

Government. The project is now being delayed on the plea that the project should be a central project and the State Government would receive only 25 per cent of the power to be generated at the plant which would not be sufficient for the State. Things have stopped moving at the Centre even though the Prime Minister gave assurance to clear the project, in its original form in September 1986, in two months.

During the past four years, the State Government has spent over Rs. 245 crores on the Teesta project while the Centre's contribution was only Rs. 5 crores. Despite repeated requests the Centre has not provided any special assistance to the irrigation project.

I, therefore, request the Prime Minister to give clearance to these projects without delay.

(viii) Need to ensure free movement of vehicles on National Highway No. 31A connecting Darjeeling with Sikkim.

SHRIMATI D.K. BHANDARI (Sikkim) : The disturbed conditions in Darjeeling have had serious effect on Sikkim. Sikkim's only link with the rest of the country is National Highway No. 31A which passes through Darjeeling District of West Bengal. This link has been disrupted and Sikkim has virtually remained cut off. During the last few days, between Rangpo the border town in Sikkim and Siliguri in Darjeeling District, Sikkim Government vehicles carrying essential supplies on this National Highway have been attacked by unknown miscreants. Some of the occupants in the vehicles received bullet injuries. Very recently one petrol tanker was set on fire and another heavily damaged. Occupants of these vehicles were severely beaten. Some are reported missing. A few days ago Sikkim Government vehicles carrying food supplies to Sikkim were stopped at Kalimpong and drivers were manhandled and beaten by some members of the para-military forces. Some of the seriously injured had to be hospitalised. The Chief Minister of Sikkim has apprised the Prime Minister and the Union Home Minister about these incidents. Because of non-availability of essential items prices have risen in Sikkim. The State's economy is

under severe strain. This being the situation, the Union Government is requested to intervene immediately and keep the Highway open under Military protection so that traffic could move unhindered.

12.14 hrs.

**RAILWAYS BUDGET, 1988-89 --
GENERAL DISCUSSION—(Contd.)**

[*English*]

MR. DEPUTY SPEAKER : Now, we take up further discussion on the Budget (Railways).

[*Translation*]

SHRIMATI MADHUREE SINGH (Purnea) : Mr. Deputy Speaker, Sir, I am very much grateful to you for providing me an opportunity to speak on the Railway Budget.

In the face of so many odds, a lot of improvement has been effected in the Indian Railways Service and I congratulate the hon. Minister of Railways for putting the Railways Service on a proper track. But, I also have certain complaints against the Ministry of Railways and it is my duty to refer to those complaints at this occasion.

My birth place as well as my constituency is in North Bihar. North Bihar is a big part of Bihar state and the population of this area is more than that of several states such as Orissa, Kerala, Punjab and Haryana. The population of North Bihar has become just double in the last four decades but no attention has been given towards the extension in Railway Services for this area. I am really sorry to find that even today no attention is being given to this area. The main line of North-Eastern Railway which goes upto North-East areas via North Bihar, was converted from narrow gauge to broad gauge a few years ago. All of us had thought that the introduction of the broad gauge line would result in the industrial and economic development of North Bihar speedily. But, the results are quite

contrary to the expectations. This is the only Railway Line of North Bihar which has been converted from narrow gauge to broad gauge. This line runs along the Ganges and most part of North Bihar falls at the Northern side of this line, where there are only narrow gauge lines. Industrial development of the area for the last so many years has remained stationery because of power shortage and non-availability of minerals as well as the difficulties faced in carrying coal, iron, copper, cement and other industrial goods, for the development programmes, from South to North Bihar. There is only one Railway bridge over Ganga in Bihar which is near Mokama. This is the only line through which the industrial goods can be transported from South Bihar to North Bihar. There is only one broad gauge line and rest are narrow gauge lines. Earlier also, there were some difficulties in transportation of industrial good to those cities, industrial areas and factories which were situated on the North side of the line but now such difficulties have increased because previously the arrangements of loading the goods from broad gauge line to narrow gauge line was at the Barouni junction. But, now the main line has been converted into broad gauge line but there are no arrangements for transshipment at the broad gauge line and the narrow gauge line junctions. We have to face a lot of difficulties in sending the materials by trains to those areas and it also causes delay and wastages. For example, I would like to mention the difficulties regarding railway traffic of my own constituency Purnea.

