

be set up at Numaligarh.

(viii) **Need to have a monitoring cell
to carry out scientific dredg-
ing of the ports**

SHRIGOPAL KRISHNA THOTA (Kakinada): Dredging is a costly operation and all the major ports are spending crores of rupees for dredging the ports to maintain the required depths. The ports on the West Coast have problem of seasonal siltation i.e. in one season namely due to west monsoon, the ports on the East Coast are subject to a phenomenon called 'littoral drift' which cause siltation. To monitor the problem and make it cost effective operations, it is necessary to have a monitoring cell at each port to carry out programme of scientific dredging. It is felt that the Dredging Corporation of India should not be allowed to take over maintenance dredging of the ports as the ports would become captive customers and Dredging Corporation of India would become monopoly concern and this situation would lead to inefficiency as there will be no competition.

To make Dredging Corporation of India dredging more economical, a dredging research wing should be set up to improve productivity.

MR. DEPUTY SPEAKER: Now we shall take up the next item.

SHRI HARISH RAWAT (Almora): Sir, in the list of business for today there is a Calling Attention. What happened to it?

SHRI SHANTARAM NAIK (Panaji): We must be informed Sir. Because we are the persons against whose names this Calling Attention stands. Nobody has told us why it is postponed. Somebody should tell us.

MR. DEPUTY SPEAKER: Already the Speaker announced in the House taking into account some Members' requests to postpone this.

(Interruptions)

SHRI SHANTARAM NAIK: Who requested Sir?

SHRI HARISH RAWAT: We should be consulted on these matters?

MR. DEPUTY SPEAKER: When the Speaker announced this, you should have raised this matter.

SHRI SHANTARAM NAIK: My point is whether we would be given priority in the list of speakers.

MR. DEPUTY SPEAKER: That we will consider.

SHRI HARISH RAWAT: Will it be taken up under Rule 193?

MR. DEPUTY SPEAKER: It is only postponed. We will consider this.

RAILWAY BUDGET 1989-90—GENERAL
DISCUSSION-CONTD.

[English]

MR. DEPUTY SPEAKER: We shall now take up further general discussion on the Budget (Railways) for 1989-90. Shri Narain Chand Parashar to continue his speech.

PROF. NARAIN CHAND PARASHAR (Hamirpur): Mr. Deputy Speaker Sir, as I was stating the other day, the Railway Minister has brought to the notice of the House the large number of ongoing projects which are still pending for completion and execution. I would suggest that the highest priority should be given to these projects before taking up any projects. In that too those States which have not been given any new railway lines since independence should be given a further priority.

What I want to say is that in States like Himachal Pradesh no new railway track was added after 1947 inspite of the repeated efforts of the State Government and the

[Prof. Narain Chand Parashar]

Members of Parliament. This one railway line known as Nangal-Talwara which has to be connected to Mukerian by taking over a siding from Talwara to Mukerian as on date is pending for execution and completion for a long time. It was on 22nd December 1974 that Shri L.N. Mishra, the then Railway Minister went to Amb, a place in Una District along with Dr. Y.S. Parmar, the then Chief Minister of the State who promised to offer the land for the first few kilometres of the track. He laid the foundation stone of that railway line. It was not taken up because our Government went out of office in 1977 and a new Government which had no interest in any sort of new projects came into power and they relegated it to the background. But when Smt. Indira Gandhi came to power in 1980, she took up the cause again and the line was included in the supplementary railway budget in 1981-82.

So it is now seven or eight years. But only the first phase—that is upto Una—is going to be completed by the end of this year. That is the commitment of the Union Minister of State for Railways! What I would suggest is that it should be expedited in such a manner that the foundation stone laying point should be connected with the 7th Five Year Plan. I plead in all earnestness and humility of my command that Himachal Pradesh wants to have its due from the Union Government which has been kind to it in many other ways; but very stingy in the matter of Central Projects like railway lines. Therefore, we plead that this line should be constructed right upto Amb and completed before the Seventh Five Year Plan ends and for that purpose I am grateful to the Railway Minister for having ordered for acquisition and demarcation of land, etc. which process is going on. He has also been kind enough to make an observation in the Budget speech that upto Una it will be open to traffic. So, the people are looking forward to this event. This line is of vital importance to Defence and other matters and will be an alternate line mobilising the Defence effort either against China or against Pakistan, whenever there

is hostility from that side. For this purpose in the Budget speech which was read out to this House by the Minister of Railway in September, 1981 I remember he had also mentioned that Chandigarh will be connected to Morenda so that this would form an alternate line. So far as the progress of Nangal-Talwara railway line is concerned it is requiring a push from the Union Government, Railway Board and Planning Commission. Rs. 7 crores have been allotted this year though I had demanded Rs. 15 crores. Whatever the amount I would request that the requirements of this line should be kept in view and a very high priority should be given to it. This link between Morenda and Chandigarh should also be considered and approved in this budget or in the supplementary budget so that it becomes a new line right from Ambala-Chandigarh to Ropar and then to Mukerian and it becomes a very useful line.

In addition to this there is a small missing link. Shri Kamal Chaudhry represents Hoshiarpur. Hoshiarpur and Amb are very close. It is only about 35 km or so. If these two are connected then the two main lines are also connected one which is under construction and the other which is already constructed, at Jalandhar. That would be a very good thing for this area.

Our Chief Minister requested the Union Minister for State for Railways for taking up and including in the Eighth Plan a new line from Bhanupali on the section from Sirhand to Nangal Dam and connect to Bilaspur which is the point where a big cement factory has come up. It should be extended to that point that to Rampur-Bushehar on the one side and Mandi on the other.

There is a small point of difference. The Railway Minister had been kind enough to refer the matter to the State Chief Minister that after having got it surveyed initially at State cost this line should be included in the project estimates for Napha-Jakhri as deposit work and then he would be ready to get it constructed immediately. Our Chief Minister's contention is that just as Himachal

Pradesh has not been given its due for many reasons during the past and Himachal is going to be source of power for the entire North-western region and for the entire Northern region this line should be constructed by the Railways themselves. I would plead in view of the paucity of resources with the State Government and slow progress on the Natpha-Jakhri project the Railway Ministry may immediately take up this line and include it in the Eighth Plan and start construction. The State Government would be offering all help as and when possible. This I can state of the hon. Chief Minister who has written to me officially to take up the matter with the Railway Ministry.

There is one other cement plant at Paonta Sahib on the side of Haryana in district Sirmur. This cement plant has also produced very good cement for the consumption for the entire country. One project was thought of by the Railways known as Jagadhri-Paonta railway line. It is still pending for sanction. I would plead that this may be sanctioned. All this can be included in the shelf and then taken up turn by turn as the resources allow. But our hopes of having a viable railway transport infra-structure in Himachal Pradesh which is a border State bordering China on the one side and catering to the needs of Punjab and Haryana on the other should be kept in view.

These are some of the basic things but the most important thing I would like to emphasise is that over the years the allocation to new railway lines has been very scarce. I would read out a few figures. In 1988-89 Rs. 195 crores were provided and the revised estimates were Rs. 236.04 crores. Now for 1989-90 only Rs. 250 crores have been provided. In the order of priorities the highest importance is being given to track renewal followed by rolling stock, workshops and the fourth priority is given to new lines.

Sir, at this turn of the century when we are rolling on to the 21st century it should have been the other way round. The network should have been expanded. Some few

thousands of km should have been added so that 6000 or so km of railway track touches the figure of 10,000 km. By the year 2000 A.D., we should have a track kilometres of at least 3,000 added to the main track. About 6,000 earlier and 3,000 now would be 9,000. So, I plead that this expansion should be given a higher priority. You have done well in track renewal. Now you have given a commitment that something tangible is being done. So, it is quite essential that now the Railway Minister, who is fond of giving speed to the trains, should also give speed to the expansion of the railway network. It is not enough that we run trains at faster speed. It is also important that we execute railway lines with speed. If we execute and complete new railway lines with speed, far-flung areas of the country would be brought into the mainstream. Shri L.N. Mishra used to say that national integration is also a matter of physical integration. When a person in Kohima sits in the train and gets down in Delhi, he would feel much more at home in this country by feeling that he is linked with the Union capital. If he has to shuttle from one place to another and then over a long range, he is able to reach Delhi, he feels that he is emotionally being neglected. So, the physical integration of the country can either be done by the Indian Airlines or by the Indian Railways. The Indian Airlines are mostly catering to the rich. It is the Indian Railways which should take up the primary responsibility.

There are a few problems of my area which I would suggest. Some trains were cancelled due to Punjab trouble. But now the situation has improved. Shimla Mail, which used to ply between Kalka and Amritsar, having some coaches for Pathankot and Jammu, should be restored. This train was very important and people from one corner of Himachal Pradesh were able to reach the other corner. Especially, people from Chamba were able to reach Shimla by this night train. And Himachal people, Punjab people and people of Haryana and Chandigarh also have been put to great inconvenience. So, this train should be restored. Similarly, I would plead that Superfast Ex-

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press, which is plying at present between Ludhiana and Delhi or New Delhi should be extended right up to Hoshiarpur and cover Jalandhar also. It is not enough that Ludhiana is touched. The main centre or junction for the northern States of Jammu and Kashmir, Punjab and Himachal Pradesh is Jalandhar and not Ludhiana. If it is extended up to Ludhiana, it would be quite okay. Hoshiarpur is very important from the point of view of economy that it is a backward district—almost semi-hilly in nature like Himachal Pradesh. If its problems are heeded to, industry will flourish. A super-fast train would cater to the needs of this area. There is ample scope for this because some empty rakes are taken to Amritsar and then brought to Ludhiana. If you are consuming fuel like this, why not take it to Hoshiarpur? Only 40 kilometres of track is to be upgraded between Jalandhar Cantt. and Hoshiarpur city and facilities can be provided. So, this train would be much more useful than it is at present. A similar superfast train should be introduced between Dehradun and Delhi.

I must appreciate the good work done by the Minister for Railways in accepting one of my demands, that is, Himachal Express should be diverted via Panipat and Karnal from Saharanpur side because it is a shorter route. It is more economical to the people and also consumes less time. He has sent a communication to me today that this has been agreed to. I thank the Minister for it.

The Minister deserves rich appreciation for caterings, for the first time, in this country on behalf of the Railways to the senior citizens. His plan is to provide some concession to the aged people in this country. Those who want to travel and spend most of their lives sometimes in pilgrimage, sometimes moving from one part of the country to another for various matters and for various reasons, have been given a fair deal.

Similarly, I would also express my gratitude to him for giving recognition to the brave and the talented by allowing some conces-

sions to the Dronacharya Award winners and Arjuna award winners. I would plead that teachers, writers and artists should also catch the attention of the Railway Ministry because they are also doing useful work. All Sahitya Academi award winners, all Sangeet Natak Academi award winners, all Lalit Kala Academi award winners and people in the teaching profession, who receive the national award, should be given this concession as they form the intellectual core of the country.

The Rolling stock is consuming a large amount of our railway funds. It is getting the attention. In all key indicators, the railways have done their performance. But I must also point out that the operating ratio has deteriorated and has touched the figure of 92 which is a cause for our concern. It means that more money is being spent and less productivity is being ensured.

Sir, at all levels the Railway staff deserves our appreciation. I would plead with the Union Deputy Minister of Railways to cater to the needs of housing and other needs for the lower staff and also to give them other benefits for which they are desiring.

One matter that is rankling my mind is about the large railway production units located in certain States. These States and the Railways get into collusion and deny the benefits of recruitment, etc. to the neighbouring States. For example, the Railway Coach Factory at Kapurthala is primarily catering to Punjab only. There was a proposal to put this factory in Himachal Pradesh or on the border. Since Kapurthala is located in Punjab, everything goes to Punjab. But the Railways are a national asset and the coach factory is also an asset for the entire nation. So, Himachal Pradesh which is the neighbouring State should be given its due in the matter of recruitment. Similarly, more examination centres of the various Railway Recruitment Board should be opened. At least, I would plead that one such centre should be opened at Hamirpur of Himachal Pradesh so that people from that State are

also able to get the benefit.

I would also plead for some passenger amenities because the amount of money allotted for the passenger amenities is very small. Sir, you think of these poor passengers who are not getting their dues since only Rs. 24 crores are being provided in the Budget as per the Railway Minister's speech. The amount last year was Rs. 8 crores and now it has increased to Rs. 24.46 crores. But many more things need to be done for the railway passengers. Therefore, I would plead with the hon. Minister that this aspect of Railway budgeting acquires the importance it deserves because drinking water is to be provided in various stations, drinking water is needed in the running trains and some hygienic conditions are to be preserved. In all seriousness, I would say that this Budget should provide us an opportunity to take an overall view of the infrastructure supporting our economy. And it is in the fitness of things that the Railway Minister has risen to the occasion. He has introduced the Satabhdi Express linking Bhopal with New Delhi which is a fast train and he is proposing to launch a new train on 24th of this month linking Kanpur. But I would request that some of this fast, speedy, notions are also needed in the process of getting new railway lines also so that the concept of national integration is also speeded up and consolidated. I congratulate the Railway Minister, the Members of the Railway Board, the Karamcharis and officers of the Railways for giving a good Budget to the nation and we hope that the performance will be further pushed up.

[*Translation*]

SHRI CHANDULAL CHANDRAKAR (Durg): Mr. Deputy Speaker, Sir, the measures taken by the Minister of Railways for the development of Railways and its efficient administration are commendable. There can not be two opinion in it that all round development has taken place in Railways during the last four years. Remarkable achievements have been made in modernisation of railways and running of fast

speed trains. The Research and Development Division of Railways deserves to be appreciated for its contribution in the field of development of railways. Development and research work done by this department enabled us to modernise the railway rapidly. It also helped in all round development of railways and Indianisation of Railways.

The measures taken by the Ministry of Railways for rapid indianisation are really unmatched.

Some of the hon. Members have the feelings that as our Minister of State in the Ministry of Railways Shri Madhav Rao Scindia hails from Madhya Pradesh, expansion of railways is taking place more in Madhya Pradesh. I would like to invite the attention of hon. Members to the periods when late Shri Lalit Naryan Mishra and late Shri Hanumantaya were the Ministers of Railways. Same thing was said at that time also. There might be some truth in it, but if the Railway Budget presented in the House by Shri Madhav Rao Scindia is examined minutely, it will be found that no special favour has been shown with Madhya Pradesh. You might be aware that even States re-organisation Commission which was set up for reorganising the States amazed at the vast size of Madhya Pradesh.

Madhya Pradesh is backward in the field of communication and transport facilities such as rail, roads and telephone. So the Central Government will have to pay special attention and also spend more money to provide communication facilities and for all round development of the State.

Madhya Pradesh has been constantly neglected. State Reorganisation Report was published long ago in the year 1954 but communication facilities such as rail and roads are inadequate even today in that region. Even then it is said that Shri Madhav Rao Scindia has accorded special favour for this region. As a matter of fact, I do not believe in fault finding of anyone, but I am constrained to say that Ministry of railway has not paid as much attention to the development of Madhya Pradesh as it should have been.

[Sh. Chandulal Chandrakar]

There is only 13 kms. railway lines per thousand sq. km. in Madhya Pradesh and Orissa. Whereas in Punjab it is 41 kms. and in Uttar Pradesh and Bihar it is 30 and 35 kms. respectively. Thus it can be seen that Madhya Pradesh and Orissa are the most backward areas in this connection.

Madhya Pradesh and Orissa are backward due to the imbalanced development in the country. In order to have balance growth, the Central Government will have to provide more railway lines to both the States.

Most of the minerals and raw-materials are found in the areas surrounded by Orissa, Chhattisgarh and Bihar. There is a huge deposits of raw materials here. This is the Roor of India. This area will also attain the same importance as Roor which lies between France and Germany occupies in Europe. When Shri Lalit Naryan Mishra was the Railway Minister, he had given a written assurance to lay railway-line in Bastar district. Not only this, six types of survey work were undertaken. But nothing has since been done in this regard, though survey work has already been completed.

The total area of Bastar district is much more than that of Kerala State but there is no railway line to link it with the rest of the areas in Madhya Pradesh. You can just imagine the kind of injustice being done to Bastar whose 95% population is tribals who are being exploited since times immemorial, so much so that even today 1 kg of honey is bartered from them at 1 kg of salt. The land along the road sides is so fertile that it can fetch price up to Rs. 20000/- an acre, but they are forced to sell it at Rs. 1000 to Rs. 1500 an acre only. That is why the local produce is sold at throw away prices.

Our Hon. Prime Minister Shri Rajiv Gandhi sanctioned a sum of Rs. 500 crores for the development of Baster district. But mere financial assistance will not serve the purpose unless railway and transport facilities are provided. Development of the area

cannot take place as long as there is lack of transport facilities. The area becomes inaccessible in rainy season.

I would like to draw the attention of the hon. Minister of Railways and the concerned officials towards this. I am not in the habit of asking and accusing anyone but I cannot restrain myself from making the Government cautious that if Bastar district is not linked with the rest areas of Madhya Pradesh by rail, it will have to suffer heavy loss. All sorts of people are entering into Bastar. Anti social elements are operating there and hatching a conspiracy to form a separate State. If this area is not linked by rail, anti social elements will take undue advantage of it.

Baster district is rich in mineral deposits, its land is fertile, abundance water is available and prospects of sufficient power generation are there. But unfortunately our Government, specially Railway Department has been paying least attention towards it.

What an irony it is or I may call it an injustice, it has been stated in the Railway Literature recently distributed that a meagre amount of Rs. 10 thousand has been allocated for the selection of sites for railway stations on Dallirajhara-jagdapur line. But my submission is that this amount would be spent on the tours of officials itself. I would urge upon the Government not to do injustice with the people of this region. More funds should be allocated in the Supplementary Budget of this year to start work immediately. The second point that I would like to make that the proposed railway line from Jagdalpur to Rajhara be extended to Durg, Dhamdha, Bemetra and Kavardha. There is a proposal to link Bilaspur with Jablapur. The proposed railway line be laid via Bilaspur-Mungeli-Marow-Navagarh-Kavardha-Mandla-Jabalpur. This route would prove more beneficial. Madhya Pradesh draws almost a blank in the matter if railway line on the railway map of India. Though the Government have already assured to provide the facilities of transport from one State to another yet no such facility has been pro-

vided in Madhya Pradesh. The Government should take immediate action to remove this injustice.

