only three stoppages, namely, Jaunpur city, Sultanpur and Lucknow. This will result in a big facility to the people of the area.

Secondly, there is no godown at Jaunpur city railway station and all the goods remain lying in open. Complaints regarding theft of goods are often received from there. I want that a godown should be constructed there soon.

Apart from this, no lavatories have been provided at many railway stations in Jaunpur district and there is no proper arrangement for scavenging there. Even drinking water is not available at many railway stations. Since the summer has set in and the people will be craving for drinking water, I want that arrangement

for drinking water should be made at all the railway stations right now. Lavatories should be provided at the railway stations where these conveniences are not available at present and proper arrangement to keep them clean should be made.

There is a provision for opening a dispensary for every one thousand population in the country. I want that on the same lines, each express train should have a mobile dispensary, so that in the event of an accident or a passenger being seriously injured, medical assistance could be provided. I want that the hon. Railway Minister should pay attention to it also.

Another submission which I want to make is that a negligible quota of reservation is available at Jaunpur in the trains such as Ganga-Jamuna, Doon Express, Sealdah Express, etc which pass through Jaunpur. This quota is not more than 2 or 4 berths in any of these trains. Due to this, the people of Jaunpur have to face a lot of difficulties. I want that reservation quota from Jaunpur should be increased in all the trains.

Sir, through you, I invite the hon. Minister to visit eastern part of our state so that he could see for himself the position regarding operation of trains and other facilities and assess the factual position. The railway services are in a mess and there is not a single train in that area which could carry the passengers speedily to their destination. Only passenger or local trains run in that backward area.

I want that express trains should be run there. The hon. Minister may accompany me on a specified day and see the sufferings of the people. That area is very backward. You can judge its backwardness from the fact that a committee was set up in 1962 for this area in order to assess the extent of poverty and backwardness of the region. I had also pointed out in the House at that time that that area was so backward that the people did not have even the means of livelihood. You must provide railway facilities in that area. During the course of my brief speech, none of the points raised by me is such as puts a heavy burden on the rail-

ways. Therefore, you are requested kindly to provide relief to the people of that area by accepting our demands. With these words, I welcome the Budget presented by the hon. Railway Minister. The Budget is essentially aimed at public welfare and it will benefit the people all over the country.

SHRI ASLAM SHER KHAN (Betul) : Madam, I rise to support the Railway Budget. The hon. Minister has presented a very good Budget which has provided a number of facilities, especially for the poor.

THE MINISTER OF STATE IN THE DEPARTMENT OF RAILWAYS (SHRI MADHAVRAO SCINDIA) : The hon. Member had been a very good hockey player in the Olympics and he played as a full back. Today also, he is speaking while sitting on the back benches, he is not coming forward.

[English]

MR. CHAIRMAN : I will request him to come nearer and speak. The hon. Member will please come nearer and speak.

SHRI MADHAVRAO SCINDIA : Can I ask him to repeat whatever he has said ?

[Translation]

SHRI ASLAM SHER KHAN : Madam, I was saying that the hon. Minister has presented a very good budget. This will provide a big relief especially to the poor. Many people had apprehensions that the railway fares would go up, but he has done a good job in not raising the fares.

I represent Betul constituency of Madhya Pradesh and I want to raise here some problems of that areas. I request the hon. Minister to solve their problems. My constituency is also predominantly adivasi inhabited. They do not demand construction of a new railway line or introduction of a new train to solve their problems. Their problem is that the trains which pass through that area do not stop there any longer. Stoppage of these trains should be re-introduced there.

The first train is 116 Down and 115 Up Gorakhpur-Bombay Mail for which orders have been issued that it will not stop at Betul w.i.e.f. 1.4.86. I want to submit to the hon. Minister that this train was very much in demand among the local people, because it provided many facilities to the people, especially, for going to Khandwa, Indore and Bhopal. The people of the area had forcefully put forward their demand for giving a stoppage to this train at Betul and at the instance of our leader Shrimati Indira Gandhi, this demand was accepted and the train started stopping there. In the event of doing away with the stoppage of this train, the people of that would experience great inconvenience. I request you that this train may be allowed to run as hitherto and its stoppage at Betul should not be withdrawn.

My second demand is that 137,138 Chhatisgarh Express used to stop at Multai, but now its stoppage has been cancelled. There is a big orange *mandi* in Multai area. This train was very beneficial to the businessmen of that area for going to Bhopal and Nagpur. The people of that area will be very happy if you restore the stoppage of this train at Multai. I would request the hon. Minister to take initiative in this respect. He also comes from Madhya Pradesh and the people of Madhya Pradesh have naturally high hopes from our Minister of state for Railways. From the point of view of the railways, Madhya Pradesh is a very backward state. I want that the hon. Minister should pay special attention to this backward area and lay more and more new railway lines. As you have said, a wagon coach repair factory is to be set up at Bhopal; it should be set up early and a Divisional office should also be set up in Bhopal.

Sarni Patakhara is a very large area where a number of mines are located. It will be better if a stoppage is given to G.T. Express there. The population of that area is 70 thousand and all of them are industrialists. The proposed stoppage will benefit every one.

With these few words, I once again welcome the Budget. Let me tell the hon,

[Shri Aslam Sher Khan]

Minister that ever since he took over, the hopes of the sportsmen in the Railways have risen and they have received a large number of promotions. For this, I thank the hon. Minister.

SHRI KAILASH YADAV (Jalesar): Sir, I am thankful to you for giving me an opportunity to speak on the Railway Budget. I come from a constituency which comprises three districts and it is a very backward area. Railway facilities in that area are totally inadequate.

First of all, I would like to congratulate the hon. Minister for presenting a very good Budget in the Parliament. The Budget provides a big relief to the common man. The Railways have played a very important role in the development of the country during their glorious history running into 133 years. Today, the economy of the country depends on the Railways. Therefore, I want that enough funds should be spent on the railways and that no miserliness be shown on this account.

Sir, my constituency is Jalesar which is served by Tundla-Barhan and Etah line, constructed in 1958. This line has been incurring loss during the last few years and the railway officials want to close it. This is due to the inefficiency of the railway authorities. This will cause great hardship to the local people. Instead of closing it, this should be hauled by a diesel engine. As of now, two bogies are attached to an engine and as a result of it, the train starts late by 4 to 5 hours. Consequently, nobody wants to go by this train. In this connection, I had also written a letter to the hon. Railway Minister requesting 5 to 6 improvements in it. First, the number of bogies should be increased and an engine in good condition should be attached to it. Boulders should be laid on the railway track and it should be provided with signalling system and security arrangements. If this line is linked with Kasganj which is only 29 kms. away, it can have access to the broad gauge line and will become viable.

Etah had been a sufferer on account of this railway line because the petro-

chemical complex went to Hathras. Some experts had gone to survey the railway line but did not favour it. As a result, our rural areas are suffering heavy loss.

The government should emphasize better utilisation of Etah-Barhan-Tundla railway line. There is no railway line so far in Sadabad Assembly Constituency. Mathura, Sadabad and Jalesar should be linked by a railway line and it will not be more than 55-60 kilometres. The condition of Tundla railway station is very bad and the passengers have to face great hardships.

Sir, Tundla junction lies on the Mail route but there are no arrangements for reservation in good trains. There is a quota of two or three berths in the second class of two trains viz., Janata Express and Upper India. There is no provision for reservation in other trains that pass through this junction, despite the fact that Tundla junction caters to the needs of three districts. I request the hon. Minister to make provision for reservation of at least two or three berths in every train that passes through this junction. Besides, there is need for a platform at the station and shifting of booking and reservation counters outside the station.

In the end, I would also request you to stop the Assam Mail, Jayanti Janata and Magadh express for one minute each at Barhan and Manikpur stations. Besides, arrangement should be made to stop "Marudhar Express" at Marara, which lies on narrow gauge line, for one minute.

With these words, I thank you once again for giving me an opportunity to speak on this excellent budget.

14.15 hrs.

(MR. DEPUTY SPEAKER *in the chair*)

[English]

SHRI G. L. DOGRA (Udhampur) : Mr. Deputy Speaker, Sir, I am very grateful to you for permitting me to speak. I want to congratulate both the Railway Ministers for the way they have found out the new resources. They have not burdened the common man and they have not even put pressure on anything which is being

used by the people at large. The freight rates have not been changed. It is only the higher classes which have been asked to pay more for travelling very comfortably. It is probably on the long routes where the second class passengers have to pay a little more but keeping in view the distance they have to cover and the amenities being provided to them, I think, no rationally thinking person will object to it.

I would like to draw the attention of both the Ministers to one important thing. The railways are building a line from Jammu to Udhampur. This line was started under the orders of late Prime Minister, Smt. Indira Gandhi. This line was not only for the benefit of the people living there but it has many political and military advantages. The line has gone from Pathankot to Jammu but Jammu was well connected by railway even earlier before partition. I would like to say that if we are very anxious to save foreign exchange on petroleum products and other components of the motor vehicles then this is the railway line which will help us achieve this end. I think if the Planning Commission were serious about it then they could not omit it. I apprehend they are working under certain pressures whereas the planning Commission should be above it. From the defence point of view this line is very vital. From the economic point of view this line is very important. Further it opens up an area which is almost cut off and remote. So many millions of visitors go to Kashmir, Poonch and Vaishno Devi. So, how can they ignore it! What type of planning are they making? I question the very wisdom of those who are dealing with this subject because the common man cannot understand it. We must not forget that we are running this Government on behalf of the common man and if the common man is not able to understand something we have to explain to him properly. I know it is not the Railways which are miserly so far as this railway line is concerned. The Planning Commission has not provided sufficient funds to the Ministry. It was started many years ago and at this rate it will take many more years to complete and I think the present generation will not see the trains there. Only the youngsters will see it and this is

the sort of planning that we are doing. This is our thinking so far as vital projects like this are concerned. I wonder how we are going to progress. So, I would again press this, through you, Sir, and through the Railway Minister, I would like to impress upon the Planning Commission to reconsider the whole thing. The provision of Rs. 1.5 crores made for this project is totally insufficient. They should consider allocation of more funds. Sir, very recently prices of certain essential commodities have been hiked and with the raising of these administered prices, the provision of Rs. 1.5 crores for this project would in real terms become Rs. 1.25 crores. They should think of completing this work very expeditiously. Once the project is completed, it will go on giving returns on a massive scale. Moreover the Government of India and the Planning Commission should work out how much resources they could raise if the project was completed in time. How much paying the Jammu-Pathankot line is? You have got the computer system and if you feed the figures into the computer correctly and properly. You will get the correct answer and there will be no mistake.

Sir, there is a longstanding demand for out-agency in Udhampur. Udhampur, is the headquarters in the Northern Command. It has grown into a very big city. A lot of booking is needed there. It has become a very important place. I have also received from the hon. Minister a letter saying that something is being done there. But nothing has been done so far. So, I would request the hon. Minister kindly to look into this. If facilities are provided, people could get their goods booked to and from Udhampur. Your staff is there. You can do the booking. You can do the reservation. The goods will have to be moved by trucks upto Jammu which probably Railways may not like to do. The other alternative is to have a normal out agency as you have in many other places in the country and your agent will do the needful. In this context, I may submit to the House that since the hon. Minister, Shri Bansilal and the hon. Minister of State in the Department of Railways, Shri Madhavrao Scindia, took charge of the Railways the importance of Railways has not been shifted to their own

[Shri G.L. Dogra]

constituencies, whereas previously who-soever was made incharge of the Railways, their constituencies became very important so far as railway network was concerned.

Sir, another point is that the railway line between Jullundur and Jammu should be doubled. There is a lot of congestion in this line and they should immediately think of taking up this project.

SHRI BALWANT SINGH RAM-OOWALIA (Sangrur) : I fully support the hon. Member's suggestion for doubling the railway lines between Jullundur and Jammu.

SHRI G. L. DOGRA : So, Sir, the Government should consider doubling this line. Now, Sir, about the food that is served in the trains, I may submit that we have made some arrangements where ITDC is supplying the food. They supply good food. But they can supply food only at a few places. At other places, the food is supplied by the contractors. The food supplied by them is awful and obnoxious. They are the caterers who are working in the Railways. The grains and other cooking materials are supplied by the Railways to those caterers. The wholesale proceeds and the profit are taken away by the Railways and a small commission is given to the caterers. The Cooperatives of caterers give good and wholesome food and the railways also make profit. The departmental arrangements for supplying the food are running at loss. It is the caterers cooperatives, which serve well the passengers and railway Coffers, but for obvious reasons they are hounded out by the railway officers.

Now, Sir, as far as railway coolies are concerned, my suggestion is that these coolies should be the local people so that the unemployed may be able to get their living at their own place. In Jammu and Kashmir at least, the coolies should be appointed from the same area. This will avoid the heart-burning and frustration.

Now, so far as Udhampur line is concerned, this is a very important railway line. It was started by late Shrimati Indira Gandhi, keeping in view various important factors. If she were alive, this line would have been completed by now

and the service would have been extended upto Batote on one side and on the other side right upto Katra-Vaishno Devi and Rajouri and Poonch. I do not know who is taking these decisions now, but who-soever is doing so, is taking *an hoc* decisions. We are sorry that she is no more with us and the other people do not understand the geographical and other importance of the area. I would request both the Ministers to look to this side.

There is another problem. The Frontier Mail which comes from Bombay used to be divided into two portions, one portion used to go to Jammu, called the Jammu Mail and the other portion used to go to Amritsar, called the Frontier mail. The division was done at Delhi. The people who go to Kashmir, to Vaishnodevi, could make their reservations from Bombay right upto to Jammu and vice versa. Our area is not industrially developed. Many labourers in Bombay are from my constituency or from the constituency of Shri Janak Raj. They cannot make their booking in Jammu for Bombay. Their booking is upto Delhi only and again they have to make arrangements from Delhi for Bombay. In the earlier arrangement, a bit of shunting was involved at Delhi. It came to the mind of some officer that there should not be that much shunting at Delhi, they started a fresh train from Delhi to Jammu and the people are suffering. Let the people go to dogs, that is what the railway officers thought. This must be looked into.

Then about the Jhelum Express. I have been requesting for a halt of this train at Hiranagar, a station on the road side on Jammu-Pathankot road, but it has not been agreed to. It is very unfortunate that while the officers can create a new halt, wherever they want, whatever we say that is not agreed to. Why should they make it a point not to accept whatever we say? What type of democracy is this? The bureaucracy is so callous; I have not seen that any where else. When we make any request, it is made for the convenience of the people. People have to travel for miles to get the train, but they do not want to allow a stop there. This is something which I cannot understand. I request the Railway Minister to kindly see that a halt

is provided at Hiranagar for the Jhelum Express. This is the only station on the road side and people from all the adjoining areas can catch this train. Other stations are miles and miles away.

With these words, I conclude and thank you, Sir, for giving me the time to speak.

SHRI GEORGE JOSEPH MUNDACKAL (Muvattupuzha) : Mr Deputy-Speaker, Sir, at the outset I would mention that in the matter of development of Railways, Kerala State is completely neglected. We have got only 810 kms. of railway line in Kerala. According to the population basis we have to get 2400 kms. of railway line based on the all-India average. That means, we have got only one-third of what is due to us. I request the Minister to give more consideration and show more sympathy to the people of Kerala.

Kerala is the most thickly populated State of our country. But according to the Railways, there is not enough potential for railways. One of my friends come from the Kerala State and wanted me to get a railway ticket for the month of May, because he was not able to get that. This shows that there is so much of demand for railway bookings to Kerala.

The increase of fares has also affected people very much. There are many people from my State who are working in the north. They have to pay very heavily whenever they have to undertake this long journey. I request the Railway Minister to reduce the fare to some extent on the long journeys undertaken by people.

Then, no electrification of railway lines has been done in Kerala. Not even an inch of any railway line has been electrified. As I said, there is a lot of traffic potential there. People travel while hanging outside the trains.

You are sending condemand compartments to Kerala. The rains are very heavy in Kerala and we have to sit in the compartments with open umbrellas. So I would say that the Railway Department is neglecting Kerala. I request the hon. Minister

to show more consideration to Kerala. Especially, the Bombay and Delhi lines are always congested and people are waiting for months to reserve their seats. I request you to run one additional train each to Bombay and Delhi to give the travellers at least some relief.

In the Transport Ministry also the Cochin-Madurai highway is not taken up much seriously this year. Last year, they have allotted some funds. The survey of the Cochin-Madurai line is already over. 34 Members of Parliament from South India have signed a petition for the construction of a new railway line between Madurai and Cochin. If South Tamilnadu wants to send some goods to Europe, they have to go to the East Coast. They have to go round Ceylon and to reach the Suez Canal, the ship has to travel thousands of kilometres more. Because of this we are losing a lot in terms of energy and time as also money. If the Cochin-Madurai railway line is completed, goods can be taken to the Suez Canal straightway from Cochin Harbour and we can save a lot of energy, time and money.

Idukki district in Kerala is earning a lot of foreign exchange. We are selling our cardamom, tea, pepper and coffee and we earn the maximum amount of foreign exchange for our country. But the Department of Railways is not considering Idukki district at all. A lot of Harijans and hill-tribes are living in this district. So, at least for their welfare, I request the Railway Department to provide some more funds. It will help the high ranges of Kerala to improve. I request once more to allot more funds.