When the meter gauge line was there, the wagons of coal and other industrial materials used to reach directly from Barauni junction not only to Purnea but also to other places such as Jogmani, Sahrasa etc. Now it is not possible because the line from Barouni to Katihar has been converted into broad gauge but the line from Katihar to Purnea remained the old narrow gauge line. Purnea is a border area. It is the biggest district of Bihar and its population is more than all other districts of Northern Bihar. Previously, there was no development of this area due

to the shortage of power but for the last several days almost 65 megawatt of power is being supplied from Bhutan. There is no shortage of power now and we could make proper use of the power available only then, when there is rapid industrialisation of this area. But, at the time when the power is available the problem of Railway Transport has come in our way. The distance between Katihar to Purnea is only 32 kilometers. Now, it is necessary to convert the narrow gauge line between these two places into the broad gauge line. If the broad gauge line runs upto Purnea and the arrangements for transshipment to the trains of narrow gauge line is made then it will be convenient to send the minerals and other industrial goods from Purnea to Sahrasa, Jogmani and other places. It would have been better to extend this broad gauge line upto Jogmani instead of Purnea but I know that there is shortage of funds in the country and perhaps it would be more convenient to extend this broad gauge line from Purnea to Jogmani in the second phase.

Every year, the Railway lines are very badly effected by floods in Northern Bihar. Arrangements should be made to avoid the recurrence of losses and the money saved this way should be utilised in extending broad gauge lines.

I shall be grateful if the hon. Minister of Railways gives his attention towards my submissions and takes necessary steps after discussing the matter with his technical advisors.

[English]

PROF. NARAIN CHAND PARASHAR (Hamirpur) : Sir, I support the Demands presented to this House and the various measures taken by the Railway Minister in the Railway Budget for 1988-89.

Sir, the Minister has done a good job and he has been able to show improvement in various directions. The increased efficiency in freight loading and also in passenger traffic has given a good picture of the Railways under him.

The Minister has been taking credit for the improvement in the crucial physical

ratio of net tonne kilometres per wagon per day. In 1985-86 it was 1,296, now it has reached 1,420, whereas the target for the terminal year of the Seventh Plan was 1350. So, this is one good indicator of the good work which the Minister has been able to achieve with a team of his officers. But unfortunately, the costs have risen and a significant amount has been added to the expenditure side by the Fourth Pay Commission. As a result, we have the spectacle of deterioration of the operating ratio which was 92.2 per cent in 1986-87 and which worsened to 92.5 per cent in 1987-88. It may be 92.8 per cent in the next year, thus deteriorating further. So, this is a time to ponder as to what is ailing the Railways where the expenditure is mounting, in spite of the internal generation of resources by the Ministry. Whereas it was 25 per cent in Fifth plan, it came up to 42 per cent in the Sixth plan, and now it is coming up to 50 per cent. It may be about 65 per cent by the end of the Seventh Plan. It is a good indicator also of the financial help and the capacity of the Railway administration to lessen the burden on General Revenues.

All these are welcome features and the new stress on technological upgradation and modernisation is welcome. There is increased stress on the renewal of the track and also of the over-aged rolling stock. These are good pointers. But one area of neglect is the low emphasis on the new railway lines. To concede that the railway is a system working for the economic development of the country and not a system which is also catering to the national integration by linking the various parts of the country is to my mind not a very healthy sign. Sir, China has added a significant chunk of the new track and we have not matched even with China. Our present addition of new track in kilometres every year is very dismal and disappointing. I do not know how far the low priority to the new railway line conversion projects, etc. would continue because the people in the far flung areas also expect to be connected through the railway network of the country and the Railways are expected to give attention in this direction also. Late Shri L.N. Misra used to say that national integration would be a reality when a person sits in the train in Kohima and gets down in Delhi without setting his foot down anywhere *en route*. So,

that dream is still to be realised, I plead with the Railway Minister, who is not present at the moment, here, although today is his birth-day, to at least give this gift to the nation.

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MAHABIR PRASAD) : I am here.

PROF. NARAIN CHAND PARASHAR : You are here. You can convey my greetings to him and you can also deliver the goods, of course, in coordination with him. But the most important thing that I was referring to is that many on-going projects which were started years ago, some times decades ago, are still waiting to be completed and unless the Railways increase their allocation to the new railway lines and conversion projects, it would not be possible to complete them. The late Prime Minister, Shrimati Indira Gandhi, the Transport Minister and the Railway Minister under her and thereafter laid the foundation stone for a number of railway lines and the Railway Convention Committee has brought it to the notice of the Ministry whose reports were presented to this House last year, that a number of these projects are still in the initial stages. So, adequate priority should be given to them and at least you should see that most of these projects are which are on way projects completed in the Seventh Plan, because if you are not able to construct even five kilometres and also new railway line in any state which has not been constructed since independence, then it is a very poor performance. In particular, I would refer to the North-Western parts of the country. When the Railway Convention Committee visited Chandigarh and met the Punjab Government Ministers about four years ago and asked them whether any track has been laid in Punjab for the last one decade or so, you were unable to get any positive answer because nothing has been done there. So, two or three railway lines—Nangal-Talwandi and Udampur-Jammu and Kashmir—are there to be taken up and completed. There are a few other proposals which had been surveyed, like the work of Berhampur-Bilaspur and Rampur-Mandi Railway link at the cost of State Government of Himachal Pradesh and there was also a demand of the Haryana Government to link Jagadari with Chandigarh and also