There is a big Iron and Steel factory in Bhilai. There is a place named power house in that area. The residents of Bhilai have demanded to construct an over bridge there, because whenever a train halts even for a few minutes on the crossing of national highway running from Nagpur to Calcutta, traffic gets jammed for miles together. While giving his reply, the hon. Minister should make an announcement about the construction of an overbridge at this point.

There is a railway crossing near Maurya Cinema, where a number of accidents take place because it is unmanned. I request the Government that a watchman should surely be kept at this crossing. Similarly, there is a need to construct footpaths at 2-3 places. there. There is a steel plant at Bhilai but the Railway Department has never thought of opening a factory there. From this plant, iron is sent to all the places in the country. If the Government feels like opening a wheel and axle manufacturing plant, it may be very well opened there because it may substantially reduce the expenditure likely to be incurred on its transport.

When Shri Scindia took the charge as the hon. Railway Minister, he took steps to effect certain improvements in an old train called the Chattisgarh Express. He had made provisions for lavatory and electricity etc. on it. But now the condition has again deteriorated and come down almost to the same level. At present, this train is running late by 8-10 hours and its speed has also been substantially reduced.

Chattisgarh is a very large area. Presently, there is only one train called the Mahanadi Express which is available here to connect the capital city of Bhopal city of Bhopal with this region, and that also is being cancelled. Thus the Government is going to withdraw the facility which was provided earlier. This is very surprising and disappointing. It is beyond people's tolerance. It is

my submission that the Government should introduce a separate superfast train for Bhopal from Chattisgarh because the number of passengers there is quite large and there is always a heavy rush in all the trains of this route.

We have often noticed that Bastar region in Madhya Pradesh is closely related with Orissa. At present, the people who are most dissatisfied with the Railway Budget are those living in Chattisgarh and Orissa. This is so because this region falls under the south Eastern Railway and inspite of its highest revenue earnings for the railways, it remains the most neglected as the headquarters of this railway is situated at Calcutta. The people from Chattisgarh and Orissa do not get a job there. I, therefore, request the Ministry that a separate headquarter should be set up for this region. The present number of railways should be raised from 10 to 11 and the area of Chattisgarh and Orissa which now is a part of the south Eastern Railway should be separated to form South Central Eastern Railway. There are 32 divisions of railways in our country. Out of them, Bilaspur division is the highest revenue earning division and the area of Orissa and Chattisgarh is the largest contributor to it. This areas has the minimum number of railway lines. So much so that the people of this area do not even get jobs and instead of the residents of Calcutta are recruited here. Therefore, the sense of belonging for the railways which should be there, is found missing in the people of Orissa and Madhya Pradesh. This is so because the people recruited from any other region come here to serve the railways.

I would specially submit that the work of connecting Jagdalpur with Chattisgarh via Delhi-Rajhara should be undertaken at the earliest. Besides, the railway track between Gondia and Jabalpur is also quite old and there is a vast stretch of forests in this area which has the abundance of industrial raw material with the largest copper deposits of the country near Balaghat but it is an accident prone area. Therefore, the Railway Department should kindly consider this

[Sh. Chandulal Chandrakar]

aspect and take steps to convert the Gondia-Jabalpur metre gauge line into broad gauge line. This is so because unless it is converted into broad gauge, it will create numerous hinderances in the development of this area. Everybody of us knows it and requires no mention that railways play an important role in the development of an areas. Besides, the provision of railways also contributes to the emotional unity in that region. But the people of Bastar region in Madhya Pradesh have never whitened the sight of a train and the region has only a few number of roads and bridges. Hence the Ministry should drop the cancellation of train services which were provided earlier in Orissa-Chhatisgarh region. Although I do not want to make a mention of it yet I would like to quote it as an example that if the salary of a member of Parliament is reduced, all of them will start shouting. Similarly, the facility which has been once provided to the people should not been withdrawn. The Railway Department should take this policy decision. It is no matter that one or two stations are added or reduced in route with some minor changes in that regard. This is possible but the facility of all those trains which have been withdrawn from our region and Orissa should be restored.

It has been a demand of our region since last 20 years that Chhatisgarh region should be linked with Trivandrum as there are a number of steel plants in Bhilai. Besides, Beladila and Korba are also situated in this very region. Many a people of this area also wish to visit south India for pilgrimage or other purposes but their demands for train services for those places have not been fulfilled till date. When Shri Scindia held the charge as the Railway Minister, he took steps to link Chattisgarh with Cochin by providing train services on 2 days in a week but now even that has been reduced to one day in a week. This is unjust. This provision should rather be increased from two to three days. Bookings even for April and May for that train have already been completed. Therefore, the Railway Department should

do away with this injustice by extending the operation of that train up to Trivandrum instead of Cochin for 3 days in a week.

I thank you for having given me the time.

[*English*]

13.00 hrs.

MR. DEPUTY SPEAKER: The House stands adjourned for Lunch and will meet again at 2 o' clock.

13.01 hrs.

The Lok Sabha then adjourned for Lunch till Fourteen of the Clock

The Lok Sabha re-assembled after Lunch at Five Minutes past fourteen of the Clock

[MR. DEPUTY SPEAKER *in the Chair*]

RAILWAY BUDGE-1989-90—GENERAL DISCUSSION-CONTD.

[*English*]

MR. DEPUTY SPEAKER: Mr. Basudeb Acharia.

SHRI BASUDEB ACHARIA (Bankura): Mr. Deputy Speaker, Sir, I rise to oppose the increase in the freight and parcel rates. The Railway Minister has spared one crore passengers but he has not spared 81 crore people of our country by increasing the rates of freight, luggage and parcel and also by changing the classification of some commodities; and the increase is a record one. As compared to 1980-81, this year's increase is unprecedented. Though there has been an increase in each and every year since 1980-81, the average is Rs. 450 crores. By increasing the rate of freight and luggage, the prices of all the commodities will be increased. He has spared some commodities like fertiliser, fodder and molasses. In spite of exemption being allowed

for these commodities, the price of these commodities will increase because the price of petroleum will increase due to the rise in the freight of those commodities.

This year the percentage of the carrying commodities by the railways is 58; in 1950-51, it was 81 per cent. So, this increase in the freight and the rate of luggage will have a cascading effect on all the commodities, and the prices of all the commodities will be increased because of the increase in freight charges.

The performance of the railways in 1987-88 and 1988-89 has not been impressive at all. The claim of the Railway Minister has been contradicted by the 'Economic Survey' which was circulated one day after the presentation of the Railway Budget. It has been stated there that "the freight traffic originating on Indian Railways was directed to lower growth in 1987-88. The total originating freight traffic handled by the Railways in the year was 318.4 million tonnes against 307.3 million tonnes in the year 1986-87. The growth in revenue earning traffic achieved during the year at 4.5 per cent was lower than the achievement of 9.4 per cent in 1985-86."

In the current year also, during April to December, it was 218.07 million tonnes against 210.13 million tonnes recording growth of 3.8 per cent. There has been a deceleration of growth in the current year as compared to the growth of 5.4 per cent achieved in April-December last year.

In passenger traffic also there has been some relaxation of demand. During April-December this year, if we compare with the same period of last year, the passenger traffic during the period is 2,608 million passenger kilometres as against 2,870 million of the corresponding period last year. Thus there is a decline of 8.1 per cent compared to an increase of 3.4 per cent recorded in April-December, 1987. This may be one of the reasons that the passengers are not touched, or because of the election year. Also there was last year an unprecedented

increase in the passenger fare from 50 per cent to 100 per cent. The minimum fare was one rupee and it was increased to Re. 1.50 and Re. 1.50 was increased to Rs. 3/-. Thus 50 per cent to hundred per cent was the increase last year. And because of this being an election year and also there is a decline in the passenger traffic the passenger fares are not touched in this budget.

The unanimous voice of Parliament is not reaching the Yojana Bhavan. We have been demanding more allocation for the Railways, more funds for Railways because the railway is an important infrastructure and the development of the nation depends on the Railways. There has been a decline in the Plan allocation from the First Five Year Plan to the Seventh Five Year Plan. In the First Five Year Plan 11.5 per cent was the allocation for the Railways, in the Second Five Year Plan it was 15.43 per cent, in the Third Five Year Plan it was 15.45 per cent and once again in the Seventh Five Year Plan it has been reduced to 6.9 per cent. There is a marginal increase in comparison to the Sixth Five Year Plan. Still, the funds allocated for the Railways are quite inadequate and insufficient. This can be seen that this has been reflected in the construction of new railway lines and the expansion of the railway network.

In the Seventh Five Year Plan only Rs. 350 crores was the allocation for the construction of new lines, which is only 2.5 per cent of the total allocation for the Railways. There are a number of pending projects, on-going projects and spill over projects.

It can be seen that since the First Five Year Plan the construction of new railway line is gradually reducing.

In the First Five Year Plan, 1236 KMs railway line was constructed. In the Second Five Year Plan, it was 2,152 KMs. In the Fifth Five Year Plan, it was 2294 KMs. In the Sixth Five Year Plan, it was 1616 KMs. In the Seventh Five Year Plan, it has been stated in the explanatory note circulated to us as 126 KMs. In the Sixth Five Year Plan, it has been

[Sh. Basudeb Acharia]

stated that the total track was 61850 KMs. Now the total route kilometer of railway line is 61976.

Sir, in 1947 we had forty seven thousand and odd kilometres of railway line. After forty one years of independence, only 13000 KMs of new railway line had been added. China, in the year 1949, had 11000 KMs of railway line. Now they have 67000KMs of railway line. Within forty years, they could construct more than 50000 KMs of railway line.

Sir, there are a number of on going and pending projects. I cannot say on-going, because construction work in regard to some projects has been stopped. We do not know how long all these projects will remain as on-going? The Railway Minister has stated that there are still a number of on-going projects, which are pending and to complete all these projects, an amount of more than Rs. 17000 crores is required. Only a sum of Rs. 3150 crores has been allocated for construction of new railway line in the Seventh Five Year Plan. I want to know, how long these on-going projects will remain pending? There are a number of projects whose foundation stones were laid by no less than our Prime Minister as far back as 1971. These projects are still pending.

Howrah-Amta-Bargachia-Champa Dang Project was sanctioned and approved. But only fifty per cent of the work has been completed. This year only a token amount of Rs. 1,000/- has been sanctioned for that project. What is the motive behind sanctioning only Rs. 1000 for this project? Similarly, before the Assembly Elections, Eklakhi-Balurghat, a North Eastern Frontier Railway Project, was sanctioned and in 1987 the foundation stone was laid by our former Railway Minister Shri Ghani Khan Choudhary. For this project, an amount of Rs. 3,45,00,000 was sanctioned. Work was started. Land was acquired. In this Budget, only a token amount of Rs. 1,000/- has been sanctioned. An amount of Rs. 1000/- has

been sanctioned for this project. This line connects the district headquarter. Some of the district headquarters are not linked with the railway line. Even the State capitals in the North-east like Agartala have not been linked with the railways. The purpose of the people of Tripura will not be served unless Dharamnagar-Kumarghat line is extended upto Agartala. Now we find that this line has been completed from Dharamnagar to Paichatal. It was announced before the Tripura Assembly elections that survey would be done for the rest of the line. But we do not see whether any survey is being done or not as the Railway Minister has not made any statement in his Budget speech in this regard.

For Eklakhi-Balurghat only a sum of Rs. 1000 has been provided. Though the estimated cost of Namkhana-Lakhakantpur is Rs. 75 crores, only an amount of Rs. 3 crores has been spent on this. This year a sum of Rs. 3.45 crores has been provided in the Budget. If you sanction the amount like this, in how many years the project will be completed? Similarly, take Metro railways. Its foundation stone was laid in the year 1973 by the late Shrimati Indira Gandhi. The estimated cost as worked out in the year 1985 was Rs. 835 crores. An amount of Rs. 550 crores has been spent so far. This year a sum of Rs. 81 crores has been provided. The Railway Minister soon after presenting the Budget, said that the Metro Railways would be completed by 1990. If you calculate at the 1985 estimates, another sum of Rs. 147 will be required. If you add the inflation also, the expected cost will go upto Rs. 900 crores. So this way, another sum of Rs. 200 crores will be required for the completion of this project. The hon. Minister said that if the State Government makes the land available, the construction of the Metro Railway can be completed by 1990. Unless sufficient amount is provided for the construction of this project, it will not be completed by 1990. There is a proposal to extend it upto Garia. This should also be considered. Then there is still another uncertainty whether this will remain under the Indian Railways or will be a separate organisation. We want that it should be

part and parcel of the Railways and should not remain a separate organisation. It has been mooted here that all over the world the metro transport system is under a separate organisation and not under the Railways. So, we want that the Calcutta Metro Railway should remain in the Indian Railways. This should be decided and there should not be any uncertainty on this account.

Regarding Circular Railway, the Minister has stated that the land is not available. The problem is that some people have settled on the Railway's land. Unless the problem of their rehabilitation is solved, the Circular railway cannot be completed. Son-tosh Da knows the problem of Maligaonpandu area where some 350 families from the erstwhile East Pakistan have settled on the Railway's land. They are there for the last about forty years. The Railway authorities have always tried to evict them. We have met the Prime Minister and the Railway Minister. I wrote several letters to the Railway Minister and to the Prime Minister also to settle this problem. I personally visited that area. I have seen that there is a land which will not be required for railway operation. These people who have settled there for the last 40-45 years and have constructed buildings there, want to purchase that land. They want to settle it directly with the Railways. There was a proposal that this land will be handed over to the State Government and then the State Government will arrange for their rehabilitation on that land. But that will not do. They want to settle it directly with the Railways. They want to purchase that land and settle there. So, that problem should be resolved because three months time has been given to solve that problem. When Mr. Kedar Pandey was the Railway Minister, he made this proposal. So, this should be done within three months time.

Then I come to the question of conversion of railway lines from metre gauge and narrow gauge to broad gauge. There are several patches of twenty to thirty kilometres of narrow gauge lines connecting two broad gauge lines, like Purulia-Kotshila in South-Eastern Railway. This is in my district which

is one of the backward districts of our country. ... (*Interruptions*).

SHRI P.R. KUMARAMANGALAM (Salem): Is it in your constituency?

SHRI BASUDEB ACHARIA: Not in my constituency, it is in the constituency of Chitta Mahato. But it is in my district. Sir, I have been demanding since 1980 that this portion should be converted into broad gauge. This will connect Purulia with Bokaro. The survey for this line has been done. The estimated cost is only Rs. six crores. The project will be remunerative. I do not know why the planning Commission is not giving its approval for this conversion. Similarly, there is a railway line in the districts of Bankura and Burdwan which goes through rural Bengal. The Bankura-Damodar River railway line was taken over in the year 1956. We have been demanding the nationalisation of this line but it is not being nationalised. When a similar railway line in Bihar was nationalised, we demanded that this railway line also should be nationalised. These lines are called uneconomic branch lines. There are a number of uneconomic branch lines. The Railways have their Corporate Plan. In the Corporate Plan also it has been suggested that these uneconomic branch lines should be made viable. The Railways should try to make them viable. But how can this line be made viable when the trains are being hauled by steam engines which were produced long back. We do not say that you just convert that particular line into broad gauge, but the train should be regular. The train should be hauled by diesel engine. The Railways are phasing out all the steam engines. The last steam engine was produced in Chittaranjan Locomotive Works in 1973. Since 1973, not a single steam engine has been manufactured in our country. The life of the last engine which was produced in CLW will expire in the year 2009 A.D. So, even before the expire of the total life of all the steam engines, they want to phase out the steam engines. But they will have to replaced them with electric or diesel engines. Electric traction is the cheapest means of transport, but only 19 per cent of

[Sh. Basudeb Acharia]

the total route kilometres have been electrified so far. In the Sixth Plan the target was to electrify 2,800 kilometres and our achievement was only 1,545 kilometres. For the Seventh Five Year Plan, the target is 3,400 kilometres but we do not know whether this target can be achieved or not. They are phasing out steam locomotives but what will happen to those employees who are engaged in the production and running of steam locomotives? According to the Railway Reforms Committee's Report, more than one lakh workers will be rendered surplus. Not only there are regular Railway employees, there are a large number of contract workers also who are engaged for the Railways. They should not be treated as contract workers because they perform perennial nature of job. They have been doing the similar work for years together. There are 22,000 contract workers who are called Coal and Ash Handling Workers. They are doing the perennial nature of job, but they are now being thrown out of their job because of the phasing out of the steam locomotives. What will happen to these employees when all the steam locomotives will be phased out? Now the Railway authorities are saying that they are not going to take up the responsibility of these contract workers. There are more than tow lakh casual workers. A commitment was made in this very House in 1980 that all the casual workers will be de-casualised. But still there are 2,20,000 casual workers in the Indian Railways.

There are important lines like the Howrah-Madras line. The section between Vijaywada to Madras is electrified but the section from Kharagpur to Vijaywada has not been electrified. This is an important line. So, first you have to electrify all these important lines, such as, Howrah to Madras, Howrah to Bombay, Delhi to Madras and Delhi to Bombay. Delhi to Howrah line has been electrified and the work of electrification of the entire line from Delhi to Bombay will be completed by the end of this year. But what about the Howrah-Madras line? There

is a line from Sitarampur to Mughalsaria which goes via Patna. Patna is the capital of Bihar. The electrification of Sitarampur-Mughalsaria section was included in the Sixth Five Year Plan but then it was excluded in the Seventh Five Year Plan. I do not know what is the reason for excluding this. So, this particular line, that is, Sitarampur Mughalsaria should be electrified.

The people of Katwa, under the leadership of Saifuddin Chowdhary, have been agitating for the electrification of Bandel Katwa line. One day the people of that area boycotted the use of this railway line. Not a single ticket was purchased in that sector. So, the electrification of that section should be considered.