For the Alleppey-Cochin railway line, Rs. 3 crores have been allotted. In this way, it will take at least 10 to 15 years to complete the coastal line of Kerala. Even if the Mysore Talicheri line and the Guruvayoor-Kuttipuram line are also completed, we will still not come to the all-India level. So I want that at least justice should be done to Kerala. I do not want any favours, but please do justice.

The Minister in charge of electrification in Kerala is already prepared to give concessional rates to the Railway Department for electrifying the railway line. But

[Shri George Joseph Mundackal]

the Railways are not cooperating. So I request you to electrify the Kerala lines and also to double the railway lines so that the traffic becomes smooth and easy for people to travel.

I request you to allot more funds for railways in Kerala and also to take up immediately the Cochin-Madurai railway line. I request you to allot more funds for this line. This year also more than 30 Members of Parliament have submitted a joint petition to the Railway Minister and to the Prime Minister to take up this matter. So kindly do justice to Kerala.

[*Translation*]

SHRI YOGESHWAR PRASAD YOGESH (Chatra) : Mr. Deputy Speaker, Sir, I thank you, because I have at least got an opportunity to speak.

The Railway Budget has a distinct identity of its own. This is proved by the very fact that the General Budget includes everything except the Railways. The Transport Minister, Shri Bansilal is known for his competence and he is the man who deserves credit for the achievements of the Haryana State. So far as efficiency is concerned, there is no doubt that both the Transport Minister and the Minister of State for Railways, Shri Madhavrao Scindia are dynamic and efficient. I congratulate them for this.

AN. HON. MEMBER : You will not get more by eulogising them.

SHRI YOGESHWAR PRASAD YOGESH : You have already surrendered your hopes but I have not ; I am sure of getting more. That is why I say that Shri Scindia is a dynamic man.

The 1986-87 Railway Budget is a commendable Budget and 1985-86 can be treated as a year of achievements for the Railways. The target for goods traffic was fixed at 14 million metric tonnes in the 1985-86 Budget as compared to 1984-85 and the Railways not only met this target in the first nine months but also increased

it to 16 million tonnes in the year. There has been a significant increase of about 14 per cent.

Mr. Deputy Speaker, Sir, in the current financial year also, Railways exceeded its target of 250 million metric tonnes goods traffic. Therefore, this year can also be treated as a year of achievements. I congratulate the hon. Railway Minister for this. It was because of their towering personality that such big targets were achieved easily. Therefore, now the target should be fixed at 20 per cent. I would like to submit that in the interest of country's economic development more allocation should be made in the Railway Budget.

Mr. Deputy Speaker, Sir, I would like to draw the attention of the House as also the hon. Railway Minister to the remark made by Shri Mool Chand Daga during the last session that as there are innumerable cases of chain pulling in Uttar Pradesh and Bihar, the only course left was to stop all development work there and shift it to Rajasthan. But I would like to submit that if there is frequent chain pulling in trains it does not mean that there is no way to check it. Stopping all development work in these States would do great injustice to them.

[*English*]

SHRI BALKAVI BAI RAGI (Mandsaur) : He was not asking for chain pulling, but leg pulling.

SHRI YOGESHWAR PRASAD YOGESH : That was my remark also.

[*Translation*]

Thank you for this but kindly do not waste my time.

Mr. Deputy Speaker, Sir, Patna is the Capital of Bihar and Gaya is an equally important city. Gaya is a city of national importance because foreigners from far and wide come to this city and it is just 50 kms. away from Patna. Only single railway line connects this city to the capital. There has been a long standing

demand for a double line but it is still pending. We were expecting that our dynamic Railways Minister would make some provision in this Budget in this regard, but it has not been made. It takes 3 to 4 hours to travel a distance of 50 kms. But though the distance between Calcutta and Burdwan is only 65 Kms., there are a good number of trains there. Similar facilities should be provided here also. I also want to point out to the dilapidated condition of the road between Patna and Gaya. Its condition is similar to a handicapped person. Even in the "year of the handicapped" nothing has been done to repair them. If the hon. Minister can get it repaired immediately it will be a proof of his dynamism.

Mr. Deputy Speaker, Sir, I would like to submit that there is need to make the Railways more efficient. Hazaribagh in Chota Nagpur Area is a living example of the Department's inefficiency. The Government receives maximum revenue from this area but it is still nowhere on the country's railway map. In spite of the assurances given by the previous Railway Ministers many decades back in this connection, not even passing mention was made to it in any of the Railway Budgets. This has created an unfortunate situation and in spite of all efforts the goods are not being delivered. There is enormous regional imbalance in Chota Nagpur area and this has caused resentment among the people. For example, there is no railway line within a radius of 60 miles from Hazaribagh and even today 40 per cent of the people in the area have never seen a train. I, therefore, request the hon. Railway Minister to bring this important place on the Indian railway map urgently as has been promised time and again.

Mr. Deputy Speaker, Sir, I would like to draw the attention of the hon. Railway Minister to another point. The Ranchi Superfast Express runs between Patna and Ranchi. Dhanbad which is the biggest coking coal producing city in the country is a few miles away from there. If two more bogies are added to this train at Gomo, it would be of great convenience to the passengers travelling to the coal city, Dhanbad. Addition of two more bogies to Ranchi Superfast Express would add to

the convenience of the passengers. In this connection, I had written one or two letters to the Ministers. The railway line near Paharpur railway station is not properly laid. It is on the main line and there have been many accidents because fast trains pass through the station. The hon. Minister was requested to raise the level of platform at the station, but it has not been completed so far. I am sure that attention will be paid in this direction.

I congratulate the hon. Railway Minister for a sharp decline in the accident rate. I can appreciate his limitations, and the way he is efficiently running the Railway Department is commendable. Despite all this, we shall have to formulate our schemes and programmes in consonance with the rate at which population is increasing in the country-which at present is about two crore people every year. We are adding an Australia to our country every year.

I am happy that RITES and IRCON which are under the administrative control of the Railway Ministry have earned profits and sizable foreign exchange. I would like to suggest that the Railways should take more effective steps in this direction to mobilise resources.

The estimated target for goods traffic during 1986-87 is expected to be 294 million tonnes and I express my good wishes and hope that the Railways would be able to break all previous records in this regard and achieve the target.

SHRI MANVENDRA SINGH (Mathura) : Mr. Deputy Speaker, Sir, I would like wholeheartedly to support the Railway Budget presented in the House. At a time when the people were concerned with the rising prices and were apprehensive of increase in the railway fares, they & particularly the opposition were surprised with the kind of Budget presented by the hon. Minister. The main thing is that the people have welcomed it.

The achievements of the Railway Department as outlined in the Railway Budget are praiseworthy. I would like to describe some of them to you. In the Budget, facilities have been provided to

[Shri Manvendra Singh]

the poor passengers and students. There has been no increase in the M. S. T. fares for commuters. The Railway Minister deserves congratulations for this. So far as the fares of other classes, such as first class or air-conditioned class or super-fast trains are concerned, the increase made in them is negligible.

Mention has been made in the Budget in regard to the conversion of lines into broad gauge lines, electrification of tracks and effecting improvement in them. I would like to express my thanks for it but I would like to give some suggestions in this regard. I had placed these suggestions before the Railway consultative committee also, I had suggested that in keeping with the programme of the hon. Prime Minister, the Railway department should launch a campaign for plantation of trees on either side of the railway track. In reply thereto I was intimated that lakhs of trees have been planted on both sides of the railway track. But the number of trees that have been planted is insignificant.

It has been seen that people urinate and ease themselves in the open on either side of the track and when the trains stop at the station the stink is unbearable. It is a very wrong practice. The Railway Administration should take strict action to curb it.

It is very necessary to streamline the movement of passenger trains and goods trains running on narrow gauge lines. There are a number of narrow gauge lines in Rajasthan as well as in Uttar Pradesh. The conditions of trains running on these lines is appalling. The condition of bogies of passenger trains is very bad, seats are torn, the maintenance of toilet and railway stations is not proper. The work on the renewal of track should be expedited so as to avoid accidents.

Schemes for electrification of a number of railway lines should be expedited so that the problem of coal and diesel could be solved and the capacity of passenger trains as well as the goods trains could be increased. By electrification of the railway track,

the Railway Department and the Government will get more revenues. This work should, therefore, be expedited.

The condition of passenger trains whether they run on broad gauge lines or on narrow gauge lines is extremely unsatisfactory. Even in first class compartments, we find that there is no proper arrangement of lights. The toilets are in bad condition. While drawing your attention in this respect I would like to say that these things should be rectified.

The incidence of theft and pilferage of railway properties is very high which causes great loss to the passengers as well as the Railways. I would request that strict action should be taken to check such incidents.

I would also like to submit in regard to the reservation. I had suggested in the Consultative Committee that reservation quota of seats should be fixed on the basis of population of a particular place. The reservation quota for small stations was fixed ten years back but now the population has increased and is causing hardships in regard to the reservation. I would, therefore, request that the reservation quota should be increased on the basis of the population.

The hon. Minister had said that strong steps are being taken to curb ticketless travelling which is causing loss of revenues. I would like to say that more stringent steps should be taken in this regard so as to minimise ticketless travelling and loss of revenue to the Railways.

The hon. Minister has referred to the poor state of health facilities in his Budget speech. I would also request that special attention should be paid to the health services.

Sir, I have been elected from Mathura which is the birth place of Lord Krishna. I had submitted earlier also that lakhs of pilgrims from all over India and foreign countries visit Mathura. But, Sir, there is only one train from Mathura i.e. Toofan Mail for Calcutta. A survey in this regard should be conducted and the reservation

quota for Mathura should be increased. Besides, Vrindavan is also an important place of pilgrimage and a reservation booth should be opened there and reservation quota should be fixed for Vrindavan also.

Since the High Court is situated in Allahabad, a number of people have to go there from Mathura. But there is no train service to reach there. I would, therefore, request the hon. Minister that a few bogies should be attached with the Ganga-Jamuna Express or the Lucknow Express for the convenience of passengers from Mathura who want to go to Allahabad.

Mr. Deputy Speaker, Sir, the survey of the railway line from Mathura to Alwar was undertaken and the former Railway Minister Shri Ghani Khan Chaudhury had also laid its foundation stone but that work has not been completed. Therefore, I would like to press my demand that provision for this work may be made in the current Budget so that the work is completed as early as possible.

I would like to suggest, that the metre gauge line from Mathura to Vrindavan should be extended upto Agra or Hathras so that other passengers may take advantage of it.

In the end, I would like to submit that Mathura being the birth place of Lord Krishna, the religious sentiments of the people should be respected and my suggestions be given due consideration. With these words, I support the Railway Budget.

SHRI BALWANT SINGH RAMOO-WALIA (Sangrur) : Mr. Deputy Speaker, Sir, I would like to express my thanks to you for giving me time to speak. I shall not take much time. Probably you will not have to ring the bell a second time.

In the present world, Railways have become an indispensable part of our fast life. It is, therefore, necessary to give such suggestions as may encourage the people to travel by rail as a matter of pleasure and not when it is a must.

SHRI AJAY MUSHRAN (Jabalpur) : Kindly repeat it.

SHRI BALWANT SINGH RAMOO-WALIA : Colonel Sahib, I have a very short time at my disposal.

I would like to say to the hon. Minister that on the one hand the life is becoming fast and on the other hand the waiting time at the level crossings is increasing. This waiting time should be curtailed. At present the people have to wait for as much as 40 minutes at the level crossings. There may be an up train and then a down train. It takes time. This system should be streamlined.

In Punjab, a number of accidents are taking place at the unmanned level crossings due to the increase in the number of tractors and trolleys. The number of unmanned level crossings is quite large. In Punjab, almost every place is linked with the links roads and as such some steps should be taken in this direction.

The revenue earned due to 10 per cent hike in the railway fares last year should have resulted in improvement in the railway services, but that improvement is nowhere to be seen.

[English]

MR. DEPUTY SPEAKER : Then you want new lines.

SHRI BALWANT SINGH RAMOO-WALIA : Of course, this is a new line.

[Translation]

I would like that the quality of food should be improved. The food served in the trains, I would not say, is of low quality but it is not of good quality. Facility is, of course, there but if a common passenger happens to eat food in the Central Hall here he would complain to us that we eat such good quality food and provide them this stuff in the trains. This will create resentment.

We should manufacture electric engines in our own country. A lot of money has to be sent out of the country for this.

[Shri Balwant Singh Ramoowalia]

It should be checked. In the Kapurthala Coach Factory and component factory at Patiala, local people are getting lesser jobs. I request that something should be done in this regard.

There is a train from Ludhiana to Howrah. A large number of passengers travel from Ferozpur to Howrah. Some arrangements should be made for them also.

I had met the hon. Railway Minister in regard to Ferozpur-Delhi line. I and my colleagues had requested that at some stations arrangements for stoppages of trains should be made. It is very kind of him that he replied to the letter but the situation is still the same. We have received the letter intimating about our meeting but the needful is still to be done.

You have allocated Rs. 10 crores for the Nangal-Talwara railway track. We welcome it but that should be increased further. In this Budget much attention has not been paid to Punjab, whereas the Railways earn a lot of revenue on account of transportation of foodgrains from Punjab and Haryana.

With the formulation of the National Transport Policy, the Railways will have to put in hard work because of the increased competition. Now a days we are seeing that truck drivers are being murdered and goods in the trucks are being looted. A few days back four truck drivers came to me and told me that drivers and conductors are being murdered. You should make arrangements for their protection.

Shri Bansi Lal is aware that the gates at Kot-Kapura crossing, from where 7 trains pass, remain closed most of the time. You should arrange for an overbridge there. The crossing remains closed for 6 hours in a day. Therefore, construction of an overbridge at that place is necessary.

In Punjab, in the bus accident that took place at Tarn Taran, workers participating in the Akali agitation, were killed. For them more funds should be provided.

The family of every worker killed should be given Rs. one lakh each.

Malerkotla has become an industrial town during the last 10 years. The station there is small but the goods traffic is considerable. That station should be developed.

The problems of the railway employees are increasing. An ordinary railway employee is facing many problems like his salary, living standard, transfer etc. You should pay attention to them also.

Now I conclude. I have fulfilled my promise of not giving you a chance to ring the bell. I conclude my speech with thanks.

SHRI RAM NAGINA MISHRA (Salempur) : Mr. Deputy Speaker, Sir, as the time is short it will be difficult to speak in detail. I will, therefore, highlight some specific issues. There is a proverb that 'Every house is lighted but my house is in darkness.'

I commend the Railway Budget presented by the hon. Minister. I regret one thing that the construction of the broad gauge line from Varanasi is being kept in abeyance. When I saw the figures I was surprised that the cost has been estimated at Rs. 53,73,00,000. In 1985-86 Rs. 11,66,00,000 have already been spent. In 1986-87 a token amount of Rs. 1 crore will be spent and nothing has been said as to when the remaining Rs. 41,13,00,000 will be spent.

15.00 hrs.

Construction of the line from Varanasi was started 3 to 4 years ago. Other lines have been completed. Why is it not being constructed? Why is it being neglected so much? I would like to know the reason from the hon. Minister. The hon. Minister of State himself belongs to Varanasi. He has been there and has seen the progress. I think the people must have gathered there and asked him why work is not being done in Varanasi? I would like to know that when it has been decided that this line is to be constructed, why after spending so much

amount, it is not being constructed; why it is being prolonged? If it can be constructed get it constructed and if it is not possible then the same should be spelt out in clear words. Recently, when I went there, the public asked me whether the broad gauge line would not be constructed? I told them that it would be constructed. I appeal to you once again that kindly get the Varanasi-Bhatni line constructed without further delay.

I have seen one thing more in these documents which reveals grave negligence. In 1974 Shrimati Indira Gandhi had laid the foundation stone of Bagaha-Chhitauni line and Rs. 3 crores have already been spent on it but now for that work, provision of Rs. 1,000 only has been made. Even if this amount of one thousand rupees had not been provided, what would have happened? In this way neither are you killing us nor letting us live. You should either make it clear that this line will not be constructed or if it is to be constructed, arrange for the funds and get it constructed. But you are giving an injection which is neither keeping us alive nor killing. Foundation stone for Bagaha line was laid by the former Prime Minister Shrimati Indira Gandhi. Will not the Railways fulfil the promise made by her?

For one thing I would definitely thank the hon. Minister. People have been demanding an overbridge in Deoria for quite a long time. Rs. 10 lakhs have been sanctioned for that for the first year. This is a good act of the hon. Minister. I would request that he should get this work completed at the earliest.

But the other two works which I have mentioned are very important. Members of Parliament coming from Bhatni or the MPs from East U.P. have been demanding that there should be a broadgauge line from Bhatni to Varanasi, and Bagaha—Chhitauni line should also be constructed. These are the two very important works. With the construction of these two lines, the traffic between Bihar and Uttar Pradesh will become very smooth. Connection between Bihar and Uttar Pradesh has been severed because of Narayani. With

the construction of these two lines the reign of the Jungle Party in that area will come to an end. At present the writ of the Jungle Party and not of the Congress Party runs there. In an area of 30 to 40 kms. around Narayani, it is the Jungle Party which reigns supreme. (*Interruptions*)

In addition, there are three or four more issues. You may listen to them also. These problems existed three or four years earlier and during Shri Kedar Pande's tenure or even earlier. Just now our friend has referred to Mathura. It is a fact that Mathura, Varanasi and Ayodhya are the cities of the country which are revered by every one. The Railways should develop those areas but in addition to this, if you have a look at Kushinagar, you will find that it is the most famous city of the world. People from abroad visit the city. Three or four years back a railway line between Deoria and Chhitauni was sanctioned, its survey has also been done and Rs. 15 crores were allocated for this job but after that no activity could be seen in this regard. I do not know what happened to that sanctioned railway line.