a long-standing demand of putting Chandigarh on the main railway route, all these are still pending and they have to be expedited and they have to be completed well in time. I would plead with the hon. Railway Minister to please re-order your priorities. This technological upgradation is good, modernisation is good, rehabilitation and renewal of track is good. But people expect much more than this because this you can do where the system is existing. But what about those States which are not still existent on the railway map of the country, which you have not touched. So, please have this in your mind when you think of the Railway as existing in the whole country for the economic development, it is all right that the Railways would add their share to it. But the increasing competition by the Road transport will also be there and the increasing cost of locomotive power, diesel and all that would also have to be taken into account.

I would also plead for one concession, at least. This increase of railway platform ticket from Re. 1 to Rs. 1.50 is beyond anybody's understanding. It is because it will ultimately go to Rs. 2. Somebody may not have the change and so he will have to pay Rs. 2, or they would say, you go without it or something of that type. You have taxed not only the passengers but also those who come to see them off or go to receive them. Let us spare at least those people, the relatives and friends who go to see off the passengers. Therefore, it should be reduced to Re. 1 and paise 50 should be removed.

You have also done a good thing by offering some concessions to the national awardees getting bravery award etc. I would plead with you that all national awardees—some may be brave, other may be scholar, and somebody may be a good teacher—should be given the concession. National awards are instituted for excellence in the particular fields in which a particular person is working. So if somebody is not brave because he is not fighting but doing some job, showing excellence in other field that awardee should also be recognised. I therefore plead that all national awardees, of all types, whosoever is awarded at the national level, should be considered for concession. Similarly, gallantry award

winners and their widows—those who died for the sake of the nation—should also be eligible for this award concession.

I would plead about one or two trains which are so important. You have started very good train, called superfast from Ludhiana to Delhi. If the idea is to have a superfast train, it should be by the shortest route *via* Karnal and Panipat and not a longer route *via* Suhranpur, which is taking 60 kms more. This you can compensate by starting it from Jullunder which is a point for 2 or 3 States, which can benefit Jammu and Kashmir, Himachal Pradesh and Northern Punjab. Ludhiana is in the heart of Punjab. But it does not touch the other States. If the train is started from Jullunder, it will reach Delhi within the same duration of time, *via* DUK.

Some of the trains have been discontinued, I do not know what is the reason. There used to be a train Kalka-Amritsar which has been discontinued much to the inconvenience to the people of Punjab, Himachal Pradesh and Haryana. Its timings were first changed and later, it was discontinued on account of low passenger traffic. If it is restored to the original timing, the train would be self-supporting and beneficial to the people. Similarly, from Chandigarh there used to be Ranchi Express. Now, you have diverted or divided it into two parts and the result is, people are facing inconvenience. I would plead that all these trains which have recently been discontinued should be restored. Similarly two trains from Hoshiarpur to Jullunder and back used to give connection to Jammu Tawi Mail. Therefore, I request that the trains, one starting from Jullunder at 5.20 a.m. and the other starting from Hoshiarpur at 7.25 p.m. in the evening should be restored.

I would come to one other point. You are starting construction of model stations and you have taken up 67 stations. But in the Kangra Valley railway sector, not a single station has been taken up for construction as a model station. You may consider the case of Guler, which is an important station, name after a very famous Hindi writer, Chandradhar Sharma Guleri who wrote the famous story *Us Ne Kaha*

Tha, which became a film also. If that station becomes a model station, it would be very helpful to the people.

The Nangal-Talwara railwayline in Himachal Pradesh for which foundation-stone was laid by late Shri L.N. Mishra on the 22nd of December, 1974 at Amb, about 14 years back, should be expedited and completed up to Una by the end of this year and up to Amb, the site of the foundation-stone by the end of the 7th Plan and joined the main system at Mukerian on Jullunder-Pathankot section. Similarly, I also plead that Jammu-Udhampur railway line, for which foundation-stone was laid by Shrimati Indira Gandhi should be expedited well in time and steps should be taken to extend it to Srinagar as and when possible to see that Srinagar should be linked to Delhi directly by rail and also various other parts of Himachal Pradesh. All the left-out areas of the country should be integrated in the railway network.

I would plead for one important railway line for which late Shri L.N. Mishra used to plead, *i.e.* conversion of Darbhanga Samastipur. Similarly the construction of Rajghir-Patna rail link and Jagadhiri-Paonta and Paonta-Dehradun in U.P. may be sanctioned and taken up for construction. Small new works like missing links and railway bridges in Bihar and U.P. may also be expedited.