After the phasing out of the steam locomotives, the diesel traction is not cheaper than the electric traction. So, electrification of some important lines should be taken up in the 8th Five Year Plan.

Sir, for passenger amenities, the amount has been increased from Rs. 18 crores to Rs. 25 crores this year. In absolute terms, it has been increased. But actually we do not find any improvement in the passenger amenities. If you travel by local trains in second-class compartments, in ordinary compartments, you will see the condition of the coaches. Now, the point is how could the condition of the coaches can be improved? In this connection I may point out that the passenger traffic has been increasing. It has increased to 170% whereas passenger coaches have increased to 127% only. So, the number of coaches is being reduced, the number of wagons is being reduced. Even the number of stations have been reduced. These facts are given in the Annual Report for 1987-88. So, Sir, the passenger amenities have not improved. The condemned coaches should be replaced by the new coaches. We are importing locomotives. We are importing locomotives by spending crores of rupees in foreign exchange. One electric locomotive costs Rs. 8 crores. But we can produce here in our country, in Chittaranjan Locomotive Workshop the loco-

tives. They are producing them there. This year they will surpass the target. They will produce one hundred electric locomotives with the reduced number of workers. With the reduced number of workers, they can produce locomotives which are being imported. We are importing coaches. These can be produced here itself. We can develop our own technology in our R.D.S.O. in Lucknow. We can develop our own technology, not by adopting foreign technology.

Sir, let me say about one important point, that is, regarding industrial relations. There are two recognised Federations. We have been demanding why there should be two Federations and why not one recognised Federation and the recognition should be decided by secret ballot. Sir, a number of categorical associations have come up and there is a Confederation. Why there are two recognised Federations, why should not be a third recognised Federation? Sir, there are a number of railway employees who have been victimised in 1981. The Industrial Tribunal have given the judgement in favour of those employees. But they are being taken back. They are victimised.

Sir, the unanimous demands of the House is that there should be more allocation of funds for the Railways. The Planning Commission should consider those demands. For the 8th Five Year Plan, sufficient amount should be allocated for the railways so that the new lines can be constructed, expansion can take place, the State capitals and the district headquarters can be linked with railway lines. If the infrastructure is built, the nation can develop and march forward. The Planning Commission should consider these proposals and allocate sufficient fund for the expansion of the Railways in the country.

[*Translation*]

SHRIMATI PRABHAWATI GUPTA (Motihari): Mr. Deputy Speaker, Sir, I rise to support the Railway Budget 1989-90 presented by the hon. Railway Minister. He has presented a surplus railway budget for the

second time. There are many remarkable points in this Budget. Steps have been taken to streamline the entire railway working.

As a public sector undertaking, Indian Railway are the fourth largest in the world and top ranking in Asia. They have got a well organised system which is working quite efficiently. Zonal Railways are functioning under the Railway Board which has a commendable performance to its credit. Today, the length of the railway lines which was 34 kilometres in 1853, has now gone up to 64 thousand kilometres. 7 thousand trains and 37 thousand rail wagons contribute to the handling of passenger and freight traffic. 16.5 lakh employees are employed in Railways and the daily passenger traffic handled by them is 1.5 crores. They handle an annual freight traffic of 32 crore 8 lakh tonnes. I welcome all these achievements of the railways. It has made a commendable progress. Earlier, the railways had only steam operated engines and till 1950-51, these were 93 per cent of the total locomotives with the railways. But today the conditions have changed and at present, 68 per cent of railway engines are the electric ones and besides they also have the diesel engines. This is an indicative of the fact that railways have made substantial progress and are still marching ahead on the path of progress.

So far as the financial position of the railways is concerned, as I submitted earlier too, it has earned a profit of Rs. 140 crores this year. As the hon. Railway Minister stated in his speech, its financial administration has been extremely good and they express their happiness on the percentage of its contribution in the Central revenue which has remained good constantly during the year 1987-88, 1988-89 and 1989-90. In 1987-88, its contribution was Rs. 516 crores, in 1988-89, it is more than Rs. 657 crores and in 1989-90, it will touch the mark of Rs. 800-850 crores towards the central revenue. This is an indicative of the fact that the financial position of the Railway Department is very good. We are happy that it is functioning with its own resources and has contributed 61 per cent of the provisions made for the Sev-

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enth Five Year Plan while during the Sixth Five Year Plan, it was 45 per cent and in the Fifth Five Year Plan, it was only 25 per cent. This indicates that Railways function on their own resources and also contribute a substantial amount to the central revenue. This reveals that its financial administration is very good and it has got a well-organised and effective system. We welcome this as well.

Mr. Deputy-Speaker, Sir, I have already submitted that ours is the largest railway system in Asia and under this system there has been 19 per cent increase in the passenger traffic. So far as the movement of freight traffic is concerned it has registered a significant increase of 27 per cent. The hon. Railway Minister has made various remarkable announcements which we welcome. He has not increased the passenger fare, nor has he made any increase in the rate of season ticket. He has made a provision of approximately Rs. 4450 crore for their annual plan. This shows that railways have made a remarkable progress but 11 per cent increase in the freight charges will have a direct impact on prices. I do not hesitate from submitting this. He has given some concession on salt, jaggery, edible oils, fruits and vegetables and on the fodder for the cattle. This is worth appreciation. Besides, the recipients of the President's Award, Dronacharya Award and the sportsmen have been given 50 per cent concession in the railway fare and this is a welcome step. Those receiving police medals have also been allowed concession and the most remarkable thing is that 25 per cent concession has been given to the people above 65 years. I would like to know from him the reasons for which a concession of only 25 per cent has been given to them. It is my submission to the hon. Deputy Minister that since he is going to give them some concessions, he should raise it to 50 per cent.

The Government has given the facility to the freedom fighters for the next 2 years. My submission is that these people are great

for they participated in the struggle for independence. They should be given this facility for the whole life. If the Government is unable to go to that extent, it should be made tenable at least for a period of 5 years because now-a-days everybody can not afford to travel. If this concession is given to them, these people will be able to go around their country and will realise that the Government have given a recognition to their contribution in independence and have awarded this concession.

Besides, it is an appreciable step that war widows have been given concessions. I welcome this step of the Government and request that it should be continued.

We are proud that the Railway Department has taken the responsibility of substantial amount of manufacturing work. It manufactures passenger coaches, engines, etc. in its factories. The Engineers of the Railway Department have undertaken and completed creditably many prestigious works in Mexico, Malaysia and many other countries and have added laurels to the prestige of the Railway Department. This is also appreciable that the railway diesel engines are being manufactured indigenously and there has been an increase in their installed capacity which has been raised from 100 to 110 units. Installed capacity of the Chittaranjan and Varanasi locomotive works has also been increased. The Integral Coach factory at Perambur has also achieved the target of hundred per cent utilisation of their installed capacity. We are making a stride in every direction. Besides the Perambur integral Coach factory, the Bangalore factory has improved its wheel and axle manufacturing capacity. For all these record performances the Railway Department deserves appreciation. The Government has undertaken the process of modernisation of railways.

But I would like to make one submission in this regard that today only we were travelling by Rajdhani Express. Its speed has been increased but this train is not good. The suggestions which we had made in this regard have been implemented to an extent

but the railway tracks also should be in a good condition to ensure the proper running of the trains. The railway track should be strong enough to bear the load of heavy wagons.

The Government imports some spare parts from Canada and Japan etc. These should be manufactured indigenously under foreign collaboration. While initiating the indigenous manufacture, the Government has done a commendable thing. The Government should pay attention to this.

While the Railway Department has done a commendable job, State Minister of the Railways Shri Madhavrao Scindia has proved his integrity. I feel that the corruption in the Railway Department has been reduced to a considerable extent. Performance of the Railway Department has been very commendable.

The hon. Member of Parliament from Madhya Pradesh Shri Chandrakar was submitting that Madhya Pradesh and Orissa are very backward States. I agree that more programmes should be undertaken in backward areas. The whole of India and all the people of this country are our own. But should we repeatedly submit about the areas like Bihar which have always remained backward. The people of Bihar have contributed a great deal in the struggle for independence. At least that thing should be borne in mind that Bihar has been constantly ignored. The entire House had expressed its views on this issue at the time when the hon. Minister was delivering his speech of the Railway Budget.

Similarly, it may be the roads or waterways, Bihar State is backward in every respect. Though Ganga, Yamuna, Candak and Kosi rivers flow there but no waterways facility is available there. It is a matter of great regret that Bihar is being ignored continuously by the Railway Ministry. After independence, 7500 kms long railway tracks have been constructed and renewed all over the country but Bihar got only five per cent share of it. Out of 6400 km railway track in all

over India only 5300 km is in Bihar. Though Bihar is a big state having 54 seats of Lok Sabha, yet it is being ignored. The foundation stone of Bagha-Chhitouni railway Bridge was laid by our late Prime Minister Shrimati Indira Gandhi in 1974. This railway bridge will link North Bihar with East Uttar Pradesh. Though new railway line from Bagha to Balmikinagar was constructed with the cost of Rs. 7 crores to provide rail facility to the people and to transport fruits etc. yet no attention has been paid towards the construction of this bridge. On behalf of the people I demand that the Government should revise the Railway Budget and make announcement in the House that this bridge will be constructed in the current financial year. We should at least think about the great leader who had laid the foundation stone of this bridge and we should see that the bridge is complete at the earliest. As per the wishes of the people, that area should be linked with East Uttar Pradesh. It is the demand of the people of entire Bihar. Entire Bihar State has been ignored. You said that Madhya Pradesh got nothing from this budget, but out of four new railway lines, two have been given to Madhya Pradesh. It is true saying that 'ghee kahan gay Dal main.' You could have given one new railway line each to Bihar and Madhya Pradesh. The declaration regarding Darbhanga-Smastipur broad gauge line was made by late Shri Lalit Narayan Mishra in 1981 and its foundation stone was laid by late Shri Kedar Pandey. Therefore, it has become your responsibility to complete this project costing Rs. 12 crores. It is an economically backward area.

Survey of the Muzaffarpur-Rakhsol-Narkatiaganj railway line has been conducted. North Bihar is the Central point of the State of Bihar. It abounds in gains production. If there are adequate means of transportation this area can supply foodgrain to the entire country. The land over there has been described as 'Shasya-Shyamala'. I request the hon. Rail Minister to declare that construction of this 'broad-gauge' line would be undertaken in the current financial year and thus a long-standing demand of the people of the State would be refilled.

[Smt. Prabhawati Gupta]

Something should be done for Bihar.

The Railway Convention Committee had a tour of Bihar in 1980 and the Bihar Government submitted 29 projects to the committee. At least some of these should be taken up. When Dr. Jagannathi Mishra was Chief Minister, a railway official had been deputed to that area. 'Koshang' was established there but now it has been closed for reasons of economy. Which economic theory suggests an economical approach for the development works. The Savhare-Hasanpur line should also be completed. It was mentioned that the Chhapra-Odeyar, 171 kilometre long, railway line would be surveyed to connect North Bihar. When lines already surveyed have not been taken up for construction how can we expect anything to come out of this survey, North Bihar will hardly gain anything if this railway line merely touches the area.

The Bihar Government has requested for the restoration of 'Koshang' in the State and sending officials from the railway department on deputation as has been done in Orissa. The Government of Bihar has submitted 29 Projects, attention should be paid to them. Bihar is a backward state and construction of a railway line there will benefit the whole country.

The State has mineral wealth and forest resources in abundance. Other States will also be benefitted in the matter of transportation facilities. Electrification of the Asansol-Mughalsarai line is a long-standing project. This should be completed and the Rajdhani Express should go via Patna once a week. Until the line is electrified, the Rajdhani Express may be hauled by a diesel engine. Hon. Shrimati Kishori Sinha who comes from the constituency of Vaishali in North Bihar is present here. Hajipur-Vaishali is an important although a backward area. The Hajipur, Vaishali, Sahibganj, Kesaria and Sugaoli line is important from the defense point of view. Nepal is adjacent to that area. So an alternative arrangement for a

railway line should be made over there. It was said that 67 model stations are being set up. Rs. 100 crores have been allocated for this purpose and two such stations are planned for Bihar. Mahatma Gandhi gave the call for Independence in Champaran which falls in Motihari district. This area has been ignored by the Railway Department. Prior to Independence, Mahatma Gandhi started the 'Salt Satyagraha' from Motihari railway station. This station should be made into a model station. I welcome the Rail Budget. But the people of Bihar are sore over the stepmotherly treatment given to Bihar. The track in Gaya and Patna should be doubled. I hope the Rail Ministry will consider my points for implementation. With these words I conclude my speech.

[English]

SHRI VIJAY N. PATIL (Erandol): Mr. Deputy-Speaker, Sir, first of all I would like to say that but for a few years break up, we have the unique distinction of having the Railway Ministers continuously from Bihar is still the hon. Minister from Bihar is complaining that proper justice is not being given to that State. I was surprised to hear that. I was also listening to the speech of Shri Basudeb Acharya and he said that the people who are working in the Railways as contract labourers should be absorbed into service. I think the Department of Railways should consider maintaining the proportion of railway employees to the proportion of the passengers who travel every day. I think to day, there are 16 lakh employees in the service of the Railways catering to the service of one crore passengers. I think the Railways employ six lakh employees to cater to the needs of goods-traffic and 10 lakh employees to cater to the needs of the passenger-traffic. It means that one employee is engaged to do service for just 10 passengers only. It just compares with a matador only. So, I would suggest that one employee should be employed to cater to the needs of 50 passengers in a train. That should be our target. It should not be like what we see in Calcutta. In Calcutta, in a bus, just for catering to the needs of 25 passengers, we find there are two drivers and two

conductors. But I have not seen the same practice in other cities.

It is time for us to have considered our policy regarding Metre-gauge lines. The Department of Railways and also the Ministry say that the Metro-Gauge line is to stay.

15.00 hrs.

But, I think, in our corporate planning, if you want to double the figures of goods traffic and passenger traffic by the year 2000 A.D., you cannot do it with metro gauge lines connecting capital cities like Jaipur and other places. If you see the figures, it is in tonnes per kilometre per day. For broad gauge line, it comes to 1449 and for metre gauge line, it is 731—exactly the half. Even for passenger vehicle kilometre, per vehicle per day, it comes to 388 for broad gauge line and 248 for metre gauge. And for long distance transport of goods, for example, from Calcutta to Jaipur, you cannot do it in one haul.

15.01 hrs.

[SHRI SOMNATH RATH *in the Chair*]

Either it is to be transported by trucks from Delhi or you have to again re-load it in metre gauge wagons. Nowadays there is a talk of railway bonds for new railways. That should be seriously considered. I have seen that many railway officers are reluctant about these new trends. When we considered a link railway between Bombay and New Bombay, Government of Maharashtra decided to issue bonds and the progress is faster in it. So also, there is a demand for raising capital through bonds for converting the metre gauge line into broad gauge line between Manmad and Hyderabad. But the argument put forth is that after some time, passengers will have to pay more for it. But, I think, commuters in these respective areas are ready to pay more per ticket. They want faster service; they want convenient service. For example, if the conversion is there, passengers from Aurangabad can directly go to Bombay without changing the train at Manmad. (*Interruptions*)

SHRI AJIT KUMAR SAHA (Vishnupur): That will be done by Prof. Madhu Dandavate.

SHRI VJAY N. PATIL: This is your height of imagination. They were given a chance once but they could not take the opportunity.

PROF. MADHU DANDAVATE (Rajapur): He is saying it without my consent.

SHRI VJAY N. PATIL: Anyway, if he joins our party, that may be a different thing.

PROF. MADHU DANDAVATE: Never in my life time.

SHRI VJAY N. PATIL: MR. Chairman, Sir, we are catering more towards the people who stay in between bigger cities, for example, between Bhopal and Bhusawal, between Bhopal and Jhansi. We are not paying much attention to the smaller villages. Passenger Trains are sometimes cancelled for the express trains. And there are commuters who want to come to bigger cities for service, for education and for other business purposes. They find it difficult to reach cities. What they do is, they resort to chain pulling even in express trains whether it is between Baroda and Bombay or between Asansol and Calcutta. If they do not reach in time, then these things happen and long distance passengers suffer.

I would like to suggest that wherever there is electrification, local passengers should be carried by fast local trains like the suburban local service. What I suggest is if you introduce an EMU between Bhusawal and Manmad, the passengers can reach fast and they will not crowd into the Maharashtra Express or Punjab Mail or Amritsar Express as they will be getting faster means of travel. Wherever there is electrification, the passenger trains should be converted into EMU trains. They would have faster speed and the local people from the villages and small towns can get better service.

In the corporate planning we have got

[Sh. Vijay N. Patil]

very good and encouraging figures which we are thinking of achieving by the year 2000 AD. If you see the yearly progress I think it will be a little difficult. You have shown that you want to reach 400 billion net tonne kilometres by the year 2000 AD. Even in passenger sector you want to reach the target of about 330 billion passenger kilometres in the next 11 years. We are not able to understand how you are going to achieve these targets. Your attempt of reduction in the cost of transport—you are planning for 15% reduction in the cost of transport by the year 2000 AD is welcome.

I think with the introduction of new trains, super fast trains, extension of the existing trains and increasing the frequency of biweekly trains to daily trains, the saturation point has reached on the existing lines. You will have to either surrender the goods transport or the passenger traffic if you want to increase either of these two. If you are going to plan for some more lines to ease the congestion, then only will you be able to increase the passenger traffic and the goods transport also.

I would like to suggest that from Bhusaval to Bombay you have to plan a third line. On this line there is heavy traffic from Calcutta to Bombay, from Delhi to Bombay and some traffic from Ahmedabad to Bangalore also. You have to plan a second line between Surat and Bhusaval. There is a suggestion about Manmad-Indore railway line so that the Bombay-Delhi can have a third railway line and the pressure on Agra-tarsi section can be reduced.

PROF. N.G. RANGA (Guntur): Where from are you going to get all these thousands of crores of rupees?

SHRI VIJAY N. PATIL: For thousands of crores of rupees people can come forward. You can raise bonds. Even in our present economy we are having Indira Vikas Patra, Kisan Vikas Patra and so many Vikas Patras. We are collecting the money in thou-

sand crores through these Vikas Patras for the expenditure for general development. So for the development of railways also we can have special bonds.