15.04 hrs

[SHRI VAKKOM PURUSHOTHAMAN *in the chair*]

People there will ask us that the Railway Budget has been presented and you assured us that the railway lines between Deoria and Kushinagar and Bagaha—Chhitauni would be constructed, what happened to them? I want to know from you what reply should I give to them. Should I tell them a lie, I do not understand. Therefore, I want a categorical answer from you whether the railway line will be constructed or not.

Besides, the distance between Bilthra Road and Ballia is only 65 kilometres. It was given in writing that this line would be included in the next Budget, but it finds no mention at all in the Budget. When you are constructing a network of railway lines in the country, I want humbly to request you not to ignore Gorakhpur and Deoria—the eastern part of our State and

[Shri Ram Nagina Mishra]

deny the benefits to the people of that area. I want to tell you something about the maintenance in the Railways. Enquiries about a damaged railway level crossing revealed that it was done by the Railway Police. Therefore, attention to this should also be given.

You might have read in the newspapers that the Railways were going to appoint new agents for reservation. I do not understand what purpose the agents will serve. As of now, a passenger has to pay to the agent, to the railway employees and a host of others to get a ticket. This reservation system is faulty and, therefore, it needs to be corrected and reservation agents should be done away with.

With these words, I again request the hon. Minister to give consideration to the points raised by me and pay special attention to Deoria, Gorakhpur and Ballia.

SHRI SARFARAZ AHMAD (Giridih): Mr. Chairman, Sir, I rise to support the Railway Budget presented by the Government. This Budget has given relief especially to the youth and the second class passengers. A care has been taken to provide concession to the student commuters. At the same time, I want to draw your attention to the backward States of Uttar Pradesh and Bihar. The people of Chota Nagpur and Senthai Pargana in Bihar, which are tribal and backward areas have not yet seen a railway line.

The share which that area should have got in the Budget has not been given. I am distressed to say this. The condition of the people of Senthai Pargana and Chota Nagpur—which have large reserves of minerals and fetch maximum revenue for the Central Government—is pitiable. There was a proposal to construct a railway line from Dumka to Ranchi via Madhupur, Giridih, Hazaribagh and Koderma. Ranchi and Chota Nagpur are district headquarters. A survey had been conducted for that but there is no mention of the same in this Budget. I request the hon. Minister to pay attention to this line.

Now I want to draw your attention to my constituency. Five to Six hon. Members have given in writing about the stoppage of 103 Up & 104 Down train at Madhupur. It must have a stoppage there. I as well as the other Members of Parliament have received a reply that no express train will be given any further stoppage. After this reply, the train was given a stoppage at Chittaranjan. This was done only for the convenience of the General Manager of Chittaranjan Railway Workshop for his visits to Calcutta and Delhi, although it is only 10-15 minutes drive from Chittaranjan to Assansol. How was it allowed? No action was taken on the request of the Members of Parliament stating that the express trains would not be allowed any further stoppages but a stoppage was provided on the request of a bureaucrat. Now we have been given to understand that the timings and the day of Rajdhani Express are being changed. We, the users of that train, are of the view that no change in this respect should be made.

One of the demands of the people of Giridih was that a 3 tier bogie should be attached to the train running between Giridih and Patna, but in spite of our repeated requests, no action has so far been taken thereon. Another demand of the people of Giridih was that the time of departure of Patliputra Express from Patna should be changed, because the train for Giridih has its connection at Madhupur only for 3-4 minutes, and that train more often than not runs late by 1 to 1 1/2 hours, as a result of which Giridih bound passengers have to wait at Madhupur throughout the night. You have provided double facility to the people of Dhanbad. The first is Patliputra Express and the other is Ganga-Damodar Express which leave Patna for Dhanbad at night. What I mean to say is that those who already have facility are being given more facilities. They have got both suburban train as well as Metro railway, but you are not concerned about the people of backward areas who have not even seen a train.

Another point which I want to raise is that the railway line between Mughalsarai and Asansol via Patna is not electrified. This should be electrified without further delay.

With these words, I thank you for giving me an opportunity to speak, although the time allotted to me was very little to accommodate all my points. With these words, I conclude.

SHRI BAPULAL MALVIYA (Shajapur) : Hon. chairman, Sir, I heartily support the Railway Budget, 1986-87 presented by the hon. Railway Minister in the House.

In fact, the Railway Budget has been presented with the social angle in view. We find that no fare increase has been proposed for the people belonging to the middle and lower category and the hon. Minister has prepared the Budget very intelligently. The Budget is also in conformity with the basic policies of the Congress Party. I believe that this Budget will bring enormous benefits to the country. We see that the progress achieved by the Railways from the First Five Year Plan to the Sixth Five Year Plan is really commendable and I am sure the Railways will make further strides during the Seventh Five Year Plan.

Mr. Chairman, Sir, a number of letters were written to the hon. Minister of Railways in the past about my constituency. A memorandum was submitted for the construction of a railway line from Kota to Harda *via* Soyat, Susner, Agar, Berchha, Sonkatch, Kannad and Khatagaou. This is a very backward area and it is linked by a railway line, the area would certainly develop paving way for setting up of industries. This will also lead to increase in agricultural production.

Sir, earlier, there was a narrow gauge line from Agra to Ujjain which falls in my constituency. I am distressed to say that this line has since been dismantled and no trace thereof has been left. In this connection, I had made a request to the hon. Minister of State in the Department of Railways, that this should be examined and a metre gauge line should be laid there as the same has been there from the time of princely state of Gwalior. I again request the hon. Minister to consider laying of a metre gauge line there. The Railway Stations are already there and the only

thing to be done is to lay the railway track which is not going to be a very costly proposition.

The Railways have committed a big mistake by not laying a railway line from Dewas to Bhakshi—a distance of only 35 kms. I had requested the hon. Minister of state that this line should be restored by laying a railway track there. This is a very small thing. The people of that area will greatly benefit from it. Today, we see that the people going to Bhopal and Shajapur have to go *via* Ujjain and thus they also have to pay double the fare. I request the hon. Minister to restore this railway line and solve the problem of the people of that area.

Secondly, we also want Dewas to be linked with Sehore *via* Sonkatch, Ashta. This will provide a direct link from Indore to Bhopal.

There is a level crossing at Bhakshi which falls in my constituency, This is a National Highway. I request the hon. Minister to get an overbridge constructed there. Secondly, there is a railway crossing on Dewas-Ujjain road also. I request the hon. Minister that overbridges on both these crossings may kindly be constructed.

Sir, I had written to the hon. Minister that there is a big market named Shajapur in our area. Malwa Superfast Train should be given a stoppage there. This train has a stoppage of 80 minutes at Bhopal which is quite excessive. This train should be given one minute stoppage at Sujatpur also.

Sir, four bogies of Malwa Superfast Train originating from Delhi are detached at Bhopal. These bogies should go upto Indore. As a result of detachment of these bogies, the rush in other bogies increases tremendously. This should also be given attention to.

The work in the railway factory under construction in Bhopal should be expedited.

(English)

SHRI NARAYAN CHOUBEY (Midnapore): Mr. Chairman, Sir, the Railway Minister has tried to pat on the back of the Indian people by stating that there has been no such hike in the railway fare as the people had apprehended. Actually, the fact is that there have been changes in the draft railway budget and the railway officers have made certain changes in the plan and draft budget, thanks not to the Railway Minister but to the great people of India who have been registering their protest against the price hike and launching a continuous movement throughout the month of February by way of Bharat Bandh etc., which you know. Even, Sir, the Railway Minister has been able to earn Rs.76 crores. He has been kind enough to raise the fare of II class Express and Mail passengers who will be travelling up to 250 KM and that too by 7.5%. This is also not fair—The Railway Minister, in the name of National Transport Policy wants passengers, up to 250 KM, to travel either in buses like cattle or in passenger coaches which have no fan, no light and no amenity. I do not think this is socialism. It may be Rajiv Gandhi socialism. But it is not socialism.

The Railway Minister said that actually some improvement has been made in the matter of carrying of goods. Railway carried 250 million tonnes of freight or something more. The Sixth Plan target was 309 million tonnes and we have carried only 250 million tonnes in the second year of the Seventh Plan and we have got 62,000 KM of railway track. We carried only 250 million tonnes. But China, with only 52,000 KM has carried 1,200 million tonnes. This should be taken note of. He is no more a Railway Minister. He is a Transport Minister. He has to plan the entire transport of India, not only of railways. 70% of transport should be carried by the railways. This is the accepted policy of the National Transport Commission. But actually, of course, we have carried something more in bulk commodities. It was something like 191.95 million tonnes in 1981-82 and 1984-85, it has gone up to 212.48 million tonnes. It is quite fine and good. What we are missing is a Section called "other commodities." India

is called a fairly good industrialised country and we are producing many things in industry and most of these things are being carried by road traffic at the cost of rail traffic.

I give you figures. In 1981-82, we carried "other commodities" to the tune of 29.25 million tonnes, that is, 13.23%. But in 1984-85, it was only 10.13% and the total is 23.95 million tonnes. Please take note of this. If we can carry more traffic of "other commodities" (*Interruptions*) then we can save much diesel oil. To carry goods by rail costs 1/6 of the cost if we carry goods by road. This should be looked into.

MR. CHAIRMAN: Don't you have anything to say about your Constituency? Please come to that. You have got limited time.

SHRI NARAYAN CHOUBEY: This Budget is something like a war on West Bengal. We have been denied all things. What was agreed upon in regard to Digha-Tamluk railway is denied. Namkhana Bridge is denied. The double line from Barasat—Bongaigaon is the most congested area and it is denied.

I hope that the hon. Minister will look to it. There is a Government of Leftist forces in West Bengal. Let him make a war on it if he so likes, politically. But in the name of fighting the Left Front Government, don't start war on the people of Bengal.

We are finding a craze for computers. In the next five years, we are going to bring computers to the tune of 520 crores of rupees. I do not think it is useful. You have said in your own books that our wagon productivity is better than France, USA, Germany and Italy. The wagon kilometer per wagon day in France is 46.2, USA 63.2, Germany 47.6, Italy 39.7 and India 90.8. It is useless to bring computers these days. We have got enough man-power. Computers would not increase productivity. Rather, productivity in railways can be increased if we can bring the proportion of carrying goods by the railways to 70%. If we can increase

our capacity to carry other goods from 10.13% as we carry now and most of which is carried by the road traffic, our productivity will definitely increase. You know more road transport means using more diesel. If we can bring that down and if we can load more by rail, it will be much more useful to us than by your bringing computers.

When you are bringing computers, we require small computers to know what is the traffic carried by the roadways so that the railways can make efforts to carry more traffic.

Another thing I would like to submit is that there is a craze for importing foreign things. We are importing foreign rakes. We are importing foreign locos in the name of proto-types. If you are required to import proto-types rakes or locos, you import 2 or 3 or 4 in number. Then our people can take the know-how from them. But for everything you are bringing them in bulk. I do not think this will serve our national interest. I think you should look into it.

Then about safety measures, you have stated in your own statement that failures in 1982-83 had been 13,346. It is 14030 in 1984-85. Failure due to permanent railway track-it was 2787 in 1982-83 and in 1984-85 it was 4091. It is terrible. So track renewals and changing of sleepers are very much needed which we are doing but you are doing it through contractors. Previously these things were done by the departmental labour force. Now you are using the contractors. If these things are done by the Department itself, it can be done better.

With regard to Bharagpur workshop, your target was 2 POH per month. But you know for the last 18 months there has been only one loco POH per month. It is because of rivalry between the mechanical department and the electrical department.

Coming to passenger amenities everybody has stated and I also wish to join them that the food supplied in the trains is not good. Even in the Rajdhani Express we do not get good food.

Then in the South Eastern Railway no bed-roll is being supplied.

Then, Sir, we have just received a telegram from Pandua in Assam. There you have started eviction of such persons who have been staying on the railway land. Previously you tried to evict the people. We represented and you said that you will evict them only when you can make arrangements for their rehabilitation. Similarly, in Calcutta in regard to the circular railway Mr. Ghani Khan Choudhary had proposed to our Chief Minister that 50% of the cost of the rehabilitation programme of the people occupying the railway land will be borne by the Railways and the other 50% should be borne by West Bengal Government. I request you to consider this. You are now going back on the promise of Mr. Ghani Khan Choudhary. I would like to request you to think on it.

On 26.2.86 there was a Bharat bandh. In Bezwada on railwayman in the DRM's office could go for duty including the officers. But whereas you have taken no action on the officers, you are taking action against the ordinary railwayman.

Regarding quarters for railwaymen you have stated that 37% of the railwaymen have got quarters. So 63% of the railwaymen have no quarters. These quarters are also not suitable. ...

MR. CHAIRMAN : These are minor things.

SHRI NARAYAN CHOUBEY : No Sir, they are very important things. 10,71,000 railway men should be given quarters. You are constructing 20,000 quarters in 5 years. That means 4000 quarters a year. If you go at this pace, you will take 268 years for giving quarters to all the railwaymen. Kindly see to it.

Last point. You have made accord in Punjab. You have made accord in Assam. We are happy about it. We request you to make accord with the railwaymen. Don't remove them from service. All the railwaymen removed from service should be taken back. It is inhuman. Make accord with the railwaymen also.

SHRI MULLAPPALLY RAMACHANDRAN (Cannanore): Sir, the Railway Budget presented by the Honourable Minister for Transport for the year 1986-87 is no doubt a soft-one. It is heartening to note that the majority of the ordinary passengers are not affected by this Railway Budget. This budget is all the more praiseworthy since it aims at high profit with maximum inconvenience to the travelling public. Although this year there was unprecedented hike in the prices of petroleum products, the Honourable Railway Minister was kind enough not to increase the freight charges as well as the parcel charges.

Our Honourable Railway Minister is an excellent example of the old saying "appearances are deceptive". He may appear a little tough but his inner self is reflected in the soft budget. The increase in the fares of long distance trains is not surprising and it has not evoked any protest or any sort of objection from the travelling public.

With regard to the fares of the long distance trains, the people from Kerala are the worst affected section because geographically Kerala is situated in the Southern-most part of our country. We will have to travel a long distance to reach the Northern-part of India. Even to those people travelling from Kerala, this increase is not irksome as this comparatively small increase is intended to fetch a high revenue thereby earning a profit of Rs. 69 crores. It is certainly wise on the part of the Minister not to increase freight and parcel charges as it would definitely result in inflation.

Before the information of this Budget, the prophets of doom have predicated that there will be unprecedented inflation. But after the introduction of the Budget, it came as a rude shock to those prophets of doom and I congratulate the Honourable Minister in his effort to resist inflationary rate in our country.

Sir, the efficiency of Indian Railways during the year 1985-86 is no doubt superb. It was attained due to the concerted action on the part of the employees as well as the strict financial discipline adopted by

the Minister in the various sectors of Railways activities. The Indian Railways, we all know, is the largest single management undertaking in Asia. It provides maximum employment opportunities to millions of people in this country. Here, I would like to make a suggestion. Sir, now a—days we know that most of the construction work is being done by the private agencies and private contractors. It is my humble suggestion that hereafter there must be a separate construction wing attached to the Ministry of Transport so that it can generate more employment opportunities to thousands of youngsters throughout the length and breadth of this country.

MR. CHAIRMAN: Please come to your own State.

SHRI MULLAPPALLY RAMACHANDRAN: Yes, Sir, I will come to my State. A study of the kilometerage goes to show that an average 1 lakh people have got an average of 10 kms. of Railway line in our country. But this proportion does not hold good to my State, that is, Kerala. There, the distance of Railway track is only 916 kms. and this is much below the national average. We have got only 4 kms. of railways line for one lakh of population. It is disappointing that the State of Kerala is ignored by the Indian Railways this time also. Last time while I was making my maiden speech on the floor of the House, I had referred to this aspect. Here also I want to make mention about this. During the year 1984-85, the allocation made to the State of Kerala was Rs. 9.71 crores. In 1985-86 it was reduced to Rs. 6.36 crores. For this year, it is most unfortunate, only Rs. 5.24 crores have been allotted to our State. There is a saying in Malayalam: "Only a crying child will get milk". Is it applicable to our State? I want to know from the hon. Minister for how long are we expected to cry aloud in order to get our due share. The Malabar area of Kerala is the most neglected part so far as Indian Railways are concerned. You cannot see Malabar area in the development map of our country. The Malabar area consists of six major districts and nearly half the population of Kerala is

living in this part of our country. There are more than a dozen level-crossings starting from Kuttipuram to Mangalore. It is my humble submission that, after independence, no new railway overbridge has been constructed by the Indian Railways on the national highway.

Another important thing I would like to suggest is this. the Mangalore-Madras line is one of the oldest railway lines in our country. From Shoranur to Mangalore there has been no development on the track. The time taken between Mangalore and Shoranur is quite long, and this time cannot be reduced because there is no double track in this area.

MR. CHAIRMAN : Please try to conclude.