I would plead that the railway finances are quite healthy, in the sense that internal generation of resources is remarkable and also the plan for upgradation and also for modernisation is quite laudable.

But the one important aspect which is neglected at the moment is the linking of the left out areas of the country, completing all the on going new railway lines and commercial projects like Mysore to Bangalore which is still pending. They should be completed on a priority basis as a corporate plan for adding 5,000 KM of track by the turn of the century as recommended by the Railway Reforms Committee should be adhered to. You have already scaled it down to 3,000. Within these 3,000, please complete all the on going projects before you take up any new projects.

With these words I thank the Minister for Railways for initiating new railway lines in this Budget and also for giving some new directions to the railway finances.

I would plead with him that none deserves the first priority as the neglected areas of the nation and the on-going projects deserve the top-most priority.

SHRI DINESH GOSWAMI (Guwahati) : Mr. Deputy Speaker, the railway Minister is not here. Let me begin by wishing him a very very happy birthday. I hope I can convey the feeling of the House, that he may have scores of prosperous years ahead of him and he will continue to look as youthful and as fresh as he is looking today.

For want of time, I am not going to speak on the general aspect of the Railway Budget but I will deal with some problems of my own constituency. The Railway Minister has been able to impart some sense of urgency in the Railway Department for which he deserves compliment.

On thing I must speak in his favour that whenever we have written letters to him raising certain points, he has been very prompt in replying to those letters. It is something which I do not find with many of the Ministers. Whether our problems are solved or not, is a different matter. But at least, he gives an impression that he is looking into the matter and has taken interest in the matter and I will urge upon the other Ministers also, to follow the example. At least, so far as I am concerned I have this pleasant experience with the Railway Minister.

I will plead along with the other Members about the revocation of the increase in second class fare.

I also find that Mr. Narain Chand Parashar has made a very pertinent point that this increase from Re. 1 to Rs. 1.50 in the fare of the platform ticket would lead to problems. Firstly, more and more people would be going without payment of tickets and secondly, almost invariably the reply would come that 50 paise is not available. Therefore, one shall have to pay Rs. 2. I believe that the Railway Minister

should also consider the revocation of the increase of the platform ticket fare.

So far as the other problems are concerned, every Member in this House asked for new lines. But there are certain areas that if these areas are to be economically developed, the infrastructural facilities must be improved and one such area is the North Eastern region.

We pleaded for long for a broad gauge line up to Dibrugarh. North-Eastern region has now been acknowledged as one of the backward regions which needs encouragement from all concerned. Unless the railway facility of this region is improved, there cannot be any industrial or economic development of this region. We have got a metre gauge line up to Dibrugarh but unfortunately metre gauge line was constructed by the Britishers, not keeping in view the interest of the people, but keeping in view their own interest. They constructed the line only to those areas through which the tea gardens lie and not to the towns which are inhabited by the people. We have pleaded, therefore, that a broad gauge line should be constructed touching the most important towns like Nowgong, Jorhat, Sibsagar and also the famous Kaziranga Sanctuary. I am told that there was a survey long back. Earlier Railway Minister promised that adequate steps would be taken, to proceed with the line. But nothing has been done. I hope that some positive reply would come.

There is a very emotive issue of the people of Assam regarding the Railway Division in Rangia. There was an agitation for a Division and it was announced on the platform of the All India Congress Committee a few years back that a Division would be established and on the basis of that assurance, the people withdrew the agitation. But subsequently in spite of the fact that there is an agitation in which all the parties including the ruling party had joined, the Division has not been established. Now this has unfortunately created a situation in which the people have lost confidence in the Government because they feel that if a Government in the highest political platform gives an assurance and it does not carry it out, then whom can they trust. Recently, there were programmes of Railway Bandh

in this issue. You can appreciate how much the people have to suffer for these programmes. I think establishment of this division is not impossible. It does not really lead to very serious financial strain on the Railways for the establishment of a division for which there was a commitment by the Government, by the Railway Minister at a political platform as well as in the Parliament. Therefore, I will plead with and urge upon the Government to establish this division.

There has been another irritant. There has been pay cut for the Railway employees, who had been victimised during the Assam Movement and the Pay cut has affected the employees as well as the retired employees. We have pleaded with the Government, for revocation of the pay out I will urge upon the Government that this question of pay cut should immediately be tackled and if this is not done, then the employees remain a visible symbol of the failure of the Assam Accord. There has been a demand for the diversion of the Railway track outside Guwahati. Guwahati has been one of the most congested cities in India now. I come from Guwahati. I know that when I have to go from one area to another, there are roads where I am stranded for hours because the trains pass through and there is no possibility, no scope even for railway over-bridges. Therefore, we pleaded with the Railway Administration that the line should be diverted outside. I know that recently in Guwahati in a Press Conference, the Railway authorities have told that it is not possible. I will still plead in this forum that this should be very seriously considered. Today, for one who has to travel from Delhi to Guwahati or come from Guwahati to Delhi, it takes 37 hours. I believe it is high time that for development of the region and for the better communication facilities, we should have a Rajadhani type of train in the North Eastern Region, the North-East Express has been introduced and the official time of this train is 37 hours. But normally this train is late, by few hours. I feel that a Rajadhani type of train can cut this time by at least 7-8 hours. I will urge upon the Railway Ministry, to consider a Rajadhani Type of train with minimum number of stoppages direct from Delhi to Guwahati and from Guwahati to Delhi,