You decide once and for all. You have fixed this target of 400 billion tonnes transport and 330 billion passengers. Have you fixed the target as to how many thousand kilometres of new railway lines you will be able to construct by the year 2000 AD? If you fix the target and start raising funds from various areas; the areas which give you response you can construct the railway line there so that you can cater to the needs of those people and the common man all over the country will be satisfied with your planning.

I congratulate for your good performance for the less number of accidents, for increased targets in goods and passenger traffic and for providing good amenities with all the shortcomings that you have. I congratulate the Ministers, the officers upto the last employee of the Department for the good performance of last year.

SHRI BHATTAM SRIRAMA MURTY (Visakhapatnam): Mr. Chairman Sir let me at the outset make a brief passing reference to the hike in prices resorted to by the Government during this year as well. It will certainly have a multiplying effect, a cascading effect and the satisfaction that the passengers are not directly touched by increase in fares is also short lived. Anybody can see through the game and everybody has come to realise that through the indirect method of taxation, the common man's pocket is also touched.

Sir, I will have to point out at the outset that during the last two decades right from 1968-69 to 1988-89 this is the highest ever hike resorted to by the Government. In the year 1988-89 Rs. 632 crores were raised through additional levies. That was considered to be the highest. That was the record. The Government broke their own record and now the imposition of levies comes to Rs. 876 crores this year. So, this is the way in which the Government is progressing.

There is not a single year when imposition of higher rates was not resorted to. The present hike comes on the top of last year's 6 per cent increase in freight rates and 10.6 per cent increase in parcel and luggage rates. That has also got to be noted. Apparently the hike is 11 per cent but the maximum cumulative effect is 18 per cent and on an average it comes to 14 per cent.

It is also said that exemptions have been made but I would like to point out that sugar, tea, kerosene and textiles have not been exempted. These are the items which touch the common man and they remain untouched. Something has to be done and Government should re-consider and exempt these items.

I would also like to submit that the exempted items ^{form} a very insignificant part of the freight carried by the Railways. For instance, 80 per cent of the total freight is accounted for by coal, iron ore, foodgrains, petroleum, cement, steel, etc. Now only 20 per cent is left. Out of that 7-8 per cent is accounted for by the material that the Railways carry for their own use. So barely 12 per cent is left. Vegetables and fruits were exempted but what are the practical implications as against the background given above. Out of 7-8 per cent the agriculturists will not be able to get wagons for the movement of their fruits, vegetables, etc. They will have to suffer. The net result would be that the agriculturists and the small scale industries are bound to suffer.

Again, concessions have been announced. What are those concessions? The concessions only pertain to long-distance travelling and for the over-aged persons. Why no concession has been given for short-distance travel? Obviously this concession of long-distance cannot be availed of by the poor people who travel short distance.

Therefore, I say this is only is only an effort to raise more and more revenue at the cost of the common man. Before I come to financial performance of the Railways I

would like to make a reference to some of the Railways, for instance, Eastern Railways. The Railway-Wise figures of net revenue to capital at charge are being furnished by me now. In the year 1988-89 it is minus 7.5 per cent. Actually there is no contribution. It is minus one. Similarly, North-Eastern Railway: -41.3 per cent, North-Eastern Frontier Railway: -30.1 per cent; Southern Railway: -14.3 per cent. I touched upon the performance of these four railways. They are not contributing to the net revenues. This is so since 1978-79 as per the figures which have been furnished to us. Earlier, the situation might be the same; I don't know. Have you taken any steps to improve the financial viability of these railways and what are the steps taken? Obviously, I hope that some steps are being contemplated. Railways keep on losing heavily on coach services and carriage of low-rated commodities. This is the general situation.

The debt burden of railways is growing. It is forced to raise funds through bonds. The debt burden last year was Rs. 128 crores. This year, it has already increased to Rs. 271 crores. It is bound to rise to Rs. 400 crores in 1989-90. So the debt burden is increasing.

Let me make a reference to railways indebtedness to the general revenues. In 1983-84, it was Rs. 423 crores. In 1989-90, it goes up to Rs. 805 crores. Together with the deferred dividend-liability of Rs. 780 crores, the total indebtedness comes to Rs. 1,585 crores. This is how the indebtedness is increasing.

About Rs. 1,600 crores are being raised through Railway Finance Corporation during the course of last 1 1/2 years. An amount of Rs. 1,300 crores is being raised through external loans. What else can the Railway Ministry do? Now, out of every rupee that is mobilised, only 1.13 paise goes towards development. That is the revealing picture given to us. What development could we expect unless the Government finds funds through other means like borrowing money internally and externally or through some such source. As was pointed out by the

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speakers who preceded me, the funds, which flow from the Planning Commission, are being reduced from one Plan period to another. Therefore, there is no other remedy or other course left to the Minister also.

The capacity of the railways for additional transport has come to a plateau. Transportation system in the country is deficient in several respects. There is no hope that transport capacities will be available commensurate with the economic development of the country. My only hope is that perspective transport policies on an integrated basis will be initiated by the Government. This was, in a way, hinted by the then Minister of Railways while presenting his first budget at the commencement of the first session during the current term of this Lok Sabha. But there is no such integrated national transport policy inside. The railways, road transport, shipping transport, inland transport should come within the framework of an integrated national transportation policy. We must be able to formulate a national perspective plan. That will have to be on an integrated basis made available to us.

Before I come to over-aged assets and other things, I would like to make a brief mention about the aspects like modernisation and technological upgradation. They are the paramount objectives of the Government. Therefore, let us examine what had happened. The Railways have not yet finalised the technology for the manufacture of improved versions of rolling stock. This is my first point. In spite of the Plan objectives, they are the defaulters in the sense that they have not finalised the technology as far as the improved versions of rolling stock are concerned.

Secondly, there is an inordinate delay in finalising appropriate types of locomotives, wagons and coaches which is burdening the system with out-moded stock.

Third comes the slow pace of condemnation and phasing out of overaged

stocks. The Government forgets that as a result of that, the operational efficiency gets adversely affected.

Next comes to indigenous availability of required quality of rail which need to be augmented. There are no signs of augmenting the required quality of rails to avoid imports.

Let me come to overaged assets. Plan programme would accord top priority for replacement of overaged assets for technology upgradation. As far as the wagons are concerned the over aged assets at the end of the Sixth Plan come to 23,395 and at the end of the Seventh Plan the figure is 32,191. For coaches, the figure at the end of the Sixth Plan comes to 4760 and for Seventh Plan, it is 7342. For steam locos, the figure for at the end of Sixth Plan is 286 and at the end of Seventh Plan, it is 575. Further break up, as far as metre gauge is concerned, at the end of Sixth Plan is 3944 and at the end of Seventh Plan, it is 13,341. It is said that for replacement of overaged assets a phased programme will be worked out. What is the phased programme which has been worked out? Can I find it placed on the Table of the House? Huge arrears of replacement of overaged assets have accumulated. The rolling stock designs are out-moded. The percentage of ineffective rolling stock far exceeds the prescribed levels. This is what is stated. The position is not encouraging. I do not know how the Ministry is going to continue in this situation. The fleet consists of 2805 diesels, 1194 electricals and 6212 locomotives. Steam traction is inefficient from operational point of view and also from the point of view of energy consumption. It is out-moded form. It has got to be abandoned and got to be replaced. It has got to be completely phased out. I think that at the end of 2000, we will be able to do that. The way they proceed they will not be able to do it now.

As far as the gauge conversions are concerned, out of the total route length of 62000 broad gauge is 53 per cent, metre gauge is 40 per cent. At this rate, when will

you be able to do these conversions completely to our satisfaction? I do not think that you will be able to do.

As regards track renewal, the Sixth Plan target was 14000 kms but the actual achievement was 9200 kms. This is so in spite of the fact that the funds were sufficiently made available to the Railways. There was increase in outlays from Rs. 500 crores to Rs. 1075 crores in the Plan. Even then, the target could not be achieved. It is only for the reason that there was increase in the cost of steel.

In the 7th Plan, the total target was 2000 kms. I am not sure whether the Railways would be able to achieve the target, because to fulfil that target, they would have to complete 5000 kms per year. This is because the highest record in this respect was 4540 kms in 1987-88. I congratulate the people concerned about that. But immediately next year they reduced the target to 3750 kms. During the current year, if you want to hit the target, then you will have to perform beyond 5000 kms. Obviously, you would not be able to achieve the target.

Your arrears in this respect stood at 2000 kms at the beginning of the 7th Plan and they will come down to 12000 kms by 31.3.1990 and which can be wiped out in 1994-95. This is what the Minister says. This is the situation.

Then, about the number of coaching vehicles. The number of coaching vehicles as on 31.3.1980 stood at 8295. By the end of the 6th Plan, it came down to 7789. As on 31.3.1986 it got further reduced to 7543, and then on 31.3.1988, it came down to 7275. How is the number going down? You have to explain this.

Similarly, the number of wagons. The total number of wagons as on 31.3.1980 was 505183. By the end of the 6th Plan, it got reduced to 365392. After the first three years of the 7th Plan, it has further gone down to 346844. Thus, the number of wagons is continuously decreasing.

Then, the route KM of new lines. During the 3rd Plan, it was 2152 kms during the 4th Plan, it was 1835 kms during the 6th Plan, it was 1616 km, and during the first three years of the 7th Plan, it is 832 kms. That is the situation.

Let us have a look at the electrification. Out of about 62000 km, only 11 per cent is electrified. The rate of progress during each Plan period has been decreasing. During the 2nd Plan period, 360 kms were electrified, in the 3th Plan, 1675 kms were electrified, in the 6th Plan, 1522 kms were electrified and during the first three years of the 7th Plan, 1832 kms have been electrified. The original target for the 7th Plan was 5049 kms, but it was reduced to 3400 kms. You had first a target of 1000 kms per year and had also drawn up a programme for ten years. Now, we do not know whether you would be able to reach that reduced target also. This is because our rate of electrification has been 300 kms per year before 1973, but subsequently it was dropped to 190 kms during the 5th Plan and to 180 kms in 1980. That is the situation.

As against this, in the developed countries, they have optimised their inputs in electrification with the result that in Australia, electrification in Railways is 48 per cent, in Japan 48 per cent, in Italy 48 per cent, in Sweden 62 per cent, in Switzerland 99 per cent and in India it is only 11 per cent.

As far as electrifications is concerned, as I was trying to place the few facts earlier regarding the PO work as to how the performance of the Government is not up to the mark, I would like to point out that the Minister has stated that during the 7th Plan 1800 route Km. will be carried over to the 8th Plan. This is the situation. This is happening during every plan period. Do you know what happened in the 6th Plan? Let me refer to that.

The 3400 km route which is planned for the 7th Plan includes all the work of the 6th Plan. The addition in the 7th Plan is almost nominal. Same thing happened in the 7th

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Plan. So, this is what is happening. The object of achieving 1000 km route per year is not going to be achieved by this Government. A 10 year Plan programme for the electrification which is said to have been formulated a year back has been ditched. It is no longer in existence. So, there is no question of its implementation.

Now, as far as the new line are concerned, as against the requirement of Rs. 1470 crores for all the on-going new line projects the allocation for the year 1988-89 is just Rs. 195 crores. For the completion of this project you require Rs. 1470 crores and you are provided with just Rs. 195 crores. As to how can they be achieved at the end of 7th Plan I would like to know.

There are 26 on-going projects involving a length of 2315 km with a residual fund requirement of Rs. 1781 crores. This is what the Minister stated. Similarly, if you look into the gauge conversion plan, at the end of the 7th Plan, 8 on going gauge conversion project involving a length of about 1205 km will remain. They require Rs. 442 crores. As against the requirement of Rs. 452 crores for gauge conversion project involving a length of 1429 km, only Rs. 60 crores was provided for 178 km. line. This is the provision made and this is the objective fixed. This is how during every plan period things are progressing.

You had a Corporate Plan which referred to over-aged assets which need to be replaced by 2000. The figures for this read: Steam locomotive-5900, Diesel locomotive-424, Coaches-21872, EMUs-1696 and Track renewal-50,000 km of tracks in addition to new lines. This involves a huge cost of Rs. 46150 crores. How will you be able to reach to this target, it is up to you to decide. I am not sure whether you will be able to reach the target.

It was stated that a long term perspective plan for the expansion of the existing network would be drawn up. Many I know

from the hon. Minister what was that perspective plan which would be drawn for the expansion of the railway lines? Since the dawn of the independence only 8380 km new lines are laid. Therefore, whatever has been done in the past has been done by the British Government. You are only thinking of the replacement or rehabilitation and things like that. You are not able to lay any new routes. In the first three years of the Seventh Five Year Plan, there were only 140 KM of new lines. This is the situation. Therefore, the long term perspective plan which was announced sometime earlier may be given in all its details to the members of Lok Sabha, so that we will be enlightened on this aspect as well.

Before I conclude, I may have to raise the point about amenities. In the Annual Plan, out of a total amount of Rs. 4450 crores, only Rs. 24 crores have been provided for amenities. This Rs. 24 crores constitutes barely 0.5 per cent. Is it not a mockery? How can the Minister hope to achieve anything worthwhile with this meagre amount, as far as amenities are concerned? I would like to point out that the achievement will not be commensurate to the expectations and he will be failing on more than one count.

Let me make a brief mention about the overbridge at Rama Murty Pantulu Peta in Visakhapatnam. Several times I have mentioned about it to the Minister and I have written letters a number of times. Replies have been sent to me. Some proposals have been mooted. But ultimately I do not know where the matter is at the moment. The overbridge at Rama Murty Pantulu Peta in Visakhapatnam does not find a place in the Railway Budget. I do not know how far it has progressed and where it has got stuck up. I request the Railway Minister to look into it.

Shri Basudeb Acharia made a mention about the electrification of Kharagpur-Vijaywada Railway line which is absolutely necessary. This has been long pending, awaiting clearance. I request the Minister to give special attention to this aspect also.

There are certain other proposals which have been long pending. A new railway line from Kirandel in Madhya Pradesh to Kovvur in Another Pradesh mainly for transportation of iron ore to Kovvur is very essential. This has been raised by the State Government a number of times. The members of Lok Sabha have also approached the Ministry repeatedly. I wonder when all these things will see the light of the day.

Similarly, Dantwara-Bhadrachalam road on Kovvur line will open up Nagarjuna-sagar Delta area, by providing the much needed transportation. The cost-cum-feasibility report was conducted as early as in 1965. But nothing has happened till today. This must be looked into.

Nadikudi-Venkatagiri line, Nandyal-Er-raguntla line, Circular Railway Line in Hyderabad, etc. are pending for quite a long time. Circular line in Hyderabad city was a long-felt need. It is before the Government. Since it is a long-pending project, I request the Minister to kindly look into this aspect.

SHRIMATI D.K. THARA DEVI SIDDHARTHA (Chikmagalur): In his speech, the hon. Railway Minister has emphasised very rightly on productivity and modernisation. Railways have been one of the priorities of the Prime Minister and also of the Government. Accordingly, Railways have performed with distinction in spite of a difficult year faced with previous year's drought, floods and certain post-budget developments. The financial management of the Railways is very good. The performance in the entire Seventh Five Year Plan period has been quite impressive. The significant feature is the consistent improvement in all key areas surpassing the previous records.

Sir, transportation, especially railway transportation is the lifeline of Indian Economy. The progress of Railways will boost the country's economy. Resource constraint is a major handicap for developing and modernising the infrastructure. conventional resource mobilisation will not be able to cope

up with the present demands. Twenty-six on-going projects of nearly 2315 kms length will have to be covered with the residuary amount of Rs. 1781 crores. Hence we must lay emphasis on exploring new avenues for resource mobilisation. Some new lines are going to be taken during the next financial year. However it is disappointing that the long standing demand of Chikmagalur, endorsed by Smt. Indira Gandhi when she won the historical 1978 Chikmagalur election, has not been given due importance. On the initiative of Smt. Indiraji, the survey was done between 1983 and 1986 on the Kadur-Chikmagalur 43 kms. metre gauge line estimating a cost of around Rs. 30 crores. Since then nothing has happened regarding this.

Sir, Chikmagalur is the largest coffee producing area in the country. It generates enormous amount of foreign exchange and is also one of the picturesque places located in the beautiful western ghat region. It is a also tourism centre. It is very close to world famous Belur, Halebid and Dharmasthala tourist places. People of Chikmagalur are awaiting to hear Indiraji's promise come true. So Chikmagalur, once represented by Indiraji's craves for a rail link-I appeal to the Minister to kindly accord Chikmagalur equal status and attention as Gwalior, if not more. It could be a tribute to Indiraji whom people of Chikmagalur stood steadfast during critical and turbulent times of this country. The Railway Ministry's rehabilitation programme to wipe out large accumulated backlog of track renewal of 1900 kms. at the beginning of the Seventh Five Year Plan is commendable. This will have enormous impact on the working of Railways during the next decade and the country will also benefit from this. The Railways have a major role in the industrialisation of the country. Access to backward areas and under developed areas is inadequate. The present norms for laying new railway lines in backward areas are inadequate for their development. Norms should be revised but at the sometime the resource constraint should also be kept in mind. Hence a separate fund for Backward Area Railway development must be raised. For this, international financial institution

[Smt. D.K. Thara Devi Siddhartha]

must also be approached and the Government should come forward to bear the burden of expenditure to some extent. Railways are the nation's artery and it is necessary to provide rail link to every district headquarters of the country, especially those districts which grow large amount of each crops and so on. My District, i.e. Chikmagalur also needs a railway link. Adequate measures should be taken to see that the travelling time between New Delhi and other far off State Capitals be reduced so that at least a minimum of 20 per cent reduction in travelling time is achieved. It should be given a top priority. Safety assumes great importance, especially in monsoon-prone track areas. All such spots must be identified, and a monsoon time signal post must be set up.

Another important point is that the present system of sanitation must be re-vamped, so that toilet waste is not disposed of into the open. The atmosphere should not be polluted, and also hygiene and cleanliness must get priority. To begin with, in this year itself, the New Delhi railway station must be made filth-free. Let us make it a national show piece railway station.