SHRI MULLAPPALLY RAMACHANDRAN : Two more important things, I went to mention. The State of Kerala is having power in abundance. Our State Government has offered to the Central Government that they are prepared to give electricity at subsidised rate if electric trains are introduced in Kerala. But this has only fallen on their deaf ears.

Another important thing is laying of a new railway line from Kuttipuram to Guruvayur to which many of my colleagues have already referred.

Another important request I want to make is with regard to the Tellicherry-Mysore line. In 1901 the first survey was conducted by the Britishers. In 1914-1918 another survey was conducted. During the Second World War also, a third survey was conducted by the same Britishers and they came to the conclusion that it was profitable and economically viable. But nothing has been done by our Government after independence.

Late Shri Lal Bahadur Shastri was fully convinced of the necessity of having such a line.

Sir, I come from the place where the tragic railway accident took place recently. I am happy that the hon. and respected Minister of Transport, Shri Bansi Lal, was very prompt in taking action in that connection. He sent his

young colleague, Shri Madhavrao Scindia, to Tellicherry from where I hail. 27 valuable lives have been lost in that accident. With the consent of the hon. Prime Minister, our Railway Minister has made an ex-gratia payment of Rs. 3,000 to the families of each of the deceased. Here I want to make a submission. This amount is very meagre and it should be raised. There is no question of entering into a logical argument here. I am on the point of ethics. The amount should be raised. I had written to the hon. Prime Minister about this tragic accident and he has replied to me last night as follows :—

“The train accident at Tellicherry was indeed a tragic one. We are doing what we can to help the relatives of the deceased.”

I make a request to the hon. Minister that at least one member of the family of the deceased must be given employment on compassionate grounds in the Railways.

In conclusion, I strongly support the Railway Budget presented by our respected Minister of Transport, Shri Bansi Lal, and I wish success to him and to his young colleague, Shri Madhavrao Scindia, in making the Railways most profitable and effective in our country.

[Translation]

SHRI JANAK RAJ GUPTA (Jammu): Mr. Chairman, Sir, the hon. Railway Minister is a man of few words but his action and implementation is always speedy and effective.

After going through the Budget—which is a people's Budget—one can easily make out that he is an efficient administrator, poor man's friend and has an intense will to serve the people.

It is true that the trains are punctual now and the facilities have also increased but still there is need for more improvements in this regard. I congratulate the hon. Minister because the Railways have earned considerable profit and it has taken good care of the people as well as its staff.

[Shri Janak Raj Gupta]

I would like to give a few suggestions to the hon. Railway Minister. You may be aware that I have been elected from Jammu and Kashmir which is a backward state. Tourism and pilgrims to the Vaishno Devi Shrine are the mainstay of the state's economy. I have repeated many times and I would like to repeat once again, that there is no train from Jammu to Delhi and back which runs during daytime for the convenience of people visiting Vaishno Devi Shrine. As a result the passengers have to make a long wait. A fast train should, therefore, be introduced for the convenience of the people so that more and more passengers travel on this route.

Secondly, the Railways used to grant hill station concessions to those desirous of visiting hill stations but this was stopped sometime back. I would, therefore, request that the system be revised so as to attract more tourists to the state. This would benefit Himachal Pradesh, Jammu and Kashmir and other hill stations.

The 25 per cent student concession granted to the youth in the age group of 13 to 33 years is a welcome step. But a restriction has been imposed that this concession is available only for a journey exceeding more than 1000 kilometres. This would not benefit many people. For instance, if some youngmen wish to travel to Kashmir from Delhi or vice versa they cannot avail of this concession because of the limit of 1000 kms. this condition is fulfilled for a journey from Kashmir to U.P. or Bihar. In this connection my suggestion is that the limit for concession should not exceed 300 kms. Any young man who travels 300 kms. and beyond should be granted this concession.

The Poonch-Rajouri area in my constituency extends to 200 kms. along the border and it is a hill area and the people are hard working. I would request the hon. Minister to pay attention in this direction. It is fine that a coach factory has been set up in Kapurthala, Punjab, but cheap labour, wood and other facilities are available in our area as well and, therefore, attention should be paid to set up a new

coach factory either in Rajouri or Poonch.

Besides, there are no reservation facilities in Bhaderwah, Poonch or Rajouri and therefore, I urge the Government to open reservation offices at district headquarters, to enable the people to get reservations.

I would submit one more suggestion. When the train used to terminate at Pathankot, an agency 'Radhakrishan & Co. used to transport goods from the rail head to every nook and corner of the state. You know that our state is spread over a wide area and,' therefore, suggest that such an agency should be provided there which can transport goods to Kashmir or Ladakh from the present rail head—Jammu.

SHRI SANTOSH KUMAR SINGH (Azamgarh) : Mr. Chairman, Sir, I express my deep gratitude for the opportunity given to me to participate in the discussion on the Railway Budget. The hon. Railway Minister has presented a Budget which not only provides relief to the general public but also resolves to bring in more efficiency in the working of the Railway department. Be it the question of introducing computerized reservation system or higher production of goods wagons, passenger coaches, diesel and electric engines or a proposal for electrification of railway line, or construction of double track between Delhi-Kanpur and Delhi-Agra, or the question of giving more facilities to railwaymen like houses or hospitals or a resolve to maintain ecological balance through afforestation—all these things which are envisaged in the Budget are welcome. I congratulate the hon. Minister for extending the student concession of 25 per cent which was introduced in 1985-86 to this year as well in a bid to encourage youth to travel throughout the country and strengthen its unity and cultural heritage. The hon. Minister deserves to be congratulated for presenting such a balanced Budget within the limited resources at his disposal.

Now; I would draw your attention to my constituency. The eastern part of Uttar Pradesh is a very backward area. The people are not able to rise above backwardness. There is no doubt that the

Railways are the backbone of any area. It accelerates development. It was in Azamgarh, Ballia, Ghazipur and other parts of eastern Uttar Pradesh that the freedom struggle took roots. But in spite of this the Railways have not been able to mobilise resources to provide more facilities for the development of the area. The hon. Prime Minister wishes to take the country to the 21st century. The people of this area have shed their blood for the freedom of the country and it was this area where the clarioncall for freedom struggle was first given. No attention is being paid to construct a broad gauge line in the area, whether it is Azamgarh, Ballia or Ghazipur. That is why the people of this area have not seen a diesel or electric engine so far. Before, we press for a diesel engine or electric engine we should have a railway line, but it is not there. We do not even have a broad gauge line at the district headquarter. There are no means of communication in that area. I would like to remind you that the area has been surveyed many times. There is a broad gauge line between Lucknow and Shahganj but between Shahganj and Ballia via Azamgarh there is no broad gauge line. I have raised this matter many times verbally as well as in writing but the stock reply is that in the absence of resources it is not possible. On the one hand we get this reply while on the other hand more attention is paid to developed areas. Should not those areas be developed which have contributed to the country's unity and integrity and to the freedom of the country. It is a big question mark for us. I, therefore, request the hon. Minister to pay immediate attention to it.

I want to make a submission regarding Varanasi-Bhatin line. The work on this railway line is going on for the past several years. What happens is that some work is done and then it is stopped for some reasons. The hon. Minister has allocated Rs. 1 crore for its construction in this Budget. I would like to submit that if the construction work progresses at this pace it will take 45 years or more to complete it whatever be the allocation by the Minister. What is the fault of the people? What have they done that they are being deprived of development. Besides, I request the Government to introduce a day train

from Varanasi to Delhi and back for the convenience of passengers.

With these words, I conclude and support the Railway Budget.

SHRI R. S. KHIRHAR (Sitamarhi) : Mr. Chairman, Sir, I rise to support the Budget presented by the Government. Certainly it is a praiseworthy Budget. Special attention has been paid particularly towards the youth of the country and people with low income. The hon. Minister deserve thanks for it. But regarding the question of concession to the youth, which has been raised by Shri Gupta also, I would like to say that there is need to reduce the limit of one thousand kilometres, otherwise majority of our youths would be deprived of this concession. The hon. Railway Minister should look into the matter.

In spite of these facilities and claim to progress made in the Budget, the backward areas have been neglected. I am specifically referring to the northern border of Bihar which is situated on the India-Nepal border. I have been elected from Sitamarhi which is the birth place of Sitaji and the cradle of the culture of India. Pilgrims from every part of the world visit Sitamarhi which is a centre of pilgrimage. But I regret to say that it takes 24 hours to reach Sitamarhi from Patna, which is the capital of Bihar, and 12 hours from Muzaffarpur when the distance from Muzaffarpur to Sitamarhi is 33 miles. This matter was raised earlier also and a feasibility study of a railway line from Sitamarhi to Muzaffarpur was made during the tennure of Shri Lalit Babu when he was the Railway Minister. But this railway line could not be laid due to certain reasons. Nobody has considered this matter. When this matter was raised at a meeting with the hon. Transport Minister, it was stated that according to the investigation report the railway line is not viable because in the absence of industry and mines, goods train cannot be run there. When this is the position then how can the backwardness of that area be removed. Our Government is preparing itself to enter the 21st century. I would, therefore, request the hon. Minister to take

[Shri R. S. Khirhar]

up the matter with the Planning Department and make provision for railway lines for backward areas as a welfare measure so as to provide railway lines in that area. The people of that area have not even seen a train. Such backward areas should be connected by railway lines.

I would like to raise one more important point. The Nepal Government had suggested construction of national highway from Kishanganj to Chhittauni on the Indo-Nepal border in September 1985. The Members of Parliament representing border areas convened a meeting where a memorandum was prepared which listed three demands. The Prime Minister was given the memorandum in which it was demanded that a railway line should be provided from Sitamarhi to Muzaffarpur and the metre gauge line from Darbhanga to Narkatiyaganj should be converted into a board gauge line. Besides, Chhittauni overbridge should be constructed without further delay so that Bihar and U.P. could be linked. But there is no mention of this in the Budget. The hon. Minister is present here. I hope he will pay attention to these demands. As I have little time, Shri Manoj Kumar will raise the other points. All the Members of Parliament of U.P. and Bihar, representing constituencies falling on the Indo-Nepal border, had submitted a memorandum in writing to this effect and even now they are unanimous on these demands. In the end I would demand that Chhittauni overbridge should be constructed without delay and the metre gauge line from Darbhanga to Narkatiyaganj should be converted into broad gauge line.

With these words I support the Railway Budget.

SHRI MOHD. MAHFOOJ ALI KHAN (Etah): Sir, by presenting the Railway Budget the hon. Railway Minister has given us an opportunity to express our views. Going through the Budget, I have come to the conclusion that every year the fares are increased. This year also the fares have been increased and the fares of second class have also been enhanced. You can, of course, increase

the fares but you should also see the condition of trains, the railway stations and the insanitary conditions which prevail there. It should also be seen what facilities are being provided to the second class passengers.

16.00 hrs.

I had mentioned earlier also that Etah is a small district in Uttar Pradesh from where I have been elected. Once Shri Rohanlal Chaturvedi belonging to that district was the Deputy Minister in the Railways. He got a railway line constructed from Etah to Barhan. The railway line was laid in Etah district about which it was said that there was no railway line there. Since Shri Chaturvedi belonged to that area he got the work done and a railway line from Etah to Barhan was laid.

[SHRI SHARAD DIGHE *in the chair*]

But this line did not prove to be of much use because there was not much passenger traffic on this line. A train arrives in the morning and the same departs in the evening. In this connection I recall a proverb.

*Faile bad to khud karen
Lanat karen Shaitan par*

The condition of this railway line is so unsatisfactory that it showed a loss of Rs. 60 lakhs in 1983-84. This railway line is incurring loss continuously ever since it was laid. I would request that if the Government do not intend to lay new railway lines, it may not do so but at least the railway lines, which have already been laid, may be maintained properly and extended further. This line should be extended from Etah to Farrukhabad. There are a number of big markets and towns in this area. This railway line would prove to be viable in this area. If after conducting a survey of this area, this railway line is extended upto Farrukhabad, it will provide great relief to the people of that area. The distance upto Farrukhabad is 70 kilometres. By extending this railway line upto Farrukhabad, it will facilitate travel to Delhi. We have to travel by bus to attend the Parliament session. If, however, this is

not possible then a direct train may be provided from Etah for passengers going to Allahabad and Lucknow, the High Court of the State is located at Allahabad and the capital of the state is Lucknow. People have to face great difficulties in going there in the absence of the railway services. I would request that instead of the railway line, which is showing loss, a new railway line may be provided or it may be extended further.

As per this Budget, no new railway line will be provided in Uttar Pradesh. Uttar Pradesh is the biggest state in India and no new railway line has been provided for the state in this Budget. I would, therefore, request that at least this railway line be extended further so that it may become viable.

Secondly, for going to Jammu and Kashmir, we can go by train only upto Jammu. There is no train service beyond this place for going to Srinagar. It is not possible to lay a railway line upto Srinagar? It is necessary to conduct a survey for this railway line.

Thirdly, there is a halt station at Ballupur on Lucknow-Agra line of N.E. Railway. This should be made a full-fledged station. A number of passengers board the train from this halt. Since this is a 'Mandi', the Railways can get goods for transportation also from here. This will be useful for the Railways from commercial point of view. This Ballupur halt should be made a full fledged Station.

My another point is that the Pawan Express running in that area is stopped by the passengers wherever they like. I represent that area and I catch train at Daryaoganj station. If Pawan Express is stopped at Daryaoganj station it would prove useful not only for me but other passengers also who want to travel to Delhi. I would, therefore, request that it would be better if Pawan Express and Lucknow Express are stopped at Daryaganj railway station.

You may increase railway fares but you should also bring about improvement in the railway services. The passengers

are facing much hardship. Special attention should be paid towards the second class passengers. It makes no difference to the passengers travelling in first class if their fares are increased. But facilities should be provided to the second class passengers. Insanitary conditions prevail in the railway stations. Latrines are not clean and there is no proper bathing facility there. There are no proper waiting rooms or safety for the passengers at the stations. It is quite strange that there are no headlights on the engines. Once I was travelling on Farrukhabad—Kanpur line. To my great surprise there was no light in the entire train which can cause lot of harm. Therefore, I would request the hon. Minister to look into the matter. It has great effect on the people. I would request the hon. Minister to specifically look into the matter. Etah is a backward as well as crime infested area. So, if the Government lay more railway lines there the people will be grateful to the Government.

SHRI MAHENDRA SINGH (Guna) : I congratulate the Minister of Railways for presenting a balanced Budget. The way diesel prices had been increased, the people of the country were thinking that the railway fares will be heavily increased. But the manner in which the Railways have progressed and earned profit in every field in the last two or three years, made it possible for them not to increase fares heavily in spite of the hike in diesel prices. This will leave 80% of the people unaffected. The people of the lower strata of society in particular will not have to face the increase in the railway fares. I, therefore, congratulate the hon. Minister.

Mr. Chairman, Sir, the Railways are a huge department. There are 7000 railway stations over an area of 6,000 kms. and 11000 trains criss-cross this area daily. It is not an ordinary things to bring about improvement in such a vast department but you have made earnest efforts and every one is feeling that. The Railways have made progress in every field, be it the transportation of goods or bringing down the rate of accidents. Our hon. Prime Minister had laid emphasis on modernisation and in pursuance thereof computerisation was introduced in the

[Shri Mahendra Singh]

Railways by computerising the reservation system in Delhi. In other places also this arrangement will be extended. I, therefore, congratulate the hon. Minister. I also urge that freight operation too should be computerised. In foreign countries, it has proved to be very beneficial. I, therefore, request that freight operation should also be computerised at the earliest.

Mr. Chairman, Sir, I want to congratulate the hon. Minister also for improvement in efficiency in the Department. Transport is the concise index of efficiency. There has been 10 to 15 per cent increase in the net tonne kilometre per wagon per day. For this I congratulate the Government. The Railways had created 42 per cent resources during the Sixth Five Year Plan and in the Seventh Five Year Plan a target of mobilising 50 per cent internal resources has been fixed. This has brought much improvement in the situation. There will be all round improvement in the situation as the old tracks will be renewed, lines will be electrified, new coaches, wagons will be manufactured. There will be considerable improvement in efficiency on account of the target of renewal of 4000 kms. track and production of 2500 wagons every year, against the present rate of 1300 wagons. After the factory at Kapurthala is commissioned, the shortage of wagons will definitely be removed.

Sir, I congratulate the railway employees also, particularly for their discipline and sincerity which has brought about improvement in the Department and which has been appreciated by the hon. Minister also. I urge the hon. Minister that more attention should be paid towards providing facilities to them. I congratulate the hon. Minister for increasing the number of staff quarters and staff amenities. Appropriation to depreciation reserve fund has been kept at high level and replacement of overaged assets is also necessary. For this also I congratulate him. I suggest that sportsmen should be provided more amenities.

I want to make a submission that under the sports quota more and more sportsmen and women should be employ-

ed so as to raise the morale of our players and sportsmen to improve their performance at international level. In addition, national and state level players should also be shown preference in the matter of employment in the Railways. The sportsmen have been demanding 'single fare' double journey, quota for quite a long time. I request you to consider this demand also.