Sir, now the Railways give transport subsidy for people carrying goods to North-Eastern Regions. But the subsidy is, I think, given from Calcutta. But most of the goods are carried today not from Calcutta but from Patna. There has been a demand from the entrepreneurs from Assam that transport subsidy should be given from Patna. I know this is not something which this Ministry—the Railway Ministry—can decide. But I will ask the Railway Ministry to initiate the process with other Ministry by which consideration may be given for granting subsidy from Patna. Unfortunately, we in the North-Eastern Region, whenever we have to travel from Guwahati to Delhi or from Delhi to Guwahati, we travel woefully as second-class citizens because of the dilapidated coaches. This is not only our experience. This is the experience of everyone who travel in Uttar Pradesh and Bihar. There are occasions when I have seen for myself that when there are rains, rain waters have submerged the coaches. I had occasions to write to the hon. Railway Minister on this score. There are occasions when the First-Class coaches and A.C. Coaches are cancelled at the last moment. I myself while travelling the last time when I travelled, I was informed at the station that the first class coach in which my reservation was there was cancelled and everybody was put in a second-class compartment. It creates a lot of problem. I do not know why in an important train like the Tinsukia Mail or the North-East Express, there cannot be an additional first-class bogie which can be kept for such contingencies. I will ask the Railway Minister to see that this type of cancellation of the first-class and A.C. coaches are not resorted to and punctuality is give prime consideration in the North-Eastern trains. I have been approached to convey to the Railway Minister about one thing. There was a train from Dehradun to Benares which has been cancelled recently with the result that a heavy blackmarketing is going on at Dehradun. I believe that this train, if it has been cancelled, should be reintroduced and the cancellation orders should be revoked. I am happy that computerisation for reservation has started at Delhi and some other places. It has done away with black-marketing to a great extent. I would plead to the Railway Ministry to introduce

computerisation in all the major cities of this country. Thank you, Mr. Deputy-Speaker.

THE MINISTER OF STATE IN THE
MINISTRY OF PARLIAMENTARY
AFFAIRS (SHRIMATI SHEILA DIKSHIT) :
I would like to propose that we forego
Lunch Hour because there is a long list of
speakers.

(Interruptions)

SHRI BASUDEB ACHARIA
(Bankura) : Yesterday it was decided
that after the discussion on Railway Budget,
we would forego.

(Interruptions)

SHRIMATI SHEILA DIKSHIT : Yes,
we decided that yesterday. But it is a
proposal I am giving. It is something
which I would like you to do because there
are Members from various parties who
would like to speak.

SOME HON. MEMBERS : O.K,
SHRIMATI SHEILA DIKSHIT : I
hope we proceed.

(Interruptions)

[*Translation*]

SHRI RAJ KUMAR RAI (Ghosi) :
I should also be given a chance to speak.
If in somebody's view I am found at fault,
then the people from our area should not
be held responsible for it. Could you please
tell the hon. Minister of Parliamentary
Affairs that I should be given an opportu-
nity to speak. I request you...

[*English*]

MR. DEPUTY SPEAKER : Please
order. You take your seat. If time per-
mits, I will call you.

(Interruptions)

MR. DEPUTY SPEAKER : I told you
that if time permits. I would call you.
There are 544 Members who are having
problems relating to their constituency.
What can I do for that? You have to res-
trict. If you want me to allow all the 544
Members to speak on the Floor of the

House, it is not possible. As far as possible, I will try to accommodate. *(Interruptions)* I request you to take five or six minutes to tell about the problem of your constituency. But when I call you and if you take half-an-hour, what can I do? If all of you cooperate, I will permit.

(Interruptions)

MR. DEPUTY SPEAKER : Do not waste time.

[Translation]

SHRI RAJ KUMAR RAI : We have requested the Railway Minister several times**.

[English]

MR. DEPUTY SPEAKER : Nothing will go on record. I won't allow.

SHRI GOPESHWAR (Jamshedpur) ; I rise to speak on the Budget proposals of the Railway Minister. It is a balanced Budget, It has taken care of many things as far as possible. But I would like to mention certain points.