Finally, I urge the Railway Minister's attention towards the development of railway network in Karnataka. The fears that Karnataka is being neglected, must be allayed. I request sympathetic consideration for Karnataka's demands. I plead for some of the important demands from Karnataka, viz. conversi of Mysore-Bangalore is very slow, due to lack of funds. The work must be expedited.

THE MINISTER OF STATE OF THE MINISTRY OF RAILWAYS (SHRI MADHAVRAO SCINDIA): She has not read the report, Sir, We have given Rs. 17 crores.

SHRIMATI D.K. THARA DEVI SIDDHARTHA: Yes, but for the last four years, we have not been given th required amounts.

THE MINISTER OF STATE OF THE MINISTRY OF RAILWAYS (SHRI MADHAVRAO SCINDIA): You should thank the Railway Ministry.

SHRIMATI D.K. THARA DEVI SIDDHARTHA: Conversion of Bangalore-Miraj line into broad gauge must be included in the 8th Plan. In 1983, a zonal office was sanctioned for Karnataka. It is yet to be implemented. This must be done in 1989 itself.

I hope Railways will do well in the future, under his stewardship.

[*Translation*]

SHRI MADAN PANDEY (Gorakhpur): Mr. Chairman Sir, I am grateful to you for giving me an opportunity to express my views on the Rail Budget. Nothing more remains to be said as my hon. colleagues in the Opposition have already given detailed statistics related to the railways. Discussion on the Railway Budget gives us an opportunity to reflect on the progress made by railways in terms of providing facilities to the general public.

There is no doubt that the budgets presented by our hon. Rail Minister in the last few years have been more progressive than the proceeding budgets. Our hon. Rail Minister has ambitious ideas of taking Indian Railways into the 21st Century. Hon. Minister is aware that Indian Railways have taken long time to increase the speed from 75 Km ph. to 140 Kmph. In the 21st century with such an speed how can we hope to compete with the advanced nations of the world? I think Hon. Rail Minister knows very well about the Bullet Train of Japan or the fast running trains of France. Along with this. I am sure he is also aware of the role to be played by railways in the country's development. As is well known this country has always lacked speedy means of transporting goods from one place to another. Previously bullock-carts travelled at a speed of 3 kmph but now we see introduction of trains with a speed of 140 kmph. This is certainly most praise-

worthy. Now we can transport essential commodities from one place to another very quickly. Now we have reached a level when we can develop our planning process by observing railways of other countries. We should develop our railways to match any other country in the world. Just not hon. Shrimati Prabhawati Gupta mentioned the State of the coaches of the Rajdhani Express. I request the hon. Minister of State for Railways to travel at least once in that train. The coaches of that train need to be replaced. If we can increase the production of coaches we can increase the speed of Rajdhani Express also to 140 kmph. The only obstacle in the process is that either the Planning Commission is not allocating sufficient funds or the hon. Minister is reluctant to ask for funds. He has always been a giver and has never asked for anything. I request him to ask for funds in this matter. If proper finances are provided in one five Year Plan we can have coaches, locomotives, electric traction and other infrastructure to take the Indian Railways into the 21st century. We can fulfill our dream of entering the 21st century in this manner.

In peace-time railways are responsible for the smooth functioning of trade and commerce. But railways are also essential for defense purposes. I have drawn the hon Minister's attention towards the fact that defense is never touched upon in railway planning. Some amendments from the defense point of view in the railway planning even now would be of great help. Other aspects of railway development would, of course, remaining the same. No doubt we demand various facilities but we are helpless. Some of us have seen history taking shape over the past 50-60 years. As I had said during the party meeting also, the historical records may be gone through as to how valiantly the Nepalese forces fought the British. After reading the Sugoli Treaty the priorities in railway planning for West Bihar and East Uttar Pradesh should be rearranged from the point of view of defense. I don't like to repeat but three days back I had raised a question on Chitauni-Baraha. The reply was it is not viable from the economic

point of view. May I know if the viability of defense items is ever questioned? The 'Burhi' Gandak divides Western Bihar and Eastern Uttar Pradesh. This area is the most backward not only in India but in the entire world. The only rail link is at Sonepur which provides a link between Eastern Uttar Pradesh and Western Bihar. If an unforeseen incident occurs the Government will be left with no alternative. We have beseeched the grave of late Shrimati Indira Gandhi. She had layed the foundation stone in th presence of nearly 5 lakh people. I was present there. Hon. Deputy Minister, Shri Mahabir Prasad, Shri Kedar Pandey, Shri L.N. Mishra, Shri Manoj Pandey and late Shri Genda Singh wee also present there. The foundation stone was laid in the presence of all of us and that spread a wave of joy among the people. But the scheme fizzled out. The hon. Minister might be feeling annoyed when we remind him about it time and again. I beg his parden for causing annoyance to him, but I request him kindly to examine the matter which needs his attention.

I would like to express my thanks to him for conversion of gauge. Last year, he provided Rs. 8.5 crores for the Bhatni Varanasi line and this time a sum of Rs. 23 crores has been provided for the same work. But is this amount sufficient? Will the railways stick to the decision that it must complete the schemes already taken up before embarking upon new projects, which may be taken up only when you are in a position to mobilise additional resources to meet their cost since with the spill over of the projects, the actual cost goes on multiplying, which is difficult to contain.

Hon. Railway Minister, Sir, your department is a labour oriented department since manufacture of a coach provides employment to 4 persons. Due to the number of coach factories in the country being far below the requirement, the railways have not been able to serve the nation and the people to the desired extent inspite of its strong will to do so. I feel that shifting of a coach factory to Bhatinda or Kapurthala is not going to meet the requirements of our country. If you

[Sh. Madan Pandey]

set up even a small factory in a backward area, it generates employment for the local people and creates an industrial environment. It is the second Budget. It is a mini Government within the Government. The development of the whole country depends on the railways. Keeping in view, this aspect you should expand the railways rapidly. The air transport in our country is finding it difficult to cope up with our travel requirements. The train services run at a speed of 140 kilometre per hour will supplement the air services. It is therefore, necessary to pay attention to it.

Secondly, there is no doubt the C.R.P.F. and other security forces have provided some relief to us. But you have to give them some special instructions. It was only yesterday night when I was returning by the Vaishali Express along with several hon. Members of Parliament including Shri Chandra Shekhar. Suddenly 30 to 50 people entered our compartment at 2 a.m. and woke us up and started making enquiries about the contents of our baggage. Some of them extracted money from some passengers. My point is that the persons put on security duty should be instructed that in no case the passengers should be disturbed in their sleep and harassed. Of course, if they have definite clues, they may search the particular suspect. But they should not harass the passengers in this manner.

I would also like to say a few words about the catering service. It is of little consequence whether you subsidise the service or not, but the rates of tea, food etc. charged from the passengers travelling in second class in passenger trains have been increased. The Government should take measures to reduce the prices and improve the quality.

I am grateful to the hon. Minister of Railways who provided us an opportunity to visit Cochin twice a week. He has also been kind enough to provide us the opportunity of visiting Hyderabad twice a week. After Ernakulam, one can reach Cochin. It is not

possible to extend this train upto Trivandrum? If possible, this point may please be considered so that people of the north visiting Kanyakumari need not change trains at three places. This will also help them see the development works being undertaken there. You have provided such a link for other places.

16.00 hrs.

I had made a small request in the consultative committee but it was not accepted. I would like to repeat it here that duration of travel time taken by the trains running between Calcutta and Gorakhpur should be reduced. It can easily be reduced by 2 to 3 hours. I am sure that the Railway Board will consider this point and the Time Table Committee will also examine it.

With these words, I support the Budget and thank you for giving me an opportunity to express my views on the Railway Budget. I am also grateful to the hon. Minister of Railways for his making so many provisions in the Railway Budget.

16.01 hrs

[English]

SHRI PARAG CHALIHA (Jorhat): Mr. Chairman, I thank you for giving me this opportunity to speak.

I am glad to note that the Budget speech was very well read. I only wish the activities and performance of the Railways were as good as the reading of the Budget. The Budget is very interesting in parts and certainly not at all encouraging in respect of my region. I also note from his speech that he has taken Assam as lost in the next elections because no improvement or development work has been taken up there. Not a single tangible project for Assam can be seen in the whole Budget.

16.02 hrs

[SHRI SHARAD DIGHE *in the Chair*]

It is interesting to note that the capital at charge has risen from Rs. 827 crores in 1950 to Rs. 11662 crores in 1987-88. But the route kilometres created since 1947 is 8380 KMs. that is only 220 KMs per year. Similarly, only 951 locomotives have been added since Independence, which comes to about only 24 per year. Another intriguing thing to note is that, while coal accounted for 41.30 per cent in regard to movement of bulk commodities, the foodgrains movements accounted for 10.38 per cent. Why? In my region, most of the foodgrains are moved through the Roadways. We feel that if Railways do something in regard to movement of foodgrains, then the prices would be lower and cheaper.

Sir, not a single track has been earmarked or contemplated in the near future for my State. Only four projects are being taken up in N.E. Region involving a total of 38 KMs. Out of which, three are in Barak valley, Tripura, one in Balipara including Bhalukpung in Arunachal. Another project in my Constituency Amguri-Tuli has not been undertaken on the plea of boundary dispute between Assam and Nagaland.

Representation for setting up of the broadgauge linking the district headquarters have been going on since 1930s. I am very sorry to note that the present National Government has not done anything in this regard. It is a peculiar phenomenon in Assam that the Railways serve only the tea gardens and coal mines and has not done anything in regard to linking even the district headquarters. The broad gauge line terminates at Guwahati for which everything has to be transferred from broad gauge to metre gauge to serve the people in the interior areas.

Despite all our pleadings and representations, nothing has been done either for conversion into broad gauge line from Guwahati to Tinsukia linking the district

headquarters in the new Assam region.

A total of 8155 kms of track has been electrified up till 31.3.88. You will be surprised to know that not a single km of railway track has so far been electrified in the North-eastern region. I am glad that the hon. Minister has taken a good step of introducing one contained service from Pandu. That will be helpful for export of tea. But the container service now introduced is very small and inadequate. I would request him to improve upon this service.

As a sportsman I thought the Railway Minister would give some importance for the proper use and development of sports in my region where there are quite a few talents, particularly in football, etc. The available infrastructure has not been properly tapped. Even at the Railway Headquarters, Maligaon, we do not have any infrastructure. I appeal to the hon. Minister to have the infrastructure for a full-fledged Sports Complex particularly with training facilities in my region.

A demand for a new railway division at Rangiya has been going on for quite some time. Nobody however has made any representation or survey about the immense possibility with proper infrastructure for starting a coach factory at Rangiya. Will the hon. Minister see that the new coach factory be set up Rangiya? Assam is generally considered to be the dumping ground for all things going from this side. We have the worst wagons, worst coaches and worst rolling stock. Therefore, if there is a coach factory, we can at least hope to get some of the benefits in the railway system in our region.

About railway level crossings, I am glad to know that a new system of solar powered radio operated audio visual warning system is proposed to be introduced. I do not know whether something in this regard will be done in my region also. The Government of Assam and the people of Assam have been making representations for some railway over-bridges at least on the level crossings of the National Highways. There are 12 such

[Sh. Parag Chaliha]

proposals pending with the Railway Ministry. May I request the hon. Minister to kindly see that the railway level crossings at least on the National Highways are considered?

I come from a region where the railway line is not a mere means of transport but a thorough lifeline. The Railway Minister knows much better than I do because in 1988 when we had five waves of floods and in 1987 when we had four such waves the railway movement was absolutely stalled for about three months. And stalling of railway movement means stalling of supply of foodgrains. Therefore, for us railways are much more important than a mere means of transport.

I hope, our dynamic Railway Minister will remove all these difficulties which I have expressed in the foreseeable future.

[*Translation*]

SHRI KESHAORAO PARDHI (Bhandara): Mr. Chairman, Sir, I rise to support the Railway Budget for 1989-90, presented by the hon. Minister of State of Railways.

I feel that all the hon. Members, belonging to both the treasury and opposition benches should support and praise the work done by the hon. Minister of State of Railways for the modernisation, electrification, reservation, computerisation, etc. and the provisions made therefore in the current year's Budget. I thank him for not raising the passenger fares. But the increase of 11 percent in freight charges is bound to affect the common man. I request the hon. Minister to reconsider it. The railways have done lot of work during the last 4 years in every field. Some people say that it is Madhya Pradesh's Budget and some others make other baseless statements but if we examine it closely, we will come to the conclusion that the Railways have made lot of progress. There has been rapid progress in the matter of electrification and modernisation. Electrification work of Jhansi-Bhopal section on

Delhi-Madras line is in progress. This work should be completed at the earliest. But work on Bhusawal, Nagpur and Durg line has been going on at a slow pace inspite of priority being accorded to it. I had requested the hon. Minister of State of Railways and the hon. Deputy Minister to speed up the work. Similarly work on Bombay-Howrah main line should be completed early and work on its unfinished portion from Bhusawal to Drug should also be expedited. The people will be greatly benefited if Bhopal-Ballarshah section is electrified. It is also essential to double the line at places where there is only single line.

I would like to remind the hon. Minister that several new trains have been introduced in this Budget, but no new train has been provided for Nagpur, the second capital of Maharashtra. No new train has been introduced on Bombay-Howrah line also and there are no other trains except the old trains viz. 29 DN, 30 UP, 1 DN, 2 UP, Geetanjali Express. I request the hon. Minister to introduce a new train on this route also. The Vidarbha Express will run from Nagpur and its name and timings have also been changed. But I feel that its running time can be reduced by 3 hours. The quota of seats allotted to Sholapur, Nasik and Manmad goes unutilised as nobody boards the trains from there during the night. I, therefore, request that the quota of Nagpur should be increased so that people may travel by Vidharbha Express instead of other trains. Apart from this, there should be a provision of reservation quota from Gondia, Tumsar, Bhandara, Kamthi in this train so that the passengers from these places are also benefited.

I would like to draw the attention of the hon. Minister towards one more thing. The Government has, as a mark of respect, granted concession to sports persons, winners of Dronacharya awards, distinguished soldiers, brave persons and senior citizens and has issued Nehru Centenary passenger ticket. I sincerely thank the hon. Minister for this. The freedom fighters have also been extended some facilities during the last two

years. They will be highly benefited if one more facility is extended to them i.e. extension of this railway concession to the widows at least for one year after the death of the freedom fighter. Some days back wives of the freedom fighters had come here to press for this facility so that they could go on pilgrimage. Since you were busy with the Budget, I could not arrange a meeting with you. The Government must pay attention to it.

A separate department has been set up in the Ministry to provide effective coordination in implementing policy guidelines for passenger amenities. I hope that it will be quite helpful in attending to and removal of problems and difficulties of the passengers. It is necessary to post telephone attendants at Bhandara and Tumsar Road stations. Nehru Yatri Ticket should be made available at all the stations.

A.P. Express, Tamilnadu Express, and G.T. Express used to run with double engines but now these trains will be hauled by single engines and the number of coaches in each of these trains has also been reduced. Though Nagpur is the second capital of M.P. the quota of reservation from Nagpur is 10-20-30 respectively, while a full bogie is being attached to G.T. Express both ways from Bhopal. Therefore, this quota should be increased. People of Madhya Pradesh and people of 9 districts come here to board these trains. It is, therefore, urged that these trains may be provided double engines and the reservation quota may be increased. As regards, the narrow gauge line in Chandrapur, Gondia, Nayanpur and Jabalpur, the hon. Minister said that survey is being undertaken.

An accident occurred on the Chandrapur-Gonda-Nainpur-Jabalpur line 4 years ago in which 500 people were killed. This is a narrow gauge line and Shri Ghani Khan Chowdhary had agreed to convert it into broad gauge one. Recently an accident took place between Nainput and Jabalpur in which the Adivasis lost their lives. This line is hundreds of years old. You have also issued

a letter about conducting a survey of that line but it was disappointing to note that there has been no mention of it in your Railway Budget speech. If one has to reach Jhansi and takes this route from Chandrapur via Jabalpur, the distance will be reduced by 350 kms. Similarly by connecting Tumsar with Katangi, the areas of Balaghat, Gondia and Malajkhand, where Government copper units are located, will be substantially benefited. It is very essential to connect these areas. Similarly there is a train called Maharashtra Express which runs from Nagpur to Kolhapur. Is Gondia not in Maharashtra? It should be started from Gondia which will justify its name. Similarly, 29 Down and 30 up is a very slow train. It has been a long standing demand to provide an A.C. two-tier bogey in this train. The first and second class bogies of other trains may be in a good condition but the bogies of this train are in a very poor condition. Similarly, it is essential to construct an overbridge at Tumsar because a paper mill, a sugar factory and ferromanganese units are located there and on account of which there is great congestion in so far as traffic is concerned. The overbridge at Gondia is in a bad condition and it should be repaired. The overbridge at Bhandare has been under construction for the last 4 years but it has not been completed so far. The people ask us whether it will be completed before the coming general elections or not. It should be completed at the earliest. The Chattisgarh Express runs between Bilaspur and Delhi and we want that a stoppage should be provided at Salekasa tehsil because it is an adivasi dominated areas. It is very necessary. A proposal for the modernisation of Gondia station has been approved, but the work has not yet been started. There is no direct train from Nagpur to Delhi. As the Shatabdi Express has been extended upto Bhopal, it can be extended upto Nagpur also by which people can reach Nagpur from Delhi within 12 hours. The reservation quota for Nagpur should be increased in the A.P. Express and the Tamilnadu Express as well. There is no reservation quota for Nagpur even in A.C. first class. When we the Members are not able to get berths, the position of the com-

[Sh. Kesharao Pardhi]

mon people can be well imagined. The Cochin Express is the only train going for South from Bilaspur. It should run for 3 days in a week instead of once a week as at present. An additional bogey for Nagpur should be attached to this train and reservation quota should be provided between Bilaspur and Nagpur. Until Maharashtra Express is started from Gondia, arrangements should be made to provide one bogey from Gondia to Nagpur and it should be ensured that this train reaches Nagpur in time. Similarly, the Sarnath Express which runs from Durg to Varanasi should be started from Nagpur. The Railways will not suffer any losses on account of this but if it is done, it will benefit 3 or 4 districts on this route. In the same way, the Bhandara Road Railway Station is 10 kms away from Bhandara town. The railway line connecting Bhandara with Jawaharnagar meets defence needs and odds trains are running on it. I want to request you to introduce a passenger train on this line. When Shri Sukhram was the Minister of State of Defence, he agreed to sanction the proposal but it has not been sanctioned so far. Therefore, steps should be taken in this direction which will benefit the defence personnel because it is difficult to travel 10 kms by bus. Therefore, if a passenger train is introduced on this line, it will be very convenient to travel from Bhandara to Jawahar Nagar.