Now I draw your attention to my own Lok Sabha constituency. Malwa Express runs from via Indore Bhopal three days a week. My request is that it should run three days enroute Guna. In this way there will be direct connection between Guna, Bina and Indore and the passengers of this area will be greatly benefited. There has been a long standing demand for providing stoppage of the Janata Express and the Dadar Amritsar Express at Barai station in my area. I request that even if it is for two minutes, direction for stopping the Janata Express and Dadar Amritsar Express at Barai station may be issued. Similarly, provision should be made for stoppage of Sabarmati Express also at Shadora and Ruthiyari stations, which the people of the area have been demanding for quite a long time. I request you to consider this demand sympathetically.

A demand for an overbridge near Ashok Nagar in my area has been outstanding for long. I request you to sanction this overbridge. In addition, I request that a fast passenger train upto Bhopal on Kota-Bina rail line should also be started.

After Shri Madhav Rao Scindia became the Minister, there is a feeling that the railway services in the Gwalior division have increased considerably. We have certainly got many rail facilities, but on the Gwalior-Guna section, passengers have not got any facility. I think when he was the Member of Parliament he was instrumental in getting many facilities by persuading the hon. Minister. It is said that the Taj Express extended upto Gwalior by Shri Scindia but the decision to extend it upto Gwalior had been taken during Shri Abdul Ghani Khan's tenure as the Railway Minister. I want that this train should be extended not only to Gwalior

but upto Khajuraho also, After all one of the aims is to earn revenue. Earlier it used to remain idle at Agra for 8 hours and even now it remains idle for 4½ hours at Gwalior. Khajuraho is an attractive place from tourist's point of view. Its extension upto that place can fetch sizable revenue to the Railways. Also, with electrification, the speed of the train is also increasing, I, therefore, request you to treat the Taj Express as a tourist train and it may be extended upto Jhansi. Luxury coaches should be attached with this train so that the foreign travellers may travel with comfort. This will result in increase in income to the Railways.

Lastly, I want to congratulate you for bringing down the number of accidents. You have admitted that 65 per cent accidents occur due to the employee's fault and we know that more attention is being paid on the aspect of safety. Whereas in 1980-81, the number of accidents was 1013, last year it was 741 and this year upto February the number is 665. I congratulate you specially for reduction in their number. You are trying to bring them further down.

One particular request that I want to make is that manual signals should be replaced by electric signals and at least one person must be posted at every level crossing not only to reduce the number of accidents but also to provide employment to some people.

Then I want that the Planning Commission should allocate maximum funds to the Railways so that new rail lines may be laid and railway facilities could be extended to the backward areas also. The present pace of laying new railway lines is very slow. You have with the collaboration of the Indian Tourism Development Corporation effected a lot of improvement in the quality of meals served by the Railways. For this also I congratulate you. You have paid attention towards the problem of environment also and have planted trees near the railway lines. For this also I congratulate you.

By the end of the century, there will be such an increase in the rail traffic that suburban traffic is likely to reach a figure

of 40 thousand million passenger kilometres. Keeping in view all these things, if the Planning Commission provides maximum funds, only then we will be able to achieve our target and I request that attention may be paid towards this. With these words, I support the Railway Budget.

*SHRI G. S. BASAVARAJU (Tumkur) : Mr. Chairman, Sir, so far many of my friends have ventilated their views about the Railway Budget for the year 1986-87 presented by our hon. Minister. There is no increase in the second class fare and in the students concessions. The common man in the country is very happy with the railway budget. I wholeheartedly welcome and support this budget and express certain views about the grievances of the people of Karnataka State.

Indian Railway is one of the biggest in the world and every year crores of rupees are earned. There is no other transportation system which is as convenient as railways. But it is unfortunate that a meagre amount has been allocated for the construction of new lines. Last year about 84 crores of rupees were provided for construction of new lines. This year the amount is only 100 crores. This amount is not at all sufficient. Due to escalation the construction charges have gone up steadily. If this kind of allocation of a meagre amount for new lines continues, there cannot be good progress in the country. Transportation of various goods from nook and corner of the country would become a great problem if new lines are not constructed. Therefore, I request the hon. Minister to plead with the Planning Commission and to get an allocation of at least one thousand crores of rupees every year for the construction of new railway lines in the country. All the time, Karnataka State has been neglected with regard to railway facilities. Step motherly attitude is being shown to southern States particularly to Karnataka.

In the 6th Plan about 25 crores of rupees were made available for the electrification of the railway line between Bangalore and Jolarpet. Strangely, an amount

*The speech was originally delivered in Kannada.

[Shri G. S. Basavaraju]

of only thousand rupees has now been allotted. If this is the condition how can we expect any electrification work in Karnataka State. I hope the hon. Minister would reconsider this matter and allocate more funds for this electrification of Bangalore-Jolpet railway line.

An amount of 25 crores of rupees was made available for conversion of metre gauge into broad gauge between Mysore and Bangalore in the year 1979. This is a very high density route but unfortunately in the recent years only 60 to 70 lakhs of rupees were provided each year. This year the amount is only 20 lakhs of rupees. Therefore, the work is going on at snails pace and I am afraid at this rate this conversion work may not be completed even after another 50 years.

There was a proposal of a new railway line between Kottur and Harihar. This has been stopped at the survey stage itself. Similarly the proposal of converting Bangalore-Miraj line into broad gauge is also pending for the last several years. This is a very good link between southern and northern regions of the country. The distance of this line is only about 300 kms. I believe that the Government would give a serious thought about the conversion of this important line.

Hubli-Sholapur line is another important route which should be made a broad gauge line. The hon. Minister should also take up the railway line construction work between Hubli and Karwar. Karwar is an important port and it must be linked with Hubli to encourage trade. Another line has to be constructed between Maddur and Ananthapur via Pavagad. This line would connect the States of Andhra Pradesh and Karnataka. A new railway line has to be taken up between Bellary and Sree ngapatnam via Sira. This will help lakhs of people in that area and it will be a boon to the businessmen.

Chitradurga-Rayadurga line is an important ongoing project for which only 20 lakhs of rupees have been provided this year. I request the hon. Minister to provide more money for this project as it is a

very vital project in the State of Karnataka.

Karnataka has only about 50 to 80 Kms. of broad gauge line. This is almost negligible when it is compared with the broad gauge lines of other States. Most of the officials in the railway department situated in Karnataka are from Kerala or Tamilnadu. They do not take keen interest in providing more facilities to the passengers. Hence while appointment is made for the railway departments in Karnataka preference should be given to the people of Karnataka.

Due to theft goods worth about thousand crores of rupees are lost every year. As lawyers we have seen in the courts many people making false claims. In some cases officials are also involved in these theft cases. Some stringent measures have to be taken to see that theft in the railways is stopped once and for all times to come. To stop such cases there should be continuance vigilance.

Almost all the State capitals have daily trains from New Delhi except Bangalore. Karnataka Express runs only twice a week. Therefore, I request the hon. Minister to immediately introduce a daily Rajdhani Express between Bangalore and New Delhi.

I hop that the hon. Minister would look into all the points that have been raised and allocate more funds for construction, conversion, electrification and doubling of railway track in my State of Karnataka. I thank you for giving me this opportunity to speak and with these words I conclude my speech.

[English]

SHRI UTTAM RATHOD (Hingoli) : Mr. Chairman, I rise to point out some of the things, some of the on-going projects which have been neglected to a great extent by the Railway Department.

As you are aware, when Maharashtra was facing a drought, the then Prime Minister Shrimati Indira Gandhi addressed a public meeting in Aurangabad and promised that the Mamnad-Purli broad-gauge

conversion work that is, from Manmad to Parbani would be taken up immediately.

In 1977 Prof. Madhu Dandavate started the work of the construction. But unfortunately for paucity of funds this line had been completely neglected. In spite of several representations from the public as well as from the Members of Parliament, we have not been able to make a headway as far as this work is concerned. There is a great disappointment in the minds of the people, a feeling of frustration in the whole area as the people from that area, that is Marathwada region feels that development can come only through broad gauge. I want you to take up this issue at least in the Supplementary Budget and see that some more funds are provided. Last year when I spoke on this issue I had specifically asked the Railway Ministry to tell us the date on which they will be completing this project so that we could travel from Bombay to Aurangabad. But even till this day they have not been able to say that. I do not know why the Railway Ministry does not give us a definite time or at least specify when they would be taking us by broad gauge up to Aurangabad. In all seriousness I would request the hon. Minister to pay more attention towards this project because the people are frustrated and now the younger generation especially the students, who had come recently in a delegation, are very very disappointed and I am afraid that they may go to any extent and for that the Railway Ministry only will be held responsible. It will not be possible for us to control them for they feel that they are being deliberately neglected. Every year you make provision of Rs. 50 lakhs or Rs. 1 crores, and then you go on subsequently increasing it, ultimately what happens? The conversion is not yet complete and the people feel frustrated. I hope you will take these things into consideration.

I am grateful for making some provision for Darwha-Hadgaon-Bhokar line. This railway line from Drawha to Pusad which is 36 miles long was there till 1939. It was a narrow gauge line. This line was uprooted and shifted somewhere in Iraq in the Middle-East. In 1953 when Shri Lal Bahadur Shastri was in charge of the Railway

Ministry the people of Digras and that area had requested him that this line may be taken up. Lal Bahadurji promised that he would consider it. Later on, nothing was done. And when Shri Ghulam Nabi Azad came to Washim he took up the issue and some provision was made for doing traffic-cum-engineering survey. Last year I think some seven lakhs of rupees were provided for this. But this year the amount is reduced up by 50 per cent. I do not know why it should be so. The land is there. From Darwha to Pusad the railway department has only to take action to restore it. The banking is there, the only thing you have to do is to widen it. The bridges are there, only the rails are missing. They have to be put. If you do that the people will feel that something is being done.

After independence, some lines were constructed by the Railway Department. In that Puruna-Hingoli-Khandwa metre-gauge line was also constructed. But commuters on this section have to pay 1.33 percent more fare than others. I do not know why these charges should be levied. I enquired from the Minister and he had expressed his liability. Why should he not be equated with other passenger fares? Do you differentiate between commuters of Delhi and Bombay or for that matter Poona? No, you do not do that. You have a parity for that. But how is it that people travelling on Puruna-Hingoli-Khandwa line are charged more? Is it a penalty they have to pay for remaining backward during the Nizam's time? In fact, your attitude should be to give subsidy in order to bring them at par with others. But here you are doing injustice to the backward people by charging 2.33 per cent more.

One more individual case. At Hingoli station we want a foot bridge. But this request is not granted. Even drinking facilities, water coolers are not provided. I do not know why these facilities are not provided by the Railway Department. When you are introducing computers here, we are happy. But do something for us. After all, we are also human beings.

With all these things I support this Budget.

BEGUM AKBAR JAHAN ABDUL-LAH (Anantnag) : In the Railway Budget presented on 26th of the last month, there are some good proposals. The proposal not to increase the fare for second class passengers is a welcome step. The concession to students is also a good decision. But charges of second class reservation should not have been increased.

I would also plead for cleanliness in Railways. Above all, I would plead for punctuality in Railways. It must be known to the Minister that the trains are running invariably late.

Railways are one of the most important vehicles of national development not only from the point of view of national investment, but also from the point of view of employment that Railways provide. There is no doubt that Railways have played a great role in the nation's socio-economic development. Besides, passenger movement from one corner of the country to the other, Railways carry million tonnes of cargo comparatively lower rates.

Unfortunately, Jammu & Kashmir State has remained very backward in Railways. In a way we have remained where we were in 1947. We had the Railway link upto Jammu and today also we have the railway link upto Jammu only. Seven years ago, construction of Railway line from Jammu to Udhampur was started. Initially, it was a Rs. 70 crore project and the line was supposed to be completed within five years. 6 years have already elapsed so far, but hardly Rs. 4,5 crores have been spent on this line. In view of the price escalation, more funds will be required to complete this project. The work on this project has been going on very sluggishly and I am not sure that this project will be completed within a matter of even five years from now.

As for the Railway line between Udhampur and Srinagar, it is shocking that the Ministry has not even conducted survey so far. What is the reason for delay in conducting the survey. It is not difficult to have tunnels through mountains in modern age of technology.

The Railway Minister should earmark funds for conducting survey, so that

construction of a railway line between Udhampur and Srinagar becomes a possibility.

Survey was conducted long ago to lay the railway line between Qazigud and Baramulla. But the line was not constructed and there is no assurance from the Railway Minister to this effect.

Kashmir has to be on the Railway map of India and, therefore, I expect that the Railway Minister will extend an assurance to me that railways will be extended to Srinagar and other towns in Kashmir.

The Railway Minister must be fully aware of the fact that extension of railways to the Kashmir Valley will be a step towards economic development in the J&K State, besides promoting national integration.

[Translation]

SHRI R.P. SUMAN (Akbarpur) : Mr. Chairman, Sir, I rise to support the Railway Budget because it provides relief to the poor and would ensure development in the Railways in spite of the limited resources. It is a welcome Budget. But Sir, there are two or three points towards which I want to draw the attention of the hon. Minister. I am putting forth suggestions which do not need extra expenditure and at the same time will provide much relief to the public.

The whole of the country is aware that eastern region of Uttar Pradesh is a very backward area and in that region Faizabad is still more backward. It is a matter of regret that Faizabad is constantly being neglected. The service of Lucknow-Mughalsarai passenger train is quite erratic, it usually runs late by as much as 24 hours. My submission is that the way attention has been paid towards fast trains, the passenger trains should also be taken care of. These trains run very late and are in such dilapidated condition that people have to face great difficulty in travelling by it. This situation should be remedied and the condition of these trains should be improved. Special attention should be paid there so that the punctuality of these trains could be ensured.

Secondly, there is only one direct train

available between Delhi and Varanasi *via* Faizabad and Jaunpur and that is Ganga-Yamuna express i.e. 83 Up and 84 Dn but that too runs on this route only four days a week. For the remaining three days it goes *via* Sultanpur. My suggestion is that Assam Mail should be diverted to Sultanpur and this train i.e. 83 Up and 84 Dn. Ganga-Yamuna Express in the absence of any other direct train in this direction, should run on all the days of the week between Delhi and Varanasi *via* Faizabad, Jaunpur. The AC coach connected at Delhi with this train is detached between Lucknow and Varanasi. My submission is that it should not be detached because there are people who would like to travel in AC Coach between Lucknow and Varanasi. Therefore, it should not be done that AC coach is attached upto Lucknow and then it is detached.

Similarly, earlier there used to be a train, Delhi-Buxar Passenger train, which used to start from Delhi and was known as Janata train. It gave a lot of relief to the people but subsequently, for reasons unknown to us, this train was made Bareilly-Buxar passenger train in place of Delhi-Buxar passenger. I request that Delhi-Buxar passenger may be restored to provide relief to the people because there is no other direct train between Delhi and Varanasi. It will not involve any expenditure also.

Thirdly, Ayodhya has a great historical significance. I regret to say that in spite of repeated requests Ayodhya is being neglected. It has been demanded for quite a long time and memoranda have also been submitted regarding a railway bridge in Ayodhya but we do not know why such an important place is being neglected and the bridge is not being constructed there. Immediate arrangements should be made for its construction.

Fourthly, there has been a constant demand that a train should be provided which may connect Allahabad with Ayodhya. Last time the hon. Minister was kind enough to start Surya Express but that was started between Faizabad and Allahabad whereas the demand of the people was to run it between Ayodhya and Allahabad. I suggest that in view of the 440 K.W. Thermal Power Project being constructed at Tanda

on Saryu river, this train should be run from Tanda to Allahabad *via* Akbarpur, Gosainganj and Faizabad so that the population of that area could be benefited. Thus, that train would be linked both with Saryu river and Ayodhya and the sentiments of the people of that area would also be respected. Therefore, I request that a train from Tanda to Allahabad *via* Akbarpur, Ayodhya, Faizabad should be introduced.

My another submission is that about 35 lakh people belonging to Faizabad, Azamgarh, Sultanpur, Jaunpur, Basti and Eastern Uttar Pradesh are settled in Bombay and they have often to travel between Bombay and their hometown. They experience a lot of inconvenience during this journey. If they want to go to Bombay, they have to go *via* Banaras or Lucknow. Therefore, my request is that instead of running the Kashi Express from Banaras to Bombay *via* Allahabad, it should be run *via* Jaunpur, Shahganj, Malipur, Akbarpur, Ayodhya, Faizabad and Allahabad. It would mean a little diversion in the route, but it will cater to the needs of three to four districts and thus they will be benefited. Faizabad, Sultanpur and Pratapgarh will also be connected thereby.

Secondly, there is a historical place of pilgrimage at Kichochha-Sharief which is just near Akbarpur—the constituency I represent. The people even from abroad come here to make an offering in fulfilment of a vow. Akbarpur is a junction where reservation in first or second class is not available in any of the trains except Ganga-Jamuna Express. There is a spinning Mill, Shriganohi Ashram and Tanda Thermal Power Project of 440 MW capacity. The area is inhabited by the weavers. Therefore, keeping in view the importance of this place, reservation for at least four first class berths and eight second class berths should be provided there. This will provide relief to the local people.

I had taken up the matter of providing waiting room facility there with the hon. Minister. There is no provision of shed and drinking water there. I was told in reply to my letter that platform shed is already there. I can say with authority

[Shri R. P. Suman]

that there is no shed there and the hon. Minister can go and see it himself that there is no shed where the train stops daily. I, therefore, request that a shed should be constructed there. At the same time, I would also like to point out that the level of none of the platforms at Tanda is of the required height. As a result of it, the passenger experience a lot of difficulty. Hence, I request that at least one platform at Tanda should be elevated to the required level of height. As most of the population in this area belongs to the weaver community, 'angochha' and 'lungis' of a fine variety are produced there. Therefore, a godown should also be constructed there with a view to providing relief to the people.