The basic idea, certain concepts have not been changed. For example, the system of ancillary labour like casual labour, the porters and others who are always connected with the railways, there is no relief, there is no mention even about them. It is an unfortunate situation for the persons who are engaged in the railways.

In the proposal, you will find that there are lakhs of workers working as casual workers for thirty to forty years. There are more than two hundred thousand porters in the country who have got no benefit. The only one benefit that they have got is a red shirt which they do not get practically every year. This is a very unfortunate situation. Even in other places like dock-yards, such category of people has been given certain benefits. In the case of railways the interest of casual labourers, porters, in the railway system, should be taken care of.

The other thing which is lacking in the Budget is that there is no employment potential. Railway is a core industry. It is a basic factor in the national economy. There is no element of any increase in employment generation by the Railways. This is not a helpful situation. Railways used to have a lot of employment potential, but this budget has not given any scope for any further improvement.

I think the increase in the fares was absolutely avoidable. If you streamline your administration and management, this could be avoided and this should have been avoidable. The increase in the rate of platform tickets puts burden on the common man and the common man should not be charged more. It was only 4 annas; now it has become Rs. 1.50. This is too much and should be changed as also the fares in all classes, particularly I cannot support the increase of fare at least in the case of II Class and long distance trains. I would request the Railway Minister to reconsider this aspect.

I understand that the Railways are proposing to import a lot of wheels and axles. I don't understand why the Steel Industry in India is not being given this assignment of not importing but producing the requirement of the railways. The railway sleepers and axles importing from outside means hundreds of crores of rupees. Why should we not generate them? If you have an import generating system, then you will never have any scope for development. The price which you will pay to outsiders; the same price can be paid here and our industries can be asked to cater to your needs.

The other aspect that I would like to talk about is the employees of the railways. You have a system of Joint Consultative Machinery. It has been a very effective machinery. It has been working well with representatives of most of the unions. But of late, the importance of this mechanism has been rather neglected. This is creating stress and strain on the employees. There is a resentment growing among them. I would suggest that the Railway Minister should intervene and take personal interest, so that the JCM works properly, meets periodically and tries to understand the

**Not recorded.

problems of the employees, and impress upon them the difficulties of the railways and at the same time see that the railways continue to improve their working.

My area is in the south-eastern railway. South eastern railways caters the transport needs of the steel industry, the coal industry and the mining industry. Probably the freight charges earned are the highest. But the south-eastern railway has not been given the same proportion of attention and the same proportion of activities. If I see the proposals, I find that the south-eastern railway has been neglected. This is not advisable.

I appreciate provision of putting one ceiling fan in six thousand single unit quarters of the South Eastern Railway employees. It is a good idea. But at the same time I would stress on the expansion of the area. In Tatanagar the yards are choking. There is a provision for Bhilai; but there is nothing in Tatanagar. Tatanagar railway station and railway yards and for that matter the passenger services require a lot of improvement.

Previously the whole of the North-Eastern Railway was on the metre-gauge. Now the main line is in the broad-gauge and the other lines are in metre-gauge. With the result there is complete confusion. Saharsa railway junction is the most important junction in the northern region. It has not been given proper attention. I would request the Railway Minister to look into it.

Lastly, I would stress again that the Railways should come out with certain very basic proposals about the casual labour, about railway porters and also about the generation of employment.

SHRI SOMNATH RATH (Aska) : Sir, I rise to support the Railway Budget. The Railway Minister has cogent reasons as to why there should be increase in the railway fares and platform tickets. It is to provide better amenities to the passengers, the railway workers and improvement in technology in the railway tracks to avoid accidents. Funds are necessary to meet these pressing requirements. Unless the amenities to the passengers are enhanced and steps taken to meet the

situation it will be subject to comments later.

Now I want to invite the attention of the hon. Minister through you for certain matters and hope positive action will be taken by the Minister and also he will reply in the House about the same. During the British regime there was one railway line from Calcutta to Madras and while running that line a portion of that railway line had to run through the outskirts of Ganjam district in Orissa. There is another district Phulbani which is not having one inch of railway line till today. In the House it has been stated the policy of the Government is to see that un-developed areas should develop by having railway lines for better communication and transport. There is sufficient infra-structure both in Ganjam and Phulbani districts.

Though the late Prime Minister, Shri-mati Indira Gandhi and our beloved Prime Minister, Shri Rajiv Gandhi assured us at Aska in Ganjam district to extend the railway line from Berhampur inside Ganjam district upto Phulbani district yet nothing has been done so far. In the guide books and literature published by the then Bengal-Nagpur railway and now South-Eastern railway it has shown in the map that a survey has been made to extend the railway line from Berhampur to the then Raisselkonda and now Bhanjnar, I find no steps have been taken. There is no reason why this undeveloped area should not develop more so because now a port has come up at Gopalpur on sea near Berhampur railway station. So it is essential that the Ganjam district, Phulbani district and other districts which are the hinterland of this port gets connected with the railways.