I support the Railway Budget 1989-90 and thank the hon. Chairman for giving me an opportunity to make my submission.

SHRI MANUKRAM SODI: (Bastar) Mr. Chairman, Sir, I support the Railway Budget presented by the hon. Minister of Railways. Railway facilities have helped an all round development of those areas where they are available. The places where these facilities are not available remain backward. Even articles of daily necessities are not available to the people of such areas. Therefore, these areas are getting isolated from those people who are fortunate enough to get rail facilities. Gradually this creates separatist tendencies

and resentment spreads among people and they resort to launch agitations. These agitations sometimes work against national interest and perhaps like the Tripura agitation or the Mizoram or the Gorkha agitations, Bastar may also become another centre of such agitations. These imbalances in development are also responsible for keeping the people of those areas aloof from the national mainstream. Our country is passing through a phase which is full of challenges. The Government should pay attention to regional development before it gets too late and remove the imbalances being created because of lack of Railway facilities so that there is no resentment left in this regard. In the absence of Railway facilities in areas inhabited by the weaker sections of society, the essential commodities like the food items, agricultural products etc. have to be transported by trucks, camels, mules, bullock carts etc. or even have to be carried on heads. This enhances the cost of transportation with the result that they have to buy these commodities at higher prices. Moreover, the cost of transportation compels them to sell their produce at very cheap rates. Unless they do so, they will not be able to sell their commodities. Therefore, I want to draw the attention of the Government to the Adivasi, backward and the remote areas where the people have no way out but to sell their agricultural and forest produce at cheap rates in the village itself because they are not able to carry their goods to the main market in the absence of transportation facilities. It is the poor people who are harassed in every way. In spite of their extreme hardwork they are not able to improve their standard of living and remain poor. Apart from the Government, no one else can salvage them from this situation. The poor people have to suffer double oppression and are not able to hold their heads high through out their life. The Seventh Five Year Plan is going to be completed, yet the condition of the people in the backward and the Adivasi areas remain the same. I want that a survey should be conducted of those areas where railway facilities have not yet been made available. During the survey it should be examined as to how much progress they

have made in the field of education and agriculture and whether they are capable of adopting modern technology like the computers which will accelerate the pace of their development. The responsibility of examining these things should be with this survey team. Extensive programmes should be prepared so that the benefits of modern technology reach those areas and they also make some advancement. I hope that steps will be taken for the proper development of the adivasi and other backward areas of the country and provisions will be made for providing railway facilities in those areas in the Eighth Five Year Plan. I want that a certain percentage of railway lines proposed to be laid during the Eighth Plan should be laid in the adivasi areas. Today, wherever there are narrow gauge lines, demands are made to convert them into meter gauge lines and similarly, wherever meter gauge lines exist, demands are made to convert them into broad gauge lines and broad gauge lines are demanded to be converted into double lines. In the same way, wherever there are double lines, demands are made for their electrification and where electrification exists, demands are made for underground lines. In this way, if our attention is concentrated on some particular areas only, uniform development of the country cannot take place. The backward areas will remain backward. Such imbalances will create extreme difficulties for us in the future. Even pedestrian paths are not there in those areas today. In case roads exist, overbridges are not there and in case the latter exist there are no arrangements for buses and other vehicles. If buses are there, the drivers are not available. At many places, the ancient bullock-carts are still used as the mode of transport.

If the Government continues with the present pace of expansion of railways and if bullock cart continues to be the mode of our transport even in the 21st century, the separatist tendencies would get encouraged, the achievements of the country would be negated and the country would have to face a number of problems. So the need of the hour is to pay special attention to the backward

tribal areas in the country and expand the railways, because it is the only means through which the nation can advance rapidly.

SHRI BANWARI LAL PUROHIT (Nagpur): Mr. Chairman, Sir, I extend my heartiest congratulations to the Hon. Minister of Railways for presenting the Railways Budget in the House.

As a matter of fact, it has been observed during the last four years that the Railways have become more efficient and have made all round progress. So far as the Railways are concerned, it is a fact that to a large extent our national economy depends on them. According to the figures available, freight traffic has registered an increase of 9 percent and it is really a great achievement. Similarly, new trains have been introduced. Such initiatives were not being taken in the previous years. But now the Government has been fully cautious to provide adequate railway facilities to the people. Railway services can be divided into two parts — the first part generates the railway services while the other makes these services available to the people. So far as the first part is concerned, it deals with the operating part, i.e. increasing the freight traffic providing adequate facilities, gearing up the speed of the trains and increasing the number of trains, and it is functioning quite efficiently. But the part which is responsible to sell the services, requires a lot of improvement. After the hon. Minister of State assumed independent charge a few years ago, the trains started running on time for six months or a year. But I have observed during my recent journeys that the trains now run late by hours together. This makes it evident that the officials are not monitoring the movement of super fast trains at their headquarters, which was the most important feature during that period. On two different occasions I could not attend the proceedings of the House in time due to late running of trains. The train was scheduled to arrive New Delhi at 7.30 but it was late by about four hours and, as a result, I could not ask my question during the question hour. So I would request the hon.

[Sh. Banwari Lal Purohit]

Minister to pay attention to the matter. When the country is advancing in every field, the Railways should also ensure running of trains on time. The Government should pay special attention to it.

No doubt, freight traffic in railways has increased, but I would like to draw the attention of the hon. Minister to the fact that the goods sheds meant for storing food grains and pulses etc. lack enough covered space all over the country. Food grains worth crores of rupees are kept at stations in the open and, as a result, they get spoilt. Though the Government formulate programmes for this purpose one after the other, yet many of the goods sheds lack adequate covered space. In spite of the fact that Railways charge heavy freight rates, foodgrains worth crores of rupees are booked with them. However, a large part of them gets spoilt due to rain. No doubt the railways pay the claim for it, but it is a loss of national wealth. The money paid as claims during the period of just five years, would be enough to construct spacious goods-sheds.

Whenever we raise demands, the hon. Minister expresses helplessness due to lack of funds. But my submission is that the money spent on the Railways does not go waste because it is a wise investment. The money spent on railways would bring return. Same is not the case with other Ministries. But so far as the Railways are concerned, the Government should raise money from the people by floating bonds. They can get as much money as they want. But the people want to see progressive development of the Railways.

Similarly, the number of accidents has come down from 1.5 percent to mere 1.02 percent. My submission in this regard is that the loss of human lives due to accidents can be checked. I was also travelling by the Tamil Nadu Express which met with a terrible accident, but only two persons lost their lives in it. It would have caused more human loss, but the railway bogies have now been

modernised in such a manner that major human loss can be averted. Therefore, old bogies should be speedily replaced by the new ones in order to avert any human loss in the event of an accident.

The Government should pay special attention to this aspect. Another major cause of railway accidents is un-manned level-crossings. The Government should take adequate measures to provide safety at un-manned level-crossings. Generally, the Railways provide level crossings only if Gram Panchayat or Municipality undertakes to bear the maintenance cost. But the financial condition of these bodies in the prevailing conditions is not so strong as to bear such expenses. So the Railways will have to bear the burden of these expenses.

Mr. Chairman, Sir, some of the hon. Members accuse the hon. Minister of giving special treatment to Madhya Pradesh as they say that more trains have been introduced for Gwalior and Bhopal as compared to other places. There is nothing objectionable in it. Mr. Chairman, Sir, whosoever the Minister may be, he cannot neglect his own constituency, though he is supposed to be concerned with the development of the whole country, and I think there is nothing wrong in it.

THE MINISTER OF STATE OF THE
MINISTRY OF RAILWAYS (SHRI
MADHAVRAO SCINDIA): Excuse me. Only
one out of 15 trains has been introduced for
that area.

SHRI BANWARILAL PUROHIT: I was,
in fact, justifying it. We extend our full support
to you. There is nothing wrong in it. This
work has to be done sooner or later.

Mr. Chairman, Sir, I have not been able
to submit the case of my own constituency.
Nagpur is the heart of India. Geographically
its location is exactly in the centre. There-
fore, my demand is that the Railways should
provide certain special facilities to this city. I,
on behalf of the people of Nagpur, express
my heartiest thanks for introducing a new

train from Nagpur to Bombay. But there is a small project named Nagpur-Kannahan in our area. A Defence factory has been set up there. About fifty thousand workers work in that industrial area. Labourers attend their duty by riding bicycle 15 miles either way in the morning as well as in the evening. When a poor labourer travels 15 miles either way by bicycle, how will he be able to work and contribute towards production in the ordinance factory. When he returns home by riding bicycle for two hours, he becomes so tired that he is not in a position to attend to other household jobs. I want to submit to Hon. Minister for state that a shuttle train be run from Kannahan to Ambajhari defence factory for the convenience of poor labourers working there. About 10 to 11 thousand labourers work in that defence factory and I can say it with full stress at my command that this will not be uneconomical venture. Survey work of that line was carried out and it was found to be viable. There exists already a railway line. Therefore, there will be no need of removing encroachment and there is no obstacle in it. I hope you will accede to this request.

I have heard the praise for 'Shatabdi Express'. I have not so far got an opportunity to board in it. It is running upto Bhopal only. You should extend this superfast train upto Nagpur. It will take 10 hours to cover the one side distance and 2 hours time is required for cleanliness etc. It is my submission that you may consider it seriously to run this train between Nagpur to Delhi via Bhopal.

I again congratulate you on presenting such a nice Railway Budget. There is praise for railway department all over the country. I want to say that computer system wherever implemented has eliminated corruption. On an average 20 to 25 persons come to me in Delhi daily. Earlier they used to face a lot of difficulties in getting ticket but after introduction of computer in railways, people are getting tickets easily on the window and lackmarketing in reservation of tickets has also come to an end to some extent. I mean to say that priority should be even to Nagpur in computerisation, Hon.

Member from Bhandara has just stated that Nagpur junction caters to the need of 9 districts of vidarbha division and there is a great rush at the railway station because Nagpur city alone has a population of 22 lakh people and heavy pressure of traffic coming from neighbouring districts is also there. No work seems to be going on the proposed bridge to be constructed at Nagpur station. Whereas work on bridge to be constructed at Bhusaval is going on. Please get it done expeditiously. In addition, I want to say that work on Panch Pavali bridge is going on but with the speed the work is going on, it is not likely to be completed even in four years. The work should be expedited, no matter it is being done by the Railway itself or by the contractors.

In the end, I thank the Hon. Minister for presenting a balanced Budget and I support it whole heartedly.

SHRI MOHD. MAHFOOZ ALI KHAN (Etah)
: Mr. Chairman, Sir, I want to recite a couplet in praise of Scindiaji.

"Unke dakhe se jo aajati hai moonh par ronak,

Ve samajhate hain ki bimar ka hal achha hai."

But a sick person, after all, remains a sick person, of course, he feels a bit happy to have a glimpse of Scindiaji. Since the day he became a Minister till today, it gives great pleasure to see the work accomplished by him. I am saying this in compliment to the good work done by him. The Budgets presented during the Scindiaji's period, are very good Budgets. Some people say that the Members sitting on opposition benches are in the habit of fault finding in every thing but I am not one among them. If there is something good, I must say so Scindiaji has done very good works in Railways and the Railways have achieved good progress under his leadership but there are some complaints too. I have gone through his Budget speech. When he was delivering the Budget speech, I was expecting that the hon. Minister would make a mention of the Railway line

[Sh. Mohd. Mahfooz Ali Khan]

laid in the area represented by me. Our ex-Chief Minister is also present here. He knows that there is a railway station in Etah. I know that there are some problems before the hon. Minister and the greatest problem is that all of us talk about our own railway lines but never press for more money from Planning Commission for this purpose. Planning Commission should provide more funds to railway. The greatest drawback that we, Members of Parliament are having is that we go on making our demands pertaining to our areas but do not impress upon the Planning Commission for allotment of more funds to the railway for this purpose so that the work could be completed.

I want to bring it to be notice of Scindiaji. It is like an old adage that nearer the church, farther from heaven. Etah is just 175 kms. away from here. People living there do not know if at all there is any railway station in Etah. But there exists a railway line in my constituency but I cannot reach Etah by train. He is laying new railway lines but is not paying any attention to that line. I request him that if he does not consider that railway line worth paying his attention, at least get it dismantled. That will not hurt us. When we have no utility of that line, why do we feel sorry for that. They do not know whether there is any railway line there. Such is the situation.

I have repeatedly asked you. I know your difficulties but there is a great difference in reply sent by your office and personal dialogue we have with you. When we receive replies from your office, we feel completely disappointed when we talk to you, we see a ray of hope.

I want to put three suggestions before you. Our ex-Chief Minister is present here. He also knows that this railway line was laid due to the efforts made by Shri Rohan Lal Chaturvedi, when he was the Deputy Minister for Railway. I will also request Shri Mahavir Prasadji who is the Deputy Minister

now that he should honour his promise. He was also a Deputy Minister and he is also a Deputy Minister. He is not paying attention to that line. He is requested to pay attention to Etah-Barhan line. It is my humble request to him if he is not in a position to do this, he should at least provide two bogies to be attached to the train on that line so that passenger may come from Etah to Tundla and from there to Lucknow and Allahabad. Our High Court is situated at Allahabad and Lucknow is the capital of Uttar Pradesh. Nobody will travel to Delhi by it because there is a road connection from Etah to Delhi and he can reach Delhi from Etah in 3 1/2 hours. Why should one travel from Etah to Delhi via Tundla by train?

I had given one more suggestion that he should get this line extended from Etah to Farukhabad. Farukhabad is a big centre for tobacco and potatoes. Wagons are not available for tobacco at Farukhabad. Potato and tobacco are sent to Srinagar and other distant places from there. People face difficulties due to non-availability of wagons. Some how or other, please get this line extended upto Farukhabad. If it is not possible, please get at least two bogies attached so the people can travel to Lucknow and Allahabad or a fast speed train be provided from Etah to Barhan so that people can know that they have also rail facilities. There people do not know as to what a railway facility is and 80 percent population of the country lives in the villages. Every man is talking about Nagpur, Allahabad, Bhopal and Gwalior but we should pay attention to the people living in the villages also, what facilities have been provided to them. It is good that new trains and express train have been introduced, but he should pay heed to the needs of the backward areas also. Our Ex-Chief Minister is present here, he knows that there is no industry in my Etah district. It is a backward area in every respect, be it industry or communication. I request Scindiaji that if he is going to set up any rail industry, Etah may be selected for the same and nobody else is going to do it. Uttar Pradesh Government will not do it, you may

select it. By this, unemployment, crime and backwardness will be eradicated, therefore you must keep Etah in your mind.

I am thankful to you and the people of those areas are also grateful to you. Gangagarh station has been provided, people go there to take holy bath and they bless you. A/c two ties coaches have been attached to Mardhar Express from Jodhpur to Lucknow, he has provided it. He has also accepted our request to provide stoppage of trains on metre gauge line. It is not so that he has not listened to us, he too wants to extend this line, he is having this in mind, but the problem is that Planning Commission is not providing funds for it and that is why he helpless, it is estimated to cost about 71 crores. If he is not in a position to do this, he may get the survey work done of 110 k.m. long line from Etah to Farukhabad so that it could be find out whether this line will be economically viable our not. At present, we travel by Rajdhani Express and Shatabdi Express, there are very good trains but it is regrettable when we find that we can reach Bhopal, Gwalior, Agra, Calcutta easily but we have to travel by bus to reach a distance of 170 k.m. from here. Time is running out fastly, no body knows the future, no one can say as to who will be where tomorrow, so he should get this work done so that it goes to his credit in the history that it was Scindiaji who completed the survey work of this line, he has paid his attention towards it.

I was in Firozabad last night, it is a newly formed district. Being district headquarters, some more trains should stop there. It is for you to see which train should stop there, plead so this. The station building is very old. A new station building is required to be made quite in keeping with its new status of a district headquarter. You must pay attention towards it. 103 up and 104 Dn passenger train should stop at Gangagarh station, it will greatly benefit the passengers. There is a station named Sahavar which was represented by Shri Masheer Ahmed in this House. Stoppage for 513 up and 514 Dn train at Sahavar station was discontinued for some reasons. There is a general feeling

among the people that the stoppage was discontinued on my behest after myself being a Member of Parliament. That stoppage is required to be restored.

Similarly, I have asked for Gangagarh, Firozabad-Ganjundbara is a big station but it is in a very bad shape. That area is also thickly populated. Get it modernised so that the conditions may improve. May be it is my last speech, but I God speed that Scindiaji remains there and he may continue as Railway Minister. I am very grateful to Mahavir Prasadji and Scindiaji, he has listen to me and has replied to my letters. With these works, I thank them and I hope that he will pay attention to the points made by me.

DR. CHANDRA SHEKHAR TRIPATHI (Khalilabad): Mr. Chairman, Sir, I rise to support the Railway Budget which has been presented in the House by the hon. Minister of State for Railways, Shri Scindia. Before I express my views in this regard, I would like to make a submission, that during the term of the hon. Minister the Railways made fast progress in every field. The credit of this goes to him and all of us also feel proud. Just now, Shri Mohd. Mahfooz Ali Khan read a couplet which indicates that he has lost all hope. Now I would like to read out a couplet to the able, experienced and learned Minister,

"Kahate hain ummid per jita hai jamana.
Weh kya kare jisko koi ummid nahin hai."