With these words, I support the Budget.

[English]

SHRI S. G. GHOLAP (Thane) : Mr. Chairman, Sir, first of all I thank you for giving me this chance to speak now. I congratulate the hon. Minister and I support the Budget. It is the first Budget not of the Railway Ministry, but of the Transport Department. I don't understand what is the special benefit of creating this Transport Department. Previously it was already a very big department. The Railway Department itself has been a very big one. Now it includes water transport, air transport and surface transport. All those things are included. What is the advantage of creating this Transport Department? I don't know. I hope that the Minister will reply to this point. Sir, one day before the Budget the Prime Minister has stated that 'we will have to take very hard decisions'. So we were all under the impression that definitely there will be more charges. But I must congratulate the Minister that in these circumstances he has not increased the ticket fare for the II class passengers, passengers of the suburban trains and pass-holders and for goods traffic. So, 90% of passengers are exempted from additional burden. Therefore, I congratulate the hon. Minister for this.

I now wish to deal with the suburban

services. The suburban services need some special attention. I request the Minister to do the needful. Of course, he is aware of the rush in the Bombay suburban train. Last time when Shastriji, the then Minister for Railways, travelled in the third class when I was also in the third class compartment and he came to know about the rush. Similarly, I request the Minister to see the rush there. No man can enter into the train and the person who enters cannot get down in the next station. So, what is the alternative? I suggest that at present there are 9 rakes. I wonder whether 12 rake can be provided. So, I request the Minister to see the possibility of putting 12 rakes so that more passengers can go by the same route.

There is some suggestion that some suburban stations like Kalyan have no home platform. There is a proposal to have a home platform for Kalyan station so that more trains can go. So, I request that it should be taken up immediately.

Yesterday I was listening to the speeches of some hon. Members. Even the small issues were taken up by them. Why? Because there is no system at present to solve the problems at the bottom. For this, there should be a Committee. So, I request that there should be a divisional level committee. At present there is a Committee, but there is only one M.P. from the Division. So, I request that there should be a divisional level committee where M.Ps. from that area are represented so that we can suggest various things and we can implement various proposals.

One thing that I have come to know about the Bombay Division is that all the urinals and lavatories at the stations are removed. I was told that it is a policy decision of the Railways that there should be no lavatories in the stations. I do not know why this decision has been taken. In some stations people have to sometimes wait for hours together. So lavatories should be provided at the stations.

The suburban Diva Vasai railway line has already been completed in 1981 and goods traffic has already started there. The electrification also is over. So, in Diva Vasai the goods trains are running, but passengers trains are not running. So,

I request that passenger service should be started on the Diva Vasai line so that the Central Railways will be connected with the Western Railway by a suburban train. So, the passenger service should be started immediately on that line.

There is one Central Zonal Committee. For one year I have been waiting for the invitation, but no invitation has come and no meeting is called for. Why is it not called? That should be inquired into so that there will be a regular meeting of that Committee.

Regarding the new railway line of Mankhurd-Belapur, last year Rs. 2 crores were provided, but all of a sudden Rs. one-and-a-half crores were taken back and given to some other states.

Again the amount was returned, but it has not been spent. This year only Rs. 10 lakhs are provided. Of course, it is negligible. There is a proposal that bonds should be issued by the State Government and the amount realised will be given by SIDCO to the Railway. Even then there cannot be sufficient money for two-three years. So, work should be taken up in three stages: (1) Mankhurd to creek bridge; (2) Belapur to bridge (3) the creek bridge. The idea is that money can be made available in three stages and the work can be completed within five years.

The work on Vasai creek bridge near Bandra on Western Railway is going very slow and it is not known how much time it will take. So, I request that work should be completed early so that suburban trains can carry more passengers.

With these suggestions, I support the Railway Budget.

[Translation]

SHRI MOHD. AYUB KHAN (Jhunjhunu): Mr. Chairman, Sir, at the outset, I congratulate the Railway Minister for presenting such a good Railway Budget. At the same time, I would also say—our hon. Defence Minister is also present here—that very little attention has been paid in the Budget to our Armed Forces. Keeping in view the speed at which our Army

is being strengthened, there is an acute shortage of M. V. F. U. for the Armed corps. The shortage is felt particularly at the time of movement of armed units from one place to another, during the movement for training and for the movement to the front at the time of operation. If the same is not supplied in time then the armed units have to wait for months for their transportation to the firing ranges and to the places of training. They face a great deal of difficulty in getting bogies/wagons. Even in getting power for the engine, there is a lot of corruption. A host of problems are faced in getting an engine. Whenever, power is requisitioned for shunting, they face a number of difficulties. Therefore, the hon. Minister must pay attention to it.

The railway free travel concession to the army personnel is available only once a year when they proceed on two months annual leave. The concessional warrant is issued only for one month casual leave. This has been in vogue since the British days. These army personnel should be given this facility of warrant at least thrice a year to enable them to go to their home town during leave. Similarly, concession should also be given to the ex-servicemen as they have also served in the army.

Secondly, I also share the views expressed by the hon. Planning Minister that the moment we cross over to Gujarat from Rajasthan by car, we feel the difference that we have entered another area. Similarly, when we go to Haryana from Delhi and cross over to Rajasthan, even a sleeping person would tell that Rajasthan has come. At least this difference should not be felt in the trains. Then only one can say that there has been some improvement in the railways.

Not a single broad gauge railway line is there in Rajasthan. No progress in the matter of railways is visible there. Therefore, I request the hon. Minister to pay attention to it. I suggest that the Delhi—Ahmedabad train which runs via Jaipur four days a week should run via Loharu, Jhunjhunu and Sikar on the remaining three days of the week to cater to Jhunjhunu in Rajasthan. This will provide a big relief

[Shri Mohd. Ayub Khan]

to the people to the people of that area particularly that of Jhunjhunu.

There is a train which runs from Dabri to Singhana Copper Project in Khetri. It runs as a goods train only. If some passenger coaches are also attached to this train, it will benefit the local people.

Shri Bansilal has introduced a train named Shekhwati Express which runs between Delhi and Jaipur. This train should be extended upto Swai Madhopur. This will also give benefit to the people, because another train from Jaipur leaves immediately after the departure of this train with very few passengers in it. This train comes from Loharu. If that train is run from Loharu to Ahmedabad or from Loharu to Ajmer, this most backward area can greatly benefit from the point of view of railways facilities.

That area of Rajasthan has only narrow gauge lines and even the tracks are overaged. Both bogies and engines are worn out. I hope, the hon. Minister will pay attention to it and accede to my request with regard to running Delhi—Ahmedabad train via Loharu, Jhunjhunu, Sikar and Flaira on the remaining three days of the week.

[English]

DR. A. KALANIDHI (Madras Central): At the outset, let me pay my compliments not only to the hon. Minister for Transport Mr. Bansi Lal, Minister of State for Railways Mr. Madhavrao Scindia, but also to the Chairman of the Railway Board, Members of the Railway Board, and staff of the Railways, for the excellent performance in the first nine months of the current year in having registered a growth-rate of 9.1% in revenue earning traffic over the previous year despite the short-fall in the offerings from the core sectors like coal and steel. This has enabled the railways to surpass the overall Budget by 2.2%. The increase in the sleeper charges at Rs. 5/- for the journey beyond 500 KM is unwanted. Take, for instance, the case of a passenger travelling from Madras to Tirunelveli, 649 KM. He

reaches Madurai 492 KM. by 5 AM and it is very ironical for him to pay extra Rs. 5/- for his journey after 5 AM. This levy is totally unwanted. I request the hon. Minister to withdraw it. I am pleading for the posting of a Chief Administrative Officer to the Madras Rapid Transit Railway Project. From the inception of the Organisation in 1971 till 1976, when the Project was doing only survey work and the other works, it was headed by a Chief Administrative Officer only. But when the actual project work has commenced, it is headed by a Chief Engineer, an Officer of a lower rank. I would still appeal to reconsider the decision and post a Chief Administrative Officer who can independently take decision for the speedy execution of this project.

The Railway Ministry has lost its separate identity when the Cabinet rank Minister for Transport has been created. In order to pay dividend, an increase of Rs. 76 crores has been proposed by Minister of Railways leading to a surplus of Rs. 7 crores. This increase in fares is not at all warranted at this present juncture when the Government of India wants to conserve the use of petroleum products, the hike in fares will divert public to resort more to road transport only. For example, the fare in the case of road transport from Madras to Trichi is Rs. 27.20 p. and the fare in the case of railways is Rs. 30/-. With the present increase in fares of railways, public has to pay Rs. 2.80 p. more to go to Trichi from Madras. This will definitely increase the consumption of diesel or petrol, as the case may be. One train from Madras to Trichi will carry roughly 900 persons and if it is done by road transport, it will require at least 17 buses. By this, the consumption of petroleum products will increase two-fold which goes against the stand taken by our hon. Prime Minister and the Finance Minister. If you want to conserve the use of petroleum products, you should have reduced the fares charged by the railways whether it is mail, express or passenger train. You are adopting double standards in the increase of fares.

Coming to the provision of funds for on-going schemes in Southern railway, particularly in Tamilnadu, the amount of

Rs. 4 crores allotted to Madras Rapid Transit system is not at all adequate and at least a sum of Rs. 20 crores should have been made to see that this Project is completed in the next five years. At the present rate, I fear, that this Project will not see its end even after the completion of the 8th Five Year Plan. Perhaps, this Project is also slated for the 21st Century ! Even the Karur-Dindigul-Tuticorin line is also limping. With a demand of Rs. 28 crores for this year, only a sum of Rs. 3.5 crores has been allocated. The electrical multiple units at Madras city from Madras beach to Tambaram had also reached saturation point. Adequate units are to be added immediately but no provision has been made in the Budget.

Another need of Madras city is the circular railway line but railways had not made any attempt to do anything in this direction. At least, the line between Villivakkam and Annanagar, Arumbakkam should have been taken up in the current year. The railway line between Chenglepup-Kanjeepuram-Arakkonam is not utilised fully on some pretext or the other. So also the line between Katpadi-Tiruvannamalai-Villupuram-Tirunelveli-Nagarkoil-Kanyakumari-Trivandrum. When the question of provision of funds for ongoing schemes or for new schemes to be taken up in Tamilnadu came up, there is a stock reply that there is no fund available. Why this discrimination ?

Coming to the welfare of the employees of railways, I wish to bring to your notice the following points :—

(i) The revision of pay scales and seniority of Store Issuers/Material Checkers of Loco, Carriage and Stores Department of Perambur Complex is dragging on for the past 30 years without any solution ;

(ii) There is discrimination in the scales of pay given to the 'B' Group officers in Railways, between promotees and direct recruits even though they are doing the same volume and type of work. This is pending ever since 1947.

(iii) There are 96 khalasis working

in EMU Unit at Tambaram for many years but they are not made permanent.

(iv) There are a lot of grievances put forth by the employees in ICF, Loco Works, Carriage Works, Golden Rock Workshops at Trichi and Podanur. But they are not being attended to by the Administration effectively.

This problem is continuing without any solution for the past many years. Recently the Railway Board had passed an order in October 1985 that for the posts of Khalasis and casual labour the minimum qualification is ITI. I request the hon. Minister to withdraw this order and restore the status quo that existed prior to October 1985.

The railway quarters in Thiruvannamalai are facing an acute water scarcity. Instead of taking action to undo the sufferings experienced by its own employees the administration has transferred some employees and intends to transfer some more since it is stated that they have brought to the notice of an M.P. their sufferings. Is it a crime for the employees to bring to the notice of an M.P. their legitimate grievances after exhausting all the avenues at their disposal ?

The porters and canteen workers of railways should be departmentalised like that of the employees in the Civil Aviation Department and given the benefits of regular employees of railways.

Regarding new schemes to be taken up, I would like to draw the attention of the hon. Minister for Transport the need to make a beginning in the circular railway line, that is, the Villivakkam-Annanagar-Arumbakkam line which will displace the use of about 100 trips in this sector of the road transport which is already choked. If there is a will, there is a way. If the hon. Minister orders, this line could be got ready within six months and it will save the much-needed foreign exchange by reducing the consumption of petroleum products used by the buses.

Another thing is the need to provide funds for the sub-way connecting the new railway station coming up opposite the

Dr. A. Kalanidhij

new airport terminal at Meenambakkam. The distance is only 100 metres but the road is a national highway which is busy through out day and night. Hence I request the hon. Minister to consider this and do it without any delay.

With these few words, I thank you.

[*Translation*]

CH. SUNDER SINGH (Phillaur) : Mr. Chairman, Sir, this is my first speech in the Budget session, 1986. A splendid Railway Budget has been presented by the hon. Railway Minister who himself is a goon person. But in my view, Shri Bansi Lal has not been able to effect improvements in the railways in conformity with his dominant personality. The Government officials used to be scared of his towering personality, but that type of situation is yet to be seen in the Railways. The officials do not have any sense of fear so far, I do not know why is it so. Similarly, our Minister of state is also a very nice and wise person having a calm composure. But Choudhary Bansi Lal has not lived upto our expectations so far.

First of all, I would like to draw your attention to Jalandhar-Gurdaspur railway line. In view of the increasing traffic on that line, there is an urgent need to convert it into a double line. There has been a tremendous increase in the population there and the condition of the train services is miserable. Now a days the people prefer to travel by bus instead of a train. When they travel in trains, insanitary conditions prevail there. If you happen to travel from Amritsar to Pathankot in a first class compartment, you will find it in a very bad state. Apart from insanitation, you will find that seat covers are either missing or torn and that is why people prefer to travel by bus. When this is the condition of first class, you can very well imagine what would be the state of affairs in the second class. During the British time, it was quite common to hear hawkers shouting water for *Hindus* or water for *Muslims* but now even drinking water is not available to the passengers. You may kindly provide two milk booths at every railway station, if you consider it appro-

priate, so that the passengers could get milk if no water is available. I want that Choudhary Sahib should pay adequate attention to it. Today, if somebody wants to have tea he would not get it. Suppose, somebody wants to have tea without sugar, that too is impossible because he will have to order a full breakfast which costs at least Rs. five. Therefore, I want that you should pay attention to this also. So far as railway catering is concerned, I would like to point out that it is not functioning properly. It is because of the contractors who are handling it. The catering service should be entrusted to the cooperative societies or to the local people. If this is done, quality food can be ensured and everything will be systematic.

I have one point regarding the availability of newspapers. Generally all the newspapers are not available at all the railway stations. Therefore, I would request to ensure it as well.

Ever since Chaudhary Sahib (Shri Bansi Lal) took charge of the Railways, there has been improvement in its working but it is not to the desired extent. The reservation charts are not displayed at all the railway stations. I would like that these charts should be displayed well in advance to reduce inconvenience to passengers. Chaudhary Sahib has not been also to instil fear of administration in the mind of railwaymen. It would have further improved the situation.

In fact improvements have to be made in the working of Department of Railways which requires co-operation from all of us, but the question is, how? The situation in Punjab is going from bad to worse day by day. There is danger to life and property of the people. The people do not feel secure there. In these circumstances the question of bringing about improvement in the Railways can be considered only when efforts are made to solve the biggest problem. With these words I express my gratitude for the opportunity given to me.

17.03 hrs.

[MR. DEPUTY SPEAKER
in the Chair]

SHRI KAMMODILAL JATAV (Morena) : Mr. Deputy Speaker, Sir, I thank you for giving me an opportunity to speak. The hon. Transport Minister Shri Bansi Lal and the Railway Minister Shri Madhavrao Scindia deserve to be congratulated for excellent performance of the railway department during the last one year of their tenure. Last year there was heavy overcrowding at railway stations and people used to board the trains without tickets. But there has been marked improvement in the situation ever since they took over.

Provision has been made for the Gwalior-Sheopur narrow gauge railway line in my constituency and it would help in the development of the area. But I would like to request that if this railway line is extended 50-60 kms. beyond sheopur, it would connect Shri Shanti Dhariwal's constituency as well and thereby people of both these areas will benefit.

The hon. Railway Minister is aware that there is only one railway bridge on Chambal river at Dhaulpur and if at any time it is in danger and cannot be used, it will cause great inconvenience to the passengers travelling to Madras and Bombay. I would, therefore, request the Government to construct another railway bridge for the other railway line for the benefit of all. Besides, I want to submit that there is overcrowding in trains between Agra and Jhansi. Therefore, if a Shuttle service is introduced between these two stations it can be of great help to the people of the area.

Sanchi Express which runs between Indore and Delhi does not stop at Morena. Is this train stopped for one or two minutes at Morena on its way to Delhi and back it can be useful to the people of my area.

With these words, I thank you for giving me an opportunity to speak.

[English]

SHRI I. RAMA RAI (Kasaragod) : Sir, while welcoming this Budget, let me congratulate the experienced and dynamic Transport Minister and the hard-working

Minister of State for Railways for having presented this balanced and reasonable Railway Budget. Regarding improvement in the general working in connection with passenger facilities such as canteen, waiting-rooms, toilets, etc., these things have been discussed at length by my friends. We realise the difficulties of the Ministers in handling this gigantic railway system which is the second largest in the world and which carry almost an Australia a day in terms of passengers. Still I am trying to put forward my views and suggestions for consideration.