There is a demand since long to convert the small gauge to meter-gauge railway line running from Polasa to Nowpada via Parlakhemndi. Members from both sides of the House have been urging for the same but as yet no action has been taken. More than 2 lakh workers from southern Orissa are working at Surat and Ahmedabad in textile mills. They have demanded to run a train from Surat to Orissa. No action has been taken but I suggest that at least two bogies can be attached at Surat in the Navjivan Express train upto Vijayawada.

and from *Vaijayawada* it can be attached to *Konark Express* running to Orissa. These small matters can be done if not a train at present. I do not think there will be any difficulty in attaching two bogies at *Surat* meant for Orissa.

13.00 hrs.

A major portion of the South-Eastern Railway lines runs through Orissa. A demand was raised in the Orissa Assembly to have the headquarters of this railway zone in Orissa. If it is not possible at this juncture, why not have a branch office at Orissa? What prevents the Government to meet this just demand of the public which was raised in the State Assembly also? You can have a branch office of the South-Eastern Railway in Orissa to satisfy the legitimate demand of the people of Orissa.

I am sure that action on the points raised by me will be taken by the hon. Minister and also replied to in the House.

SHRI CHANDRA KISHORE PATHAK (*Saharsa*): Hon. Deputy Speaker, Sir, I support the Railway Budget. There could not have been a better budget considering the present state of the Indian economy. But there should be no increase in the rail fare for Second-class. Otherwise the economic condition of the poor will deteriorate further and they will face a lot of difficulties. With these words I would like to draw the attention of the hon. Railway Minister to my Constituency.

It is not understood as to why the backward areas have been neglected once again in this budget. Provisions have been made and a large amount of funds have been earmarked for inter connecting big cities, connecting *Calcutta* with *Delhi* and *Punjab* etc. But the backward areas have not been given due importance. It is an accepted fact that denying of railway traffic facilities in the backward areas retards the development process of those areas. Not only in the industrial sector but in every other sector the railways play a key role. Mobility is essential to progress. What is the state of affairs in my constituency? When I visit my constituency people start questioning and put forward a number of grievances. I tell them to contact M.L.A.'s

for redressal of their grievances and that the State Government is responsible for solving their problems. But when questions, directly connected with Central Government e.g. railways, tele-communication, industry etc. are asked I find no answer to them.

Saharsa is our divisional headquarters. But it takes 24 hours to cover the distance the 150 Kilometres to reach *Patna*, the capital city. This is the state of affairs in an era where science has enabled man to reach from one end to the other end of the world within 24 hours. And what is this train like? The coaches of this train were made by an erstwhile English company during the time of British rule.

At that time we used to say that B.N.W.R stood for B-Behuda, N-Nalayak and W-Wahyat Railway. The same coaches are being used even today. Passengers travelling in the train feel as though any moment a coach can jump the rails. Those rattling coaches may cause to abortion to a pregnant woman. There is hardly any place in the train which can be called suitable for sitting. During rains the travellers stand with around umbrellas over their heads. The leaking roof makes the floor of the coach slushy in no time. So there is no question of cleanliness. These are the type of coaches being run in my area but the hon. Railway Minister does not seem to care. Perhaps *Shri Scindia* has decided that the Congress (I) Members of Parliament elected from that area should not be returned to this Parliament again. He seems to have taken a decision along these lines because in every Railway Budget we see that area being overlooked.

If *Shri Scindia* thinks that we people are in the wrong, I am ready to accept it. But *Shri Scindia* should not ignore our area. He should pay his attention towards this backward area. Our area is backward but for this people of our area not at fault. I hope that the hon. Minister will attend to the needs of our area.

Forty years ago the *Nirmali Bhaptiyahi* railway line in our area was washed away when river *Kosi* was flooded, that railway line has not been re-laid till today. Our

divisional headquarters are located at a distance of only 7-8 kilometres. But, in the absence of a railway line we have to cover a distance of 150 kilometres to reach that place. This is the situation existing in our area. So I urge you to re-lay the damaged railway line at the earliest. When the late Shri L.N. Mishra was Railway Minister he had arranged to carry out a survey of this line. If a Minister belonging to a particular State is shifted from his post, the work started by him in that state is consigned to the waste-paper basket. This is what is happening in North Bihar. I would urge the hon. Railway Minister to be liberal in his policy-making. One's vision of India must not be limited to Calcutta, Bombay, Delhi, Ahmedabad and Madras. India is a very big country. Hence, its each part deserves equal attention. (*Interruptions*)

Only Madhya Pradesh is not Hindustan. Bihar and Uttar Pradesh are also integral parts of India? If there is no Bihar or Uttar Pradesh then we should turn a blind eye to hon. Members of this House elected from those areas. I once again request the hon. Railway Minister to give this matter due consideration.