I would like to tell Mr. Khan that he should not lose hope. Both of our hon. Ministers are sitting here, and I feel that his hopes will not be belied. There is no need to go into details of the way, facilities have been provided in traffic network and development that has taken place in the railways. Only a few days back I was returning from Bangalore. A person, who was a senior officer in the Government told me that he will travel by train. When I sought to know the reasons he said that one could not depend on air services. Sometimes the flights are delayed for more than 11 hours. Even if they arrive, there

[Sh. Chandra Shekhar Tripathi]

is no certainly that they would reach the destination safe. The train is more safe as compared to the aeroplane and one can hope of reaching his destination safe. Earlier, people used to complain very often in the market places, offices and in this House itself about the punctuality of trains and the risk involved in the journey. But now we are proud to say, and the opposition parties also agree that under the able stewardship of the hon. Minister the railways set a record in every field of passenger amenities, whether it is reservation, cleanliness, punctuality, computerisation, catering, or berths.

17.00 hrs.

Consequently, people got various facilities, I feel proud of relating all these things. I would like to draw the attention of the hon. Minister towards some basic things. The Government has very often been saying and the Prime Minister has time and again been assuring that regional imbalances will be removed and development of the whole country will be done under our democratic set up. It has been the policy of our leader and also of the Government that development will not concentrate in any particular area and every effort will be made to remove regional imbalances. Since the time of Babu Jagjivan Ram, for last 20 years a demand is being made to lay a railway line from Sahajanawa in Basti district to Balarampur in gonda district viz Bakhira, Satha, Bansi, and Domariaganj. But no action has so far been taken by the Ministry of Railways in this regard. Whenever, I draw the attention of the hon. Minister towards this line, he said that it was not viable and there was shortage of resources. Survey was conducted on this line twice or thrice but thereafter no attention was paid towards it. As a result of this a place named Bakhira about which the hon. Deputy Minister knows well, and which is famous for copper and bronze utensils, cannot be developed from economic point of view. Due to lack of railwat connection, this township cannot be developed.

People bring raw materials by tractors, trucks and other means of transport which cost more to them. Besides, they are not able to survive the competition. It seems as if the symbol of ancient Indian culture, the copper and bronze utensils will disappear from the Indian markets if railway facilities are not provided to them. Weavers weave different kinds of clothes for supply to various parts of the country. But they cannot face the competition, because they have to run upto Khalilabad for finishing work. People will have to go to Khalilabad and Gorakhpur for obtaining finishing material. If this place is connected with railway services lakhs of weavers, who are no the verge of starvation will be benefited. It will help them manufacture clothes of latest quality. They will get the raw material at their door steps. They can also easily market their products to different parts of the country and make a living out of the earnings. Now, I would like to say a few words about Bansi. Bansi is famous for black rock salt and rice. Though this place has all the necessary infrastructure and developmental resources, these resources cannot be exploited for want of railway facilities. The people of this area will remain grateful to the hon. Minister if he gets the survey done and thereafter start the work in this backward area. Though a very big public undertaking in the country, the railways did not possess equipments of latest technology till two years back. Last year while participating in a debate on medical facilities for railwaymen I pointed out this thing to the hon. Minister and rugged him to provide cat scan facilities so that the railway employees or passengers who may have suffered brain injuries or head injuries in railway accidents could be saved. I am thankful to the hon. Minister that he provided cat scan facilities in Varanasi. But I shall make a request to him to provide this facility at Gorakhpur also. This will help the railway employees and passengers travelling along this backward eastern Uttar Pradesh get cat scan facilities in case of an accident. The people of this region will also remain ever grateful to the hon. Minister of this facility. The hon. Minister has provided all the medi-

cal facilities in the Railway Hospitals. But the latest technology to dissolve stone which is called Lithotripter is not available with them. I make a demand that all the Railway hospitals in cosmopolitan cities should be provided with this facility.

Last year the freedom fighters in the country were given free railway passes, but no such mention has been made in this year's Budget. Perhaps the hon. Minister forgot it or there may be some other reason. But I would like to remind the august House that the freedom fighters made a lot of contribution for the independence and uplift of this country. It is only due to them that we are breathing in a free country today. No price can be paid for their sacrifices. That is why I request him to provide free railway passes to freedom fighters, whose number is fast declining. This facility should not be withdrawn from them.

It is due to the earnest efforts of the ex-Chief Minister of Uttar Pradesh that Siddharth Nagar became a new district. But no fast train runs through that district. I request you to introduce a superfast train, to be name as Terai Express, between Gorakhpur and Lucknow via Gonda—so that a fast running train could be available in that district. I had also made a request about Bhatni to the hon. Minister. He has been kind enough to accord first priority to this work, for which I express my thanks to him. At the same time I would like to inform him that as soon as conversion work is completed, the area will be largely benefited. It will facilitate the people of this area reach places like Varanasi and Allahabad direct.

I shall conclude offer making a few more submission. The freight charges have been increased in the Budget. As a matter of fact, there are several public undertakings in the country, but the railways as an undertaking excels all of them. It does not create a headache for us under the able stewardship of the hon. Minister. It does not run in loss nor does it contribute to inflation. The hon. Minister deserves our congratulations for running the railways on profit. But we should not

bother much even if the profit ratio is low. The increase in freight charges affects the people of this country in a direct or indirect way. The prices of all essential commodities shoot up. 70 to 80 per cent of people in India still live in villages. They are poor. 30 to 40 percent people live below the poverty line. They will be required to pay more money than they used to pay earlier for getting commodities of daily use like clothes, medicines, books etc. It is because freight-hike will increase the prices of these commodities. If the freight charges are increased by 5 to 6 per cent instead of 11 per cent, it will provide a lot of relief to the people of this country.

17.08 hrs.

[MR. DEPUTY SPEAKER *in the Chair*]

Sir, though it looks like a small incident, but thousands of passengers fall victim to this petty lapse daily. The goods booked in the parcel van at Delhi for Basti, never reach Basti. Rather it sometimes reach Gorakhpur due to over-carriage and sometime reach Barauni or Muzaffarpur. People who book their articles at Delhi and travel in the same train hope to unload their articles on reaching Basti. But they have to wait sometimes, even for 4 days after reaching Basti. They not only pay the demurrage but also suffer loss of time and face lot of difficulties. I would like to submit to the hon. Minister that he should ensure that goods booked for Basti are unloaded at Basti only and not over carried beyond that station. This will provide a lot of relief to the passengers.

Sir, the Budget aims at increasing 90 air-conditioned sleepers and chaircars, 575 second class sleepers coaches and 700 other coaches. It has also been promised therein that the passengers will be given neat and clean *bed-rolls*. I welcome these steps.

Before the hon. Deputy speaker rings the ball, I would like to make a submission about the metro railways. due to constant increase in crowds in metropolitan cities, the

[Sh. Chandra Shekhar Tripathi]

traffic movement has become very difficult. Now a days when people can reach Delhi from Bombay within one hour and 40 minutes, it takes two hours for them to reach the airport from Bombay city. With a view to removing these impediment and speeding up traffic movement, metro like railways had been introduced in Calcutta. But it was not expected that the scheme will take 15 years in place of 4 to 5 years. The cost of the project has escalated. As such, projects of this nature should be completed within a time bound programme of 5 to 8 years and metro railway facilities should be provided to all big cities so that people could get rid of traffic handicaps.

The foundation stone of the Bridge or Chhitauni-Bagaha railway line had been laid by Shrimati Indira Gandhi, but the construction work on that bridge has not been undertaken. This matter is related to both Uttar Pradesh and Bihar. Our co-operation is always with the hon. Minister. It would be better if he took steps to construct the bridge.

With these words, I strongly support the Railway Budget.

[*English*]

SHRI P.R. KUMARAMANGALAM (Sa-lem): Mr. Deputy Speaker, Sir, I was planning to praise the Scindia school for its product because while hearing the Railway Minister presenting the Budget, one could not but admire the turn of the phrase, 'The terminology and the Presentation'. He has always, in the last few years, shown that by using the words in his command and the language, he can take the House on in full force. But what I feel a little sorry is to see that he leaves only our Hon. friend Shri Mahabir Prasad alone to face the frontal attacks from all sides of the benches and the pleadings. I would say, both of the Treasury Benches and the Opposition, during all the Railway Budget discussions that we had till now, have resorted to the combination of attacks as well as pleading. It is a little unfortunate

that the Railway Minister has not been attending the Budget discussions in full. It is normally expected, not that I mean any ill towards my very very good friend Mahabir Prasadji, but then one expects that the Railways would take this discussion seriously, even if the House does not do it.

I definitely wish to join the Minister and I am sure, the House would join with me to congratulate the Railway family as a whole on their excellent performance last year considering the various constraints. According to them, and even according to the Hon. Railway Minister, the transport output of freight rose by 27 per cent; the passenger Km by 19 per cent and this was no mean achievement considering that it was a follow-on year of the drought year.

However, even though last year the Budget was managed by 'internal economies and strict financial management', I am unable to understand why the Hon. Railway Minister does not expect strict financial management in internal economies and has resorted to increasing the freight by 11 per cent. Last year, increase in freight was 6 per cent. Moreover, it is quite clear that last year the target was 332 and went on to 340 million tonnes of original tonnage freight. I think, it was around 313 tonnes the year before, nearing about a figure 19 million tonnes set as an increasing target.

This year, suddenly the Railway Minister seems to have lost faith in his Department or the Department has lost faith in itself. They are only tragetting at 345 million tonnes. It shows that the percentage increase they are talking about is in the region of only 1 to 1.3 per cent — actually, it is approximately 1.22 per cent. What has shaken me is the increase in freight charges even on items such as foodgrains and pulses. The Prime Minister has said on the floor of the House itself that one of the major issues over which this august House and the Parliament as a whole has been worried about is the increase in the cost of living, increase in prices, especially prices of essential commodities and mass-consumption articles.

When that is so, why didn't the hon. Railway Minister deem it fit to exclude fertilizers, foodgrains and pulses totally from the freight increase? He found it fit last year. What is the exception this year? This year being an election year, I would have thought that this definitely is the year when he should have done it. This year he has given a one-step increase instead of the usual two-step increase which is given for other commodities. Let me make it clear that this increase in freight charges of foodgrains and pulses will definitely have a direct impact on the common man. Therefore, I would like to plead with him to see reason. I request Shri Mahavir Prasadji specially because he is a person who has come from the grassroots level like all of us and he understands what an increase in the cost of foodgrains means. I request him to add at least foodgrains and pulses along with fertilizers to the list of exemptions with regard to freight charges.

The hon. Railway Minister has been very kind to me. Every year, he usually concedes to my small requests with regard to my constituency. He has been kind enough to agree to a central railway overbridge in Salem which has been pending for 25 years. He has conceded to an impossible demand of electrification from Mettur to Jolarpet. He has also given three trains with different frequencies. But then, there are one or two requests which he has permanently turned down, which I would like to repeat.

The first is that the salem-Bangalore line be converted to broadgauge. Bangalore is the nearest State capital to Salem. It is always the route used very often by all those who want to move towards the North. Even in the south, there is a tremendous amount of trade between Salem and Bangalore. In fact it is only because of lack of a broadgauge line that a lot of freight moves on road between Bangalore and Salem. therefore this line would not only be economically viable, but also very profitable to the Railways.

The second request is for a train from

Pondicherry to Bangalore via Villipuram, Krishnagiri, Palacode, Hosur, etc. This is a very important link for which there is long-pending demand for many years. I am sure the Deputy Speaker would join me in this demand because it touches his constituency a bit.

MR. DEPUTY SPEAKER: I agree with you. But what is the use when the Ministers do not listen to our rulings even? Originally, the Bangalore-Salem line was constructed for broadgauge only.

SHRI P.R. KUMARAMANGALAM: That is right. Only the rails have to be shifted.

MR. DEPUTY SPEAKER: With this Krishnagiri, Hosur link, you will in fact be connecting three States, viz. Pondicherry, Tamil Nadu and Karnataka. It must be agreed to.

SHRI P.R. KUMARAMANGALAM: One very important demand which has been pending for a long time is making Salem a Division. Today the Divisional Headquarters is far away in Trivandrum. There has been this demand for a long time. However, I have had the misfortune of having negative replies from the hon. Minister mainly because I have not been able to lobby the officers to agree with me. I hope the hon. Minister will be able to outlobby the officers and see whether this can be done. I can establish it by figures that there is justification and the non-justification which is being presented by the officials is essentially because most of the railways in the South is dominated by people belonging to the State of Kerala not meaning any parochial politics. But that is a reality.

Another fact which I think is very important and which all of us should take note of is the Madras Rapid Transit System. Whenever it comes up, it seems to be that one of these projects will perennially be on paper. The amount that is allotted for this every year is a dismal amount. In fact, the Railway Minister's speech itself is very apologetic about it. Though he speaks a lot about an increase in urban transport, when it comes to

[Sh. P.R. Kumaramangalam]

the question, he says and I quote: "Para 21 — In Madras, progress of the Madras Beach-Luz rapid Transit System has been commensurate with the funds available for this project during the year." In fact, there is hardly any progress because there is hardly any fund given. I would like to praise Mr. Scindia for his turn of the phrase in the use of the language. He has established it very meekly without admitting that no work has been done and said that it commensurate with the funds that have been given. I would say that every Tamilian or every person in Tamil Nadu realises the importance of Madras Rapid Transit System (RTS). The RST must be allotted more money this year and if it is not done, I am sure, people of Tamil Nadu will raise their voice in a much stronger level than they usually do. We are normally the softer people but we are keeping a little tired of having to wait for our turn. Let us not be pushed to raise strongly the demands.

The most important point is this. This time the Railway Budget — though there has been no increase in passenger fares and concessions have been given which are a few more than before to certain classes of passengers — has given certain concessions but a concession which has been given to people above the age of 65, the older ones, i.e. a stipulation of 500 kms of travel, I do not know whether the Department of Railways or the Ministry of Railways wants the older people to travel longer distances. What is the intention of putting a limitation of 500 kms.? Most of our parents, even if they want to go to their children, they go to very short distances — 300 kms or 250 kms. In fact one very neat way of saying is, I have given you money but I am sorry, you are not eligible for it. I do feel very strongly that this limitation of 500 kms. should be removed; otherwise, there is no meaning in giving that concession to the passengers. This Budget though it is extremely good and well presented, I am sorry to say that it has not come upto expectations of many of us. We had higher hopes on Mr. Scindia because in the first year he gave us a budget without any

increase and gave us everything that we wanted. In the second year, he had slowly increased it. In the third year, he increased it even further. We are very scared about the fourth year. I hope he is there at the fourth and will realise that the fourth can again become the first. But the situation in short is that we find 11 per cent increase in freight but a target of only 1.22 per cent increase of the original tonnage. Has the Minister kept a very low target, so that he can next year say that we have crossed the target; or is it because he has lost faith in my comrades, my friends who are railwaymen?

There is one issue on which I feel very strongly, and I am in agreement with Mr. Basudeb Acharia who had spoken earlier; and that is about staff relations, labour relations and industrial relations in the Railways. The hon. Minister has been handling this in, I would say, a very kind manner. I think he has decided that since his recognized unions do not really have a representative character, he will have to reach beyond them and handle it. So, he is very kind in giving very reasonable bonuses every year, trying to do as much as he can for the workmen, directly; but what he must realize is that money is not the only thing which gives motivation. Unfortunately, the personnel side of the Railways is one of the corrupt set-ups that we have. Today, you can get your postings and transfers by justing paying the amount of money that they require. I know many a friend of mine who works in the Railways, who gets postings by buying his way, who gets a transfer by buying his way, who gets his promotions by buying his way. In this, in the two recognized unions there is no discrimination: with the many members of the personnel department of the Railways they are in collusion. Of course, when one looks at the top, it may look clean; but I request the Minister to go down. Millions of complaints are there. I am sure the Minister is aware that many of the projects that he thinks for the welfare of railwaymen which should really come as demands from the unions, do not really come as demands from the unions, because the permanent negotiating machinery is a racket. For four dec-

ades it has been running — yes; very true. But I am quite certain that for the last half a decade it is a racket. It is a racket because that is the machinery which is used to extract, from the unfortunate workmen who requires a small transfer. It may be totally genuine.

We are aware that in respect of those employees who die in harness, if their children are to get appointed, which is almost automatic, to get the appointment, unless they look after the local recognized union leader, and look after, thereby, may be sometimes through the leader the personnel officer, they have got no chance of getting a job, though their father might have died in harness. It is time that the hon. Minister for Railways, and the department realise that this cannot go on. By merely increasing the bonus, by merely giving higher DA, you will not achieve peace. It has reached a stage where the delicate relationship may break down.

The workmen want to have their representative. Let them choose by secret ballot. What is the harm? Why can't Railways have the courage to do it? Why must they have their henchmen, and put up persons as union representatives? You will never get honesty. When a trade union leader knows that he does not depend on the support of the workmen, to be in the recognized trade union, he will not bother for the workmen. He will only think how to make the best use of this position, and exploit it.

Today, the situation is this. I am aware, and I am sure many members of the Railway Board are aware, and so is the Minister aware, that when it comes to thinking for the good of the worker, it is the Minister himself who is having to think about it; it is the Railway Board official himself who has to think about it. Not that the union is raising the demand: why are we having this situation? Let me make it clear: the Railway is no *riyasat*; it is a department of the Government of India; and we expect just the same amount of fairness which is there at least, at least in the other Departments like Defence.

In other Government Departments where a union can show its majority, it is given a recognition. If you cannot have a secret ballot, at least you can have a check off to find out whether a union represents a particular department and not just create a situation where you will satisfy the workers by giving them more bonus thinking that you can carry on. It is neither going to benefit our party nor going to benefit the government; it will break down at any time.

I welcome the budget though I have criticised it and also appreciated it. I am sure the Minister will consider a few demands this year and not refuse to give a few concessions to Salem essentially because I have pointed out a few defects. Maybe I did not go as far as my Janata friends went to please the Minister for getting concessions. But my intention is to make the Minister understand and I am sure he must have understood my points. I am sure, ultimately, he does not expect false support from the members; what he expects is the genuine support from the members.