While new works are taken up, much is not attempted to remove the regional imbalances. This is the case with my State of Kerala. Yet, I have to thank them for having allotted Rs. 4 lakhs this year for improvement of the Railway Station in my constituency....

PROF. N. G. RANGA (Guntur) : Which is that ?

SHRI I. RAMA RAI : Kasargod Railway Station.

Sir, most of the Railway Stations beyond Shoranur upto Mangalore are the old Railway Stations created during the British time.

I am happy to know from the hon. Minister's speech about the completion of survey from Mangalore to Udipi, which is adjoining my constituency, though in Karnataka. But I hope that the words of Prof. Madhu Dandavate will not be true in this case. Prof. Madhu Dandavate had said, if I remember correctly : "Where there is a will, there is a Railway, but where there is no will, there is only a survey". We in the northern part of Kerala have a lot of connection with Mangalore. Due to lack of time, I do not go into details about the encouraging facts and figures furnished by the Railway Minister.

With a view to raising revenue for meeting the massive development requirement of this main mode of transport which is comparatively cheaper than road transport, I venture to suggest, we have to put up shopping centres, guest houses and

[Shri I. Rama Rai]

hotels in the vast land possessed by the Railways and thus create a permanent source of income at important locations.

One more point which many speakers have not touched is the safety measures in which the Indian Railways lag behind. Automatic Warning System is obligatory in the sections where the speed of the train is 80 kms. per hour or even more as in countries like North America. But there is inordinate delay in the provision of Automatic Warning System even on routes where high speed trains like the Rajdhani Express are running. The major railway accidents result, apart from loss of precious human lives, in colossal loss of railway property costing crores of rupees. As far as my information goes, a diesel or electric locomotive cost Rs. 1 crore; a broad gauge passenger bogey costs about Rs. 10 lakhs. Loss due to damage of the track, bridges, signalling equipment, etc., is often much. Apart from financial loss, the availability of rolling stock, including engines is reduced which, in turn reduces productivity and earnings. We have also frequent cases of derailment of goods wagons due to 'hot boxes', particularly on the sections on which movement of heavy commodities like coal or steel products takes place. Such derailment not only causes heavy loss due to damage of rolling stock and track, but it also throws the entire traffic on the section out of gear and affects the safety of other trains. To get immediate warning of a 'hot box', other countries have been installing 'hot box detectors' extensively for the last several decades. We have yet to progress in this field.

My friends have already touched about the recent running over of the train in which more than 27 people expired at Tellicherry.

On the line beyond Shornue upto Mangalore a lot of over bridges are required. The public is in difficulty and have to take circuitous route in reaching their destination which is on the other side of the railway track. Paucity of funds stands in the way of construction of the railway bridges. As an experimental measure I

suggest to construct one or two important railway over bridges by collecting toll collections and mobilising funds in that way. I suggest one such bridge to come up at a place called Pilicode near Trikarapur in my constituency. I want to apply your mind to connect distant corners of the country with the country's capital. I want to suggest that cutting the running time and at the same time speeding up the trains should be done; but the present railways which are not picking up time can provide good stoppings at some of the important stations like a place called Pannanur in my constituency where a Naval Academy is going to come up.

My State is denied of a Coach Factory at Palghat. One humble representation I would like to make to the hon. Minister is that Kerala is having a large number of unemployed educated youth. In providing jobs in these factories, opportunities should be given to the unemployed youths from all parts of the country, whether the factory is in Punjab or Kerala. The "Sons of the Soil" theory should not be encouraged in the interest of the country's unity and integrity.

DR. DATTA SAMANT (Bombay South Central) : I will talk regarding the railway problems in Bombay. I think about 25% revenue is coming from Bombay to the Government. I am inviting the Hon. Minister Shri Bansi Lal to come to Bombay as our guest and not as a guest of the Government. In Dadar, between 5 to 7 p.m. if he enters the train I will felicitate him and garland him.

In the last 30 years the passenger population has gone up five times; but the Government and all our machinery could not manage even two times of it. The average capacity of the train is 1800; but at least 5000 to 6000 passengers travel sitting on the roof of the train at the cost of their lives.

Bombay is developing like anything. What is the attitude of the Government towards Bombay? I have talked many times in this House that though you are getting Rs. 3000 crores revenue from Bombay, the Government is always negligent towards Bombay. Whatever you are going

to spend for Bombay, you will get more returns. That is the situation in the country.

I am suggesting some of the things. I think, about ten lakh passengers travel from Dadar area. One train must originate and terminate from Dadar. That is the suggestion made by the Government's Committee. It can be easily done at the Iceland terminal where some buildings are being constructed. By spending about Rs. 8 crores to Rs. 10 crores this arrangement should have been made long back. There are a few more things which I would like to suggest. In the Western and Eastern suburban areas of Bombay, in the harbour at Bandra there is already a crossing. Without spending anything, you can run a train through the Central Railways, so that the whole crossing load towards Dadar can be reduced. Nobody is prepared to consider such a simple thing !

From Westend, Churchend to Central Railway all load is coming to Dadar, from all the sides. From Bandra to Kurali the whole land belongs to the Government. You need not spend a single naya paisa for acquiring that land. I am making a categorical statement. It is a 5 kms. distance. The only thing is that it is a creek. So, by spending a few crores of rupees that link can be done. The Government had never considered to do it from Bandra to Kurali.

There are certain other things, which has already been said by hon. Member Gholap. We have already spent Rs. 50 crores on Diva-Vasai railway which is existing for the last four years. Two goods trains pass. That is used for the passenger. Hon. Member Gholap also has said on this issue. The whole load can be transferred.

Another thing we are quite bitter about is the Mankhurd-Belapur railways. It is a 17 kms. railway. The Government has already given an assurance on this. The population of Belapur has already gone upto more than 10 lakhs.

All these coal depots, steel depots and markets are being shifted to new Bombay.

The Railway Committee has recommended that this Mankhurd-Belapur railway line is a must because Bombay is developing. I am not saying that Government may spend all this amount of Rs. 100 crores at one time. Maharashtra Government is prepared to spend a good part of the amount. The whole expense will be on the Thane Creek and that revenue can be recovered by taking some more tax from the public.

Sir, I really feel sorry and I would like to mention that the hon. Prime Minister at the meeting at the Maidan in connection with the Centenary celebrations had categorically promised to the public that he will get completed this Mankhurd-Belapur project in this year. This project has been pending for the last five years. In this year's budget you have sanctioned only Rs. 10 lakhs. We are quite bitter on this issue.

The second point I would like to mention is that the general recovery from any railway route is between 10-12 per cent whereas if you lay this railway line the recovery will be about 20 per cent. The money which you will be spending on this railway line will get recovered in about 5-6 years. Even the Maharashtra Government is prepared to contribute but if after such a promise given by the Prime Minister to the 4 lakh people you are withdrawing it, then I strongly protest against such type of things done by the Government.

There are two or three more points. In Bombay, at present the ticket fare between two stations is one rupee. This is too much. The distance between some of the railway stations is only 2,3 and 4 kilometers. So, I request you to reduce it to 50 naya paise. While making it Rs. 1 the reason given by the Government was that there was shortage of coins. Since there is no coin shortage at the moment let, it be made 50 naya paise and multiple of 50 naya paise. That way you will be recovering a lot of money from Bombay. Therefore, I suggest that 50 naya paise ticket should be introduced.

My next suggestion is that Carnac-Bunder goods depot should be taken over. This will help in expanding the VT station

[Dr. Datta Samant]

by making the double platform. Some private vested interests are objecting to this. If that depot land is taken over, then double platform for loading and unloading of the trains would be possible. The number of rakes in the trains can also be increased. So, I request the Government to consider the same.

Lastly, I would say that Dadar terminal is a must and should be implemented. Although I have a lot of other suggestions to make concerning Railways, yet as the time at my disposal is short, I conclude by saying that Bombay is becoming India as passengers from all over India are coming to Bombay and if you can make some improvement then the returns will be fantastic.

SHRI N. DENNIS (Nagercoil) : Sir, while supporting the Railway budget I want to make some points. Responding to the constraint of time, I am going straight to the local problems. The most important project that is catching the attention of Tamil Nadu is Karur-Dindikul-Tuticuran railway line. This time also the allotment for this railway line is very low. This is a matter of disappointment to the people of Tamil Nadu. Several organisations and public have been submitting representations that this project be completed within a short time but by this tone of allotment of funds it will take even more than a decade to complete this vital project. Such enhanced allotment of funds has to be made for this project. For the development of Tamil Nadu, Tuticuran port and neighbouring backward areas the completion of this project is very important.

Another point regarding my constituency but of wide general interest is that Kanyakumari has to be provided with more number of direct Express trains. Now, there are only two Express trains starting from Kanyakumari.

Sir, Kanyakumari is a very important tourist centre where thousands of national and international tourists are visiting daily. To promote national integration, this place should be linked with more and more express trains from different points of the

Country. But, Kanyakumari is discriminated against and neglected in so far as Railway network is concerned. Instead of providing more and more direct Express trains connecting various State capitals and other places with Kanyakumari, the trains which have hitherto been running from Kanyakumari railway station have been cancelled. In this way, injustice is done to Kanyakumari. Now, there are only two direct Express trains running from Kanyakumari, that is, 82 Kanyakumari-Bombay Jayanti Janata Express and Jammu-Tawi Kanyakumari Himsagar Express Train. Cannanore Express, that was, running between Kanyakumari-Cannanore and Island Express running between Kanyakumari and Bangalore have been stopped very recently, at Trivandrum. Extension of Train Numbers 19 and 20, that is, Madras-Trivandrum Mail to Kanyakumari has been notified in all the dailies in 1982 and included in the Railway Time-Tables too. But at the last minute, it was decided not to extend those trains upto Kanyakumari. Similarly, Sir, Assam-Trivandrum and Ahmedabad-Trivandrum Super-fast trains which were scheduled to run upto Kanyakumari, did not materialise. To promote national integration, it is very essential that Kanyakumari should be connected with more and more direct Express trains from different parts of our country. The distance from Trivandrum to Kanyakumari is only 85 kilometres. Now, Kanyakumari terminus remains under-utilised for want of incoming trains compared to Trivandrum Central which is very much congested with passenger boggies, goods wagoons, engines, etc.

Sir, trains 81 and 82 Kanyakumari-Bombay Jayanti Janata and other Express trains should be stopped at Eraniel Station. This station is located very close to Indian Rare Earth's factory, Manavalakurichy, Colachel harbour, International Cancer Centre and the famous Neyyoor Hospital and other thickly populated places. In Trivandrum Division, Tamil Nadu part of it is discriminated against and neglected. High level platforms should be provided at Palliady, Veesani Aloor, Nagercoil town, Suchindrum, Thamarakulam and Agasteeswaram. Eraniel station should be provided with a second platform.

Sir, I would again submit that discriminations is shown to this part of the country in the allotment of reservation quotas too and that quotas have to be enhanced in the Kanyakumari, Nagercoil and Kuzhithurri Stations. I would, therefore request the hon. Minister to consider increasing the reservation quotas at these stations. The demand of the people of this part of Trivandrum division for opening new stations or at least sub-stations at Thengankuzhy, Parvathipuram and Ozhukinacherry in the Trivandrum-Kanyakumari Railway line, has to be considered with early favourable orders. Development and improvement work of Nagercoil Station which has been pending for a long time should be taken up immediately and the construction of staff quarters for the railway employees also which has been pending for a long time has to be taken up and executed very soon so that the staff members are given the housing accommodation.

Sir, Colachel harbour should be linked with Railway line. Electric train service has to be put into operation between Ernakulam and Kanyakumari as the areas in between these two railway stations are thickly populated thereby quick movement of passengers is possible. Sir, establishment of some railway factory, either a coach factory or Railway workshop may be considered for Kanyakumari District which is a backward area in this part of the country. With these words, I support the Railway Budget.

[*Translation*]

SHRI RAM PYARE PANIKA (Rabertganj) : Mr. Deputy Speaker, Sir, at the very outset, I would like to congratulate the hon. Transport Minister, the Railway Minister and the Railway Board for creating a record not only in goods traffic but in other areas as well, despite our limited resources.

Remarkable work has been done in the area of safety also. As a result of this, the rate of accidents has declined by 2.7 per cent. Facilities have also been created which would create confidence among the people and they would feel that good work is being done. The most

important aspect is that the Railways have been able to gain people's confidence during past few years because of the all round development in the department. Food packed in aluminium foil has been introduced in 14 trains and it has become very popular. An increase of 23 per cent has been registered in this regard.

[*English*]

This should be extended to every train, specially to the Superfast trains.

[*Translation*]

All these facilities have been provided and the operational efficiency of railways has also improved, though the coaches are still old.

Our area is served by two railway zones viz., the Northern Railway and Eastern Railway. IRCON located in Anpara is functioning smoothly. It has earned good profit and saved precious foreign exchange. It has done construction work in Iraq also. Similarly, RITES, which is also a Railway undertaking has done commendable work as compared to other Government Undertakings which are engaged in construction work. I am sure that the new climate that has been created in the Railways will bring further improvement in its working.

Mirzapur is an Adivasi district and an industrial area also. In view of limited resource I would suggest that some of the trains should be extended. For instance, the train between Chandigarh and Hatia should be run daily because it links Chota Nagpur and Mirzapur and it has been a long standing demand of the area. Besides, I demand that the passenger train running between Chopan-Chunar-Mirzapur be extended to Shaktinagar which is 3-4 stations ahead of Chopan. This will not involve any additional expenditure whereas it will provide convenience to the Adivasi workers working in that coal belt. Similarly, the Gadwa—Chopan-Chunar passenger train should be extended to Varanasi via Junathpur. You are well aware that Allahabad is overcrowded. Therefore, the Mahanagari Express should be diverted to Katni via Chunar and Chopan. This would enable many backward and industrial areas to be linked with Bombay. Similarly, the passenger train between Allahabad and Chunar should be extended to Varanasi. This would give

[Shri Ram Pyare Panika]

satisfaction to the people and help in increasing the railway revenue. Mirzapur is an important industrial, cultural, historical and religious centre and so is Chunar. Therefore, except Rajdhani Express all the trains which run between Delhi and Howrah, should stop for at least two minutes at these places. This would benefit the people and increase railway revenue, Renukot station is a big one but the shed on the platform is very old. There is no other shed at the station. This is causing great inconvenience to the people. Therefore, two more sheds should be immediately constructed and terminal facility should also be provided. The quota of reserved seats from Renukot should be increased in all the classes viz., first class, ACC, and second class because most of the passengers board the train at this station. The absence of a reasonable quota breeds corruption. I also insist that sheds should be provided at Chopan and Robertsganj railway stations. The ARDM is stationed at Chopan and in this connection I would like to say that because of some dispute between Singrauli and Chopan a division could not be opened at Chopan despite all the facilities being available.

[English]

Infrastructure has already been created in Chopan. Land has already been acquired.

[Translation]

Buildings have also been constructed. This would not involve any major expenditure but on the other hand a lot of improvement will be brought about in the Railways. Mughalsarai and Dhanbad bear much burden of the Railway traffic. As such it is necessary to open a division at Chopan. The A.D.R.M. should be replaced by D.R.M. In the absence of D.R.M. a lot of administrative difficulties arise. The incidence of ticketless travelling between Chopan and Gadwa is very high. It should be checked with a firm hand.

Proper security arrangements should be made for the running staff like conductors and T.T.E. The Railway Protection Force is, of course, there but they do not extend the required cooperation. As they are

on deputation so they do not work properly. They should be under the administrative control of the Railways. The D.R.M. should have direct administrative control over them. The private catering contracts should be terminated and instead departmental arrangement should be made.

There are a number of grievances in regard to the people belonging to the Scheduled Castes and Scheduled Tribes in the Railways. You are an able and strong Minister. If the quota in categories I, II and III is not filled in your tenure, then when will it be filled. The same condition is prevailing in regard to their promotion. I am not casting aspersions on any official but I would like to say that when the promotion of Scheduled Caste and Scheduled Tribe employees falls due, their character roll is spoilt 6 months in advance.

I would like to place before you a case of a tribal woman from Ranchi who is working in Delhi. Her promotion was due. Adverse entry was made in her character roll. She was to be conveyed these remarks in April but they were conveyed to her much earlier. As per the remarks made in the character roll she should have been dismissed. This is the condition prevailing there. I would like to demand that quota in every category in respect of Scheduled Castes and Scheduled Tribes should be filled and the rules framed by the Home Ministry or your Ministry should be followed strictly.

The Railways have made progress in every sphere. That is why the opposition has nothing to say. I still remember the reaction of Prof. Madhu Dandavate. I recall that during his tenure the Railways were experiencing shortage of coal and the functioning of the management had become unsatisfactory. Today we can say with pride that the performance of the Railways is far better. Anything can be said for the sake of criticism. The people of India are very happy with the Railways. I would like to express my thanks for it. The concession in fares granted to the youth upto 250 kilometres should be extended upto 500 kilometres. The reservation charges for the second class should be reduced.

*SHRI GOPAL KRISHNA THOTA (Kakinada) : Mr. Deputy Speaker, Sir, ever since India became independent in the year 1947, the Indian Railways had been incurring losses year after year. It is a well known fact. But in recent days the situation seems to be somewhat improving. Public sector undertakings under the management of Railways like Indian Railway Construction Company and Rail India Technical and Economic Services, popularly known as IRCON and RITES, are doing exceptionally well. They are earning substantial foreign exchange for us. Algeria, Cuba, Ghana and Iraq have been benefitted by the services of these organisations.

The reputation of Indian Railways is quite high abroad. But it is unfortunate to note that the Railways have not been faring well within the country. A lot has to be done by the Railways to earn the goodwill of the people. Railways have responsibility of providing better services to the people. In my State, Andhra Pradesh there are many stations which do not have covered platforms. There is no shelter for the people who are exposed to the unbearable heat in summer and also to downpour in the rainy season. The expenditure involved in having covered platforms will not be much and so, the Railways should provide them as early as possible.

Kakinada is fast becoming an industrial centre. Two major fertilizer factories are under construction there. Besides, the Government are taking all steps to convert Kakinada into a major port. Such an important town like this is not connected with the main Railway line. This town can be linked with the main line by constructing just 5 Kms. long track. I request the hon. Minister to link Kakinada with main line by constructing a 5 Km. line immediately. It will benefit business men and thousands of other.

Sir, there are many smaller towns between Visakhapatnam and Kakinada. These towns are business centres and also

are developing industrially. Though the Express trains like 45 Up and 46 Down run through this route, they do not halt at these towns. People in these towns have been requesting the railway authorities to introduce a fast passenger train between Kakinada and Visakhapatnam. But so far no such train has been introduced so far. Hence I request the hon. Minister to intervene in this matter and see that a fast passenger train is soon introduced between Kakinada and Visakhapatnam.

Sir, Kaki-Kotipalli line was in operation during pre-war days. But it has become a deadline subsequently. Kakinada is a port town. Fish and other marine products are exported from here. Hence reviving the Kakinada-Kotipalli line will go a long way to meet the needs of the people in this area and also give a boost to our exports. I hope the hon. Minister will take steps to revive this line.

Yenam, a part of Pondicherry Union Territory is in Andhra Pradesh. It is very near to Kakinada. Yenam is predominantly a Telugu area. But there is no railway link between Kakinada and Yenam or to any other town in my State. I take this opportunity to request the Government to merge Yenam with Andhra Pradesh or provide a railway link.

Many people belonging to Northern part of Andhra Pradesh, comprising of Srikakulam, Vizianagaram, Visakhapatnam, the East and West Godavari districts come to New Delhi every day. There is no direct train from this area to New Delhi. There has been a long standing demand from the people to introduce an Express train from Visakhapatnam to New Delhi via Vijayawada. But nothing has been done to introduce the train so far.

PROF. N. G. RANGA : Via Vijayawada.

SHRI THOTA GOPALA KRISHNA : Yes, Sir, Via Vijayawada. So, I request the hon. Minister to take steps to introduce an Express train between Visakhapatnam and New Delhi via Vijayawada immediately for the benefit of the people from Northern Andhra Pradesh.

*The Speech was originally delivered in Telugu.

[Shri Thota Gopala Krishna]

Sir, now we have three types of locomotives namely steam, diesel and electric locomotives in operation. But the electric locomotion is the cheapest. Hence effort should be made to electrify all the routes in the country. I request the hon. Minister to take up electrification of Vijayawada-Visakhapatnam line on priority basis.

Waltair comes under South Eastern Railways. I request that Waltair may be brought under South Central Railway.

Finally I request the hon. Minister to take steps to provide a circular railway in Hyderabad city.

Sir, I do not support this budget. I conclude my speech thanking you for giving this opportunity to speak.

[*Translation*]

SHRI C. P. THAKUR (Patna): Mr. Deputy Speaker, Sir, I would like to congratulate the hon. Railway Minister for converting the deficit Budget into a surplus one. This proves that if proper attention is paid towards the public Sector it can yield results. Out of the gross revenue of Rs. 980 crores shown by the Railway Department in the Budget, half of it has accrued from the increase in the freight rates and the rest is the result of the efficiency of the Department. Had more attention been paid towards efficiency there would not have been the necessity of increasing freight. If the Railways take more safety measures to ensure the safety of life and property of the passengers, if incidence of theft and pilferage is checked, if trains run on time and if more facilities are given to passenger then the practice of converting the deficit Budget into a surplus one by resorting to increase in freight rates will come to an end. The Railway Department has also shown that the number of accidents has been reduced this year. While presenting the Budget before Parliament, it should have been mentioned that it is a statistically significant number. By merely giving a number, it is not possible to make out anything. Some days back our Prime Minister had said during the Congress Centenary Celebrations that

Government would accelerate the pace of development and would follow this policy. Does the Railway Department think that people will travel in the passenger trains and not in express and mail train because the fares of the express and the mail trains have been increased? If the people of Patna want to see the hon. Railway Minister, they will have to pay more fare and sleeper charges. Therefore, I would request the hon. Railway Minister to reduce the sleeper charges.

Sir, Bihar has a number of grievances in regard to the railways. The people of Bihar are looking most eagerly to the Railway Department for solving their problems. The Railway Department may be aware of the agitation that took place in North Bihar. There has been demand for a long time for the construction of bridge across the Ganga river. It is very necessary for the development of North and South Bihar. I would request the hon. Minister to take up the matter on priority basis. The Ganga-Cauvery Express and the Mahanagari Express should be extended upto Patna. The industrialists of Bombay and Madras do not want to set up industries in Bihar because no proper train service is available. Railway crossings should be constructed at Ranipur Khirki, Begampur and Bankaghat. The people of Ranipur Khirki have been agitating in support of their demand since 1952. This work should, therefore, be taken up at the earliest. Railway crossings should be provided at Patna, Gaya and Kurthol railway line. A large segment of Eastern Railway lies in Bihar but its headquarter is not situated there. It is necessary for the development of Bihar that the headquarter of Eastern Railway should be established in Patna. The main line between Mughalsarai and Asansol should be electrified at the earliest, Jamalpur Engineering Institute is in existence since the time of Britishers. The graduates of this Institute used to be recruited in the Railway Service. Graduates of this Institute also became Members of the Railway Board. The Railway Department is going to close it. That college should be reopened and the workshop should be modernised. The graduates turned out by this Institute used to be very able and as such it is necessary to

open this college. Certain railway lines are very necessary for the development of Bihar namely: Jasidih-Rampurhat via Dumka railway line, Darbhanga -Samastipur broad gauge railway line; a passenger train should again be started from Digha to Patna; Fatwa-Islampur and Arrah-Sasaram light railway line should be converted into broad gauge line and commissioned; to establish rail link between Sakari-Hasanpur-Muzaffarpur- Sitamarhi; to link the district head-quarter with Chota Nagpur; to provide, waiting rooms at Hazaribagh, Dumka, Giridih, Ranchi & Duba stations of North-Eastern Railway for the facility of passengers; and to complete the Barwadih-Sarnadih (Sarguja) railway line which is incomplete. A newspaper has published an article on this Subject :

*Gulam Bharat ki adhuri rail yojana
azad Bharat mein dam to. h rahi hai*

(Incomplete rail project of the pre-independent India is languishing in free India) I would request the hon. Railway Minister to expedite the construction of the railway bridge in Patna. With these words I conclude.

SHRI MANOJ PANDY (Bettiah) : Mr. Deputy Speaker, Sir, I rise to support the Railway Budget for 1986-87. The Railway Minister deserves our thanks for presenting a rational Budget this year showing his farsightedness. I would like to draw the attention of the hon. Minister through you to the North-Eastern Railway. A number of members have spoken about the Bagaha-Chhittauni railway bridge project prior to me. At page 56 of the booklet, Machinery works 1986-87 part-I, supplied to us it has been mentioned that about Rs. 4.50 crores have been spent in the laying of 28.41 kilometre railway line under Bagaha Chhittauni rail link restoration programme and last year a provision of only Rs. one thousand was made for it and this year also only Rs. one thousand have been provided for it.

Our area is a junction of eastern Uttar Pradesh, north Bihar and Nepal. The Gandak river flows through it. There is a distance of 28.41 kilometres between Bagaha and Chhittauni for which you have made such a meagre provision. In the year 1973-74 the late Prime Minister

Shrimati Indira Gandhi had laid the foundation stone of this bridge and at that time the cost of its construction was estimated to be Rs. 61 crores. Out of it, the Bihar Government had to contribute Rs. 7.5 crores and the Uttar Pradesh Government had to contribute Rs. 10.5 crores. To my knowledge, the Chief Ministers of both the States have made provision for it in their respective Budgets. I would, therefore, request the hon. Railway Minister that when the state Government of Uttar Pradesh and Bihar have agreed to contribute their respective shares for this important project and have also made provision therefor in their respective budgets, the Railway Minister should have made the necessary allocation in this financial year for it. It is also because the area is very backward and this is the only means to connect North Bihar and the East Uttar Pradesh with Nepal. Except this there is no other road or any other means of communication. There is no other bridge on Gandak river. Therefore, keeping in view the importance of the project, I emphatically demand from the hon. Railway Minister that attention must be paid towards this. I had raised this issue in the Consultative Committee of Ministry of Railways also and an assurance was given to me that if both the State Governments agree to contribute their shares, necessary provision can be made. I would, therefore, request that when both the State Governments are ready to pay their shares, the Railways should also come forward to contribute their share.

Secondly, I want to draw your attention towards negligence being shown to the railway doctors. Nowadays doctors are appointed in the Railways on *ad hoc* basis. Sir, I am myself a doctor and in this august House many doctors both from Opposition Parties and from this Party have been elected as Members and we all are of the same opinion that the salaries paid to the *ad hoc* doctors in the Railways are a matter of shame for all of us. As compared to other doctors they are paid very less and it will not be an exaggeration if I say that Railways doctors are being exploited. I also regret that not a single word has been said in this regard by any of the

[Shri Manoj Pandey]

Minister to date. It is a very wrong thing. There is a separate engineering section in the Railways and at one place you have written that you have 107 hospitals, the biggest cancer institute, the best open heart surgery hospital. With such good facilities if doctors are exploited, then I would like to know whether this has been brought to your notice that the doctors are appointed on *ad hoc* basis. It is a very important matter. More than 550 persons went to UPSC and held demonstrations there and only then some regular appointments were made. But Sir, it has come to our notice that in that appointment also these people have not been protected. Will the doctors who have put in 10 to 15 years service in *ad hoc* capacity be able to get service anywhere else at the age of 40 or 45? I, therefore, demand from you that some leniency should be shown to them also so that they too can say that they are railway employees. It is beyond my comprehension why you favour the engineers and ignore the doctors.

Mr. Deputy Speaker. Sir, Muzaffarpur-Bagha and Muzafferpur-Raxaul lines are metre gauge lines. Survey for converting them into broad gauge lines has been completed. Therefore, through you I request the hon. Minister that he may study the survey reports for these two lines and provide us the broad gauge line. Thanks.

[English]

SHRI KADAMBUR JANARTHANAN (Tirunelveli) : Mr. Deputy-Speaker, I thank you for the opportunity given to me for taking part in this debate on the Railway Budget. Let me thank the hon. Minister for not increasing the freight charges and also the passenger fares.

I have to inform the hon. Minister through you, Sir, that we the Members of Parliament from Tamil Nadu, are receiving wires from various parts of Tamil Nadu to pressurise the Central Government for ensuring allotment of more funds for the Karur-Dindigul-Tuticorin broad gauge line.

PROF. N.G. RANGA : Which line?

SHRI KADAMBUR JANARTHANAN : For the Karur-Dindigul-Tuticorin broad gauge line. Therefore, I submit that the people of Tamil Nadu are of the opinion that as we are not demanding more funds from the Central Government, with full pressure, the Central Government is hesitating to allot adequate funds for the long pending project. Even last year you have allotted only Rs. 3 crores and in the supplementary budget you have allotted Rs. 1.3 crores just to keep the project alive. I am sorry to submit that if the pace of allotment of funds continues like this it will take us up to 2000 AD for the project to be completed. I, therefore, submit that this allotment of Rs. 3.8 crores is very meagre, that too in this surplus budget. I, therefore, request the hon. Minister to allot not less than Rs. 25 crores so that this important railway communicating line can be completed, because it will boost the industrial growth and also thereby help in solving the employment problem of Tamil Nadu.

Sir, after the flood havoc in November at Madras, the whole traffic in Tamil Nadu is jeopardised. Fifty per cent of the express trains, important express trains like the Vaigai Express, Pallavan Express and Sethu Express, as also the Janata Express have not been running yet. This is causing a great difficulty for the entire travelling public of Tamil Nadu. At the same time, I have also to mention that the private bus operators are hiking up their fares, and thus causing some more hardship to the public.

In the Madurai Division, from Tuticorin to Madurai, only passenger trains are running.

From Page 13 of the Railway Minister, budget speech, it is seen—from the first three lines—that he has slightly increased the mail and express train fares, so that passengers travelling for shorter distances may choose to go by road, or travel by passenger trains, leaving more accommodation for long distance passengers. But at the same time, only one passenger train is running through all the 21 stations of Madurai Division from Tirunelveli to Madurai and from Tuticorin to Madurai, up and down. You can very well imagine

the plight of hundreds of villagers who travel between these twenty-one stations. It is, therefore, high time that the railway administration starts running another passenger train during the day time from Tuticorin to Madurai.

Even in the pre-independence days, we were having—when I was a student travelling on season tickets—three trains, the Shencota passenger that is, the Janata passenger, Madurai-Shencota passenger and also the Tuticorin-Coimbatore passenger. Now, only one passenger train is running throughout the year. Our repeated representations—in writing—to the Railway Minister have not yielded any fruit so far. Therefore, I request the hon. Minister to look into this matter.

Also, the doubling of Villupuram to Egmore is very important and unless that is done the bottlenecks in the way will not be cleared and the traffic in Tamil Nadu will not be improved.

Further, I request the hon. Railway Minister to consider a new line from Milavittan to Tirunelveli. At the moment only goods traffic is running on the line. If passenger trains also start running on the line, it will be helpful to passengers to get the Kanyakumari line. Even after running of goods train for the last eight months, the passenger train has not run on that line so far.

PROF. N.G. RANGA : How many kilometres ?

SHRI KADAMBUR JANARTHANAN : 53 kms only and the line is already there. This line is used only for two big industries—India Cements Ltd. and Southern Petro Chemical Industries. And it is not used for the people of my constituency. Therefore, I request the hon. Minister to use that line for the people of my constituency also.

There should be a broad-gauge line from Salem to Bangalore and also from Pondicherry to Bangalore. Already there is a metre-gauge line from Pondicherry to Tirunelveli. That requires conversion into broad-gauge. There is already a survey of Tirunelveli-Tirupattur via Krishnagiri,

Palcode to Bangalore. I request the Minister to take up construction of broad-gauge line on this route immediately.

I also suggest that the time table should be prepared in consultation with the DRUC Committee. Now, they are changing the time table according to their own whims and fancies. That should not be done.

To reduce ticketless travelling, those ticket examiners in whose period the ticket travelling is less, should be given incentive and promotion.

Even after my making a statement under rule 377 three months back, Vaigai, Pallavan, Seihia and Janata Expresses are not running. I request the hon. Minister very humbly that at least within April, before I go to my constituency, these trains should be re-started.

[Translation]

SHRI LAL VIJAY PRATAP SINGH (Sarguja) : Mr. Deputy Speaker, Sir, I support the Budget presented by the hon. Minister.

This Budget will benefit more than 90 per cent people because it has taken care of all the facilities. Whatever praises are showered will be inadequate.

So far as facilities are concerned, whether they relate to reservation—which has been streamlined through computerisation—or better meals—which is now provided hot in casserole packs—or checking of ticketless travelling, taking security measures or providing special quarters and hospitals to railway employees, all have been taken care of in the Budget.

18.00 hrs.

You will observe that railways are the lifeline of development. Wherever there has been development, good expansion of railways has taken place there. In this age, there has been no development of the areas where the railways have not reached. In this era, it is difficult to think of development without railways. I know that huge funds are required for the development of railways. The funds expected to

be mobilised through internal resources and public borrowings for expansion of the railway lines apparently seem to be adequate but if we look at them with a pragmatic view, these funds are not adequate. May be these are my personal views but I consider these funds quite inadequate.

Sir, you are aware that the Railways have their network of trains in an area of more than 62 thousands kms. For such a huge department it is difficult to maintain proper control with such a small amount. In view of this, more funds should be allocated for this Department. If my one submission is acceded to that in my area viz Ambekapur, which is a very backward area, railway lines should be expanded, I can say with certainty that this backward area will be amply developed. You are aware that the survey work of Vishrampur-Barvadih had been completed in 1984 but there has been no progress in this regard. If this railway line is constructed, our district headquarter will be covered by it. It will in itself be a big achievement and the

distance will be reduced by 200 to 300 kms.

Sir, you know that because of lack of funds, many schemes remain unimplemented. The matters which I want to bring to the notice of the hon. Minister will not involve significant financial implication. If the departure timings of the 407 train are advanced by two hours then our people will have connecting means of transport in Anuppur and Katni to go to all the directions and as a result our area will be adequately developed and if a bogie from Vishrampur to Nizamuddin is added to the Kalinga Express, people will be much benefited.

With these words, I support the Railways Budget.

18.03 hrs.

The Lok Sabha then adjourned till Eleven of the Clock on Thursday, March 6, 1986/Phalgun 15, 1907 (Saka).