[*Translation*]

SHRI BANWARI LAL BAIRWA (Tonk):
Hon. Deputy Speaker, Sir, I rise to support the Railway Budget presented by hon. Railway Minister. I am grateful to you for providing me time to speak.

This Railway Budget is definitely a very good and fine budget. It is being appreciated by all sections of the people. We can judge it from the fact that Members like Prof. Madhu Dandavate and Shri Mahfooz Ali Khan who were supposed to criticise it have also praised it, what to talk of the Members belonging to ruling party who are expected to praise it.

I am one among those few privileged Members who have got opportunities to speak on Railway budget and Demands for Grants for Railway many times one thing attracted my attention most. I quote it from the speech of the Railway Minister.

[Sh. Banwari Lal Bairwa]

"Transportation is vitally inter-linked with the economic development of the country. It allows land to be exploited economically, it leads industry and agro-industry to develop; it enables trade and commerce to proliferate; and it motivates labour and capital to discover new frontiers. For the growth of the national economy, the performance of the transport sector does not remain just crucial it becomes critical. In our country, the Railways are the main component of the transport sector and, therefore, our role acquires a new dimension."

In this very connection, I have gone through many times paragraphs from 8 to 14 of the speech of Hon. Minister with the hope that our points would have been mentioned some where in the speech because Hon. Minister has done many things such as new rail lines have been laid and many lines have also been converted.

But it is very regrettable that my two main demands which I made during the course of my speech on last year Railway Budget have not been agreed to. I had said that all states capitals should be linked with broad gauge lines. I thank him for giving assurance to undertake survey for conversion of jaipur bound metre gauge rail line. The second thing which I stated was that all the district be linked by train. Decision in this regard is yet to be taken. It should be expedited. A lot of work is being done for expansion of railways but this is being done only where facilities already existed. Lines are being extended and doubling and triplings of lines are being made. But where the facilities do not exist, where people are longing for the same, facilities of railway are not being provided, it is not justified. Hon. Minister should pay attention to it.

In this connection, I would like to refer to the case of my district out of 27 districts in Rajasthan, mine is perhaps the only district which is not linked by rail, whereas all surrounding districts such as jaipur, Bhilada, Swai Madhopur, Ajmer are linked by rail and

these are developed and prosperous districts. When I visited Sawai Madhopur in 1950, it was then a small town only, a railway line was laid there and since then it developed rapidly. It has fully developed now whereas our district is going from bad to worse day by day, therefore, it is my submission that Tonk must be linked by rail. I have also offered some suggestions for it, you are carrying out survey work at present for converting M G lines from Sawai Madhopur to Jaipur into broad gauge line, it should be slightly turned and extended up to Tonk. If this line is converted into broad gauge line then a direct line can also be provided, it can be extended upto Ajmeer because Ajmer and whole of Marwad area is deprived of the broad gauge lines due to which a lot of difficulties are being experienced. This request is required to be considered.

Besides, there is a line from Jaipur to Toda Raisingh in my constituency. Unfortunately during the regime of Janata Party, a decision was taken to close this line. When our party returned to power, Sethiji was the Railway Minister at that time, we requested him not to close the railway line. However, only one train was given on that section whereas two trains used to run previously. People have to travel by bus and they have to pay more fare as bus fare is two and half time more than the train fare. I, therefore, request that two trains against be started there. When we write about it, it is stated that it is un-economical. It is natural if you run a train in a forest, it is bound to be uneconomical. Why do you not extend it upto Bhilwada? Survey work on it has already been completed and Vyasji has also mentioned it many times. If this is extended upto Bhilwada, it will not be uneconomical and it will also benefit the people. Therefore, it should be extended via Kekadi to Bhilwada.

When Prime Minister paid a visit to our backward area sometime ago, he assured that this area would be brought on the railway map of India. Therefore, it is my submission to the Hon. Minister that attention should be paid towards fulfilling the assurance given by the Prime Minister and our

district should be brought on the railway map and railway facilities should be provided from Kekadi to Bhilwada.

Similarly, you are converting metre gaugeline upto Fhulera into Broad Gauge. It is situated in my constituency. It is a very big junction, it has an important place in the railway world but there are some problems of inhabitants there, towards which I want to draw your attention.

Ashram Express which runs between Delhi to Jodhpur and Mandar Express which runs between Delhi to Ahmadabad have been provided stoppage here. Therefore, facilities for reservation and booking of tickets should be made there. Reservation facilities for 15 up and 16 down Chetak Express should also be provided at phulera Station. Garib-Nawaj Express also runs from Delhi to Udaipur. Facilities for reservation and issuance of tickets should also be provided at Fhulera. Oil keeps flowing at Fhulera junction from unknown sources, It should be looked into and steps should be taken to stop the flow of oil. If it is essential due to some or the other reasons, people should not be put to inconvenience due to it. I want to thank hon. Minister because he has laid the foundation stone of a bridge. Keeping in view the facilities of Jaipur residents. All people are thankful for it. I praise you for the Railway Budget but people of Tonk have high expectations from you that you will provide rail facilities there. With these words, I conclude and support the Railway Budget.

[English]

SHRI V.S. KRISHNA IYER (Bangalore South): Mr. Deputy Speaker, Sir, every Member has praised the Hon. Railway Minister. No doubt I also got admiration for him. But I will be doing a great disservice to him if I do not voice the feelings of the people in our part so far as the present Budget is concerned.

Sir, even the leading newspapers in the south reported that South has got a raw deal in the present Railway Budget. Every news-

paper in Karnataka has said that Karnataka State has been neglected.

It was very good to hear the Budget speech of the Railway Minister, but the contents are disappointing. How beautifully he levied Rs. 1,000 crores on the people! For the past three years, Railways levied nearly Rs. 3,000/- crores. Only a person who goes through the Budget in depth will understand it. Let him deny this. The hon. Minister knows about this. Of course I am fully aware of his difficulties. The Planning Commission and the finance Ministry have neglected the Railways. They do not realise that nation cannot develop unless Railways develop.

I would like to thank the railway Minister for one or two good things he had done in this Budget for my state. He has provided Rs. 17 crores to the Mysore-Bangalore gauge conversion and also taken up new line-Udupi-Mangalore.

There is again another Railway line, chitradurge Royadurg, which my hon. friend Shri Jaffar Sharief has introduced, for which sufficient funds have not been provided. Only Rs. 2 crores has been provided. I am sure in the revised Budget, the hon. Minister will give more funds for this railway line.

The hon. Minister has announced so many new trains, so many gauge conversions and so many surveys. But I am very sorry to note that not a single new line or survey has been ordered so far as Karnataka is concerned. our lady Member Siddhartha Thara Devi has been urging that for the past several years the most important line, Bangalore Miraj gauge conversion, has not been taken up. Survey for Chamaraj Nagar-Mutupalayam; Hubli-Karwad, and Kopttur-Harihar have not been ordered. The people in Karnataka are very much disgusted over this. I am sure the hon. Minister knows the feelings of the people. even today agitation is going on in Karnataka.

I warn the hon. Minister that regional imbalance is very dangerous for our country. I know his difficulties. There is no budgetary

[Sh. V.S. Krishna Iyer]

support. But even with the existing available finances he should have been more careful to see that every revision and particularly the backward region of the country got priority.

There has been a long pending demand of the people of Karnataka to have a separate zone. This has been accepted by the Railway Convention Committee and the Railway Reforms Committee. Every year we have been pleading for this. I saw a report that the hon. Minister was considering it. But we were disappointed to find that in the Budget speech there was no mention of it.

Regarding the doubling of the Bangalore-Madras line, there is a missing link between Whitefield and Kuppam. You know, Sir, that Bangalore and Madras are important cities of the south. There is so much traffic on this line. I request the hon. Minister to see that this missing link is provided immediately.

I was very happy when the Railway Minister wrote to me that the Bangalore Railway Station is going to be a model station. But in the Budget speech it has been said that a few lakhs of rupees have been spent on this. The railway reservation centre has also been included in this model station scheme. I want to bring to the notice of the hon. Minister that the railway reservation centre was constructed much before the model station scheme was even thought of.

If you see the Bangalore Railway station platform, half of the trains are open to sky because there is no shelter. With the result, people suffer badly during rainy season. This is the position of the trains both on the broad and metre-gauge lines. I want the Minister to provide sufficient funds to make the Bangalore Railway Station really a model station.

Another important line is Hasan-Mangalore line. It is a metre-gauge line. It is one of the wonders achieved by our railway engineer. But the only mistake that was done

was that it was not made a broad-gauge line. It is said that when Mangalore Refinery is commissioned it is cheaper to carry petroleum products by having a broad-gauge line instead of transporting it through the pipeline. I would request the Minister to consider this.

Hubli-Karwar line is an important line because there will be a Naval Base there. I request the Minister to consider this line also.

Finally, I want the Minister to take up conversion of Salem Bangalore line into broad-gauge.

These are some of the points which I wanted to raise. Everyday, I have been corresponding with the hon. Minister and he knows what I want. I hope, he will give us something good before the present term of this Parliament expires so that we go home with a cheerful note. I hope, the hon. Minister will certainly consider the demands of the people of Karnataka.

[*Translation*]

PROF. CHANDRA BHANU DEVI (Balija): Hon. Deputy Speaker, Sir, I am grateful to you for giving me an opportunity to speak. Firstly, I want to thank Hon. Railway Minister on behalf of the people of India that he has not put any additional financial burden on the passengers in the Railway Budget for 1989-90. In view of the present as well as future needs of Railway Ministry, it is a bold step.

The relaxations given in railway fares to old people, Dronacharya award winners, soldiers and police personnel awarded for their services etc. by the Hon. Railway Minister, are highly praise-worthy.

The assurances given by Railway Minister with regard to passengers amenities during last years, have been fulfilled and I feel very happy to know that there is a proposal to increase the amount upto Rs. 25 crores for passenger amenities during 1989-

90. Who is not aware of the benefits of computerisation in railways at selected places. It is a matter of great happiness that proposals have also been made to extend the computerisation facilities at many other places. Definitely, it increases hopes of further improvement in rail services.

Hon. Minister has given details of efforts made by railways for bringing down number of accidents, we all feel satisfied at it. However, I will request the Hon. Minister that where the desired improvement in reducing the number of accidents during last years is praise-worthy, similarly the target of railway should not only to be reduce the number of accidents in future but to provide accident free journey to passengers. Good wishes of all of us are with the Hon. Railway Minister in achieving this target.

Now, I will like to draw the attention of Railway Minister in my individual capacity towards my constituency. Although railways services have been expanded in my area there has been adequate expansion and my area is much developed, for which I want to thank the Railway Minister on my own behalf as well as on the behalf of the people of Balia but many demands from our people have been pending for a long time towards which the Hon. Minister should pay attention. There is a proposal to run a daily express train between Katihar and Delhi via Patna. It is requested that a stoppage of this train be provided at Begusarai and Lakhmina Stations. A new halt should also be made at Navaelo and there is also a need of having a new halt at zero mines for which I have been requesting the Hon. Minister for last 2-3 years. Maurya Express should be stopped at Bachwara. Another train named Sahid Express runs from Delhi to Gorakhpur. Our Deputy Minister for Railway is present here. I will be thankful to him if he kindly consider it to extend it upto Barauni then people of our area will get great relief. Barauni is quite a big industrial area. With these words, I again express my gratitude to Railway Minister for presenting such a beautiful Budget.

[English]

SHRI AJAY MUSHRAN (Jabalpur): Hon. Deputy Speaker, Sir, I take this as an opportunity to congratulate the Railway Minister for a budget which has been most praiseworthy, particularly on some points for which I would like to make a special mention.

There has been no increase in passenger fares. Although the freight increase has been to the tune of eleven per cent, but some of the most essential goods have been exempted which is not affecting the life of the common man. Only on those commodities freightage has been increased which do not directly affect the common man adversely.

So far as the concessions given to Dronacharya Awardees, old people above the age of 65 years, Police and President Medal Awardees, Param Vir Chakra, Maha Vir Chakra and Vir Chakra Awardees are concerned, it is most laudatory. So far as the Param Vir Chakra Awardees are concerned, I would suggest that instead of giving them second class three-tier passes, the hon. Minister may consider giving them first-class passes, whether he is the Awardee himself or his widow who is alive, because most of the people who get Param Vir Chakra are given this for the highest acts of valour in the cold blooded face of the enemy. I suppose, the Minister would be kind enough to consider it.

The Railways, under the Railway Minister, have become something like an army and it is a matter of great satisfaction for everybody that right from the Minister to a gangman, the team spirit which is prevalent in the Railways is to be found nowhere, in no other public sector undertaking or public office. I hope, they will take a lesson from the Railways as to how a complete team is working for the interests of the country.

The Railway employees, for the first time I suppose, have been given so many concessions and facilities and increased facilities by way of construction of houses

[Sh. Ajay Mushran]

after retirement and by way of giving them training. Four hundred training centres have been opened. The productivity linked bonus has definitely motivated the people to work their hardest. Twelve more *Kendriya Vidyalayas* have been opened. But I think there is need for opening more *Kendriya Vidyalayas*, particularly in those places where the railway activities have grown, such as, Katni where the school facilities for those employees who are staying far from towns is not available.

The labour relation has been extremely peaceful in my area, whether it is in the Divisional Headquarters or in other places, where there is a large section of railwaymen, there has been practically no labour unrest for the last three years. I would suggest now some points for the consideration of the hon. Minister.

Sir, the Government policy is to reserve some seats in Class IV and Class-III categories for the ex-servicemen. This, I am afraid, is not being implemented in the Railways. If it is being implemented, I do not know because there has been no mention of this in the Annual Report and Accounts of 1987-88. The second point which I would like to make is that the family planning drive requires more intensification so far as the Railways are concerned. The figures which have been given at page 41 of the Annual Reports and Accounts of the year 1987-88 show a very downward trend even for the issue of contraceptives. So, I feel very strongly that simply issue of contraceptive is not enough so far as the family welfare drive is concerned. There should be some incentives which should be given as is being given in other areas of activity in the country.

So far as safety is concerned, it is a matter of great satisfaction that the priority is being given by the Railways. But I would like to emphasise that the highest priority should be given and the Planning Commission should be made to be convinced about priority to be given on all modern safety meas-

ures which are prevalent in other countries, in developing countries not developed countries. These measures should be implemented by the Indian Railways. The accident figures have shown a downward trend in the last few years and every year there has been a downward trend and the performance of the Railways is a proof that the Railway journey is becoming safer and safer every day but to make it absolutely safe, it is desirable that the highest priority is given to incorporate the most modern devices in the Indian Railways. So far as my area is concerned, I have only three small demands which I don't think I could have put here. But since there has been a rumor about the running of Mahakoshal Express that from 1st April it is going to run at 12 O'clock from Jabalpur, I would urge upon the Railway Minister that this train must run as scheduled at the moment. If at all it is to be run earlier, it can run at 2 O'clock from Jabalpur and reach Delhi by 9 O'clock because that is the way the passenger who is coming here can save the whole day and have it for his own benefit. Otherwise there is a rumour in Jabalpur that the orders have been passed in the Railway Board that the Mahakoshal Express will start now from Jabalpur at 12 O'clock which is most convenient for everybody boarding the train at Jabalpur.

My second point is that the hon. Minister has been kind enough to start a new train which will be going via Jabalpur. I would suggest that for Jabalpoorians to have the maximum benefit of this train going via Jabalpur, you may consider a complete bogie, a Second Class two-tier bogie should be earmarked for reservation at Jabalpur bothways because the train goes through Jabalpur which is just to be a transit station does not really offer the facility which the hon. Minister has in his mind to give to the people of my constituency. I would urge upon him that like the G.T. Express, in which a complete bogie is reserved from Bhopal to Madras, both-ways, in the same way it could be reserved from this place.

Sir, sometime ago we had an accident in Jabalpur-Gondia-train. The accident was

most unfortunate. I would not like to make any guesses about the cause of the accident because I am not an expert. But I will definitely say that after the accident, the facility given to the injured, to the next of the kin of deceased was most laudatory and I want to congratulate the Railways that so far as the post-accident activities of the Railways are concerned, the Railway staff and the Railway officers....(*Interruptions*)

18.00 hrs. *

MR. DEPUTY-SPEAKER: Please conclude.

SHRI AJAY MUSHRAN: I will try to conclude.

On this narrow gauge an accident had occurred about five years ago also and there was death of about 120 people and at that time also the then Railway Minister had promised that this gauge would be broadened with a view to provide more safety because the hon. Minister himself had seen the next day after the accident as to how unsafe the journey on that track could be. It was decided to get it surveyed in the mid-eighties. The survey was completed and to our horror it has been found that it is uneconomical. This has been the reply of the hon. Minister to one of my questions. I personally feel that safety should not be commensurate with the economics of your plans. If your projects afford safety to a section where the railway has been operative much longer than other areas where you have given broad gauge lines, certainly that track where narrow gauge has been functioning for

nearly 50 years deserves your attention so far as giving the transport facility is concerned, so far as the communication facility is concerned, and this question of a project being uneconomical should not be the consideration for not taking these projects on hand. I would personally urge upon the hon. Minister that since he has seen the damage and the loss of property of the railways and the previous human life, I would suggest that if not broad gauge, at least this line should be converted into metre gauge particularly between Jabalpur and Gondia; if not beyond gondia at least from Jabalpur to Nainpur the project can be undertaken first because most of the local traffic is always between Jabalpur and Gondia and the track is most treacherous between Jabalpur and Gondia. (*Interruptions*). After Nainpur the track runs on a much plainer ground with less circuitous and sharp track. I would, therefore, expect in his reply a firm and categorical assurance on these small but justified demands.

In the end I congratulate the hon. Minister for having brought a budget which is most laudable and everybody in the public all over the country has praised the budget, and I am sure, in the years to come he will continue the good work which he started in 1985.

MR. DEPUTY-SPEAKER: The House stand, adjourned to meet again tomorrow at 11.00 A.M.

18.04 hrs.

The Lok Sabha then adjourned till Eleven of the Clock on Wednesday, March, 8, 1989/Phalgun 17, 1910 (Saka).