With these words I support this budget. I shall again request the hon. Railway Minister to be liberal in his policy and to keep in mind the welfare of my backward area of Saharsa.

SHRI VIJAY KUMAR MISHRA (Darbhanga): Mr. Deputy Speaker Sir, I want to express my views on the Railway Budget. First of all I shall urge the hon. Railway Minister to consider what our colleague Shri Pathak has said. For the past 3-4 years Bihar has been ignored in the Railway Budget. There are no plans in the Railway budget to construct a new railway line in Bihar. The same rule applies to trains also. The Government only changes the names of the trains deceiving people into thinking that new trains have been introduced. This kind of deception will not work with our countrymen.

I would like to request the hon. Minister not to over look Bihar. From an international view point the state of Bihar gets

added importance because it shares its border with Nepal. If the people of Nepal want to come to Bihar they have to travel by rail. It takes 18 hours for people to reach Samastipur from Delhi. But, to reach Madhubani from Samastipur it takes 10-12 hours. So I want that the broad gauge railway line between Delhi and Samastipur should not be terminated at Samastipur, but it should be extended upto the border of Nepal. This will also enable India to further strengthen its friendly relations with Nepal. Even otherwise the Government does not have an established means of travelling between the two countries. The Government has not introduced any water-ways for travel purposes. Therefore, establishment of a railway link will help in maintaining a better contact with Nepal.

It has been seen that when one party goes out of power and another steps in its place, all work started by the former is forgotten by the latter and loose ends remain untied. No further work has been undertaken after what Late Shri Mishra and Pandey did for the people of Bihar.

There was a scheme to build a bridge near Betia and Motihari in Bihar which was also assured by Shrimati Indira Gandhi during assembly elections of 1974. This decision was taken in view of providing facility to the people of Nepal by linking North Bihar from Gorakhpur in Uttar Pradesh. But it has not been completed yet. When Shri Kapur was contesting by-election to the Parliament from Madhubani, the Chief Minister of Bihar had laid the foundation stone of the railway line from Samastipur to Saharsa assuring that it would be completed. If this type of laying of foundation stones is done in view of catching votes it should be specifically stated that there will be no work on this project after voting is over. This should not be done. We will have to see as to why the work on the railway line is not being undertaken.

I would urge upon you that the plans regarding development oriented works and laying of railway lines should be drawn keeping in view the size of the population of states.

Nation would not progress if you think that the progress of Delhi, is the progress of the nation. You cannot neglect Bihar and Uttar Pradesh in this regard. I would like to thank Shri N.C. Parashar who referred to broad gauge line from Samastipur to Darbhanga. This scheme was sanctioned during the tenure of late Shri Lalit Narayan Mishra and work on it was started when late Shri Kedar Pandey became Minister for Railway but the work was stopped after him. I would urge upon you to start this work. As Shri Pathak has pointed out, you have not acquire land at many places where railway land is available. You should connect Saharasa, Motihari and Nimarari by a railway line. Shri Pathak has pointed out that there was a railway line during British period. Today, if you have to go to Saharasa from Nimarari you will have to go *via* Nepal but people residing near the Nepal border will be well informed of a recent rule of Nepal according to which it is not easy to come from Nepal by motor car or taxi except by train. You will have to waste 20 hrs. to cover the distance of 4-5 districts in this regard. Therefore, I demand you to pay attention to it.

I would like to draw the attention of Minister for Railways towards the hike in second class fares as proposed in the Budget for railways, which, although may add to its revenue but, it would affect common people adversely. No one would object if you increase the fares of first class and air conditioned coaches because passengers in these classes are either rich people or free railway pass holders. While in second class common people travel who have to spend their own hard earned money by selling their crop products. Therefore, I would urge upon you to provide some facilities to the farmers which are provided to other common people of the country. I would also like to urge upon you that freight on foodgrains, transported by farmers outside the Bihar should be reduced.

I thank for the opportunity you have given me to speak.

*SHRIMATI [KESHARBAI KSHIR-

*The speech was originally delivered in Marathi.

SAGAR (Beed) : Mr. Deputy Speaker, Sir, I rise to welcome and support the Railway Budget for the year 1988-89. I would like to thank and congratulate the hon. Minister for formulating the budget keeping in view the needs of the common man. Hon. Minister has been guided by the principle of economy in formulating this budget with foresight and responsibility. By presenting a well-balanced budget he has proved a Marathi saying which means that though the person is short statured, yet his achievements are great. Hon. Minister has made laudable reference to Hon. Prime Minister in his budget speech under whose inspiration the railways have undertaken the work of modernisation with great zeal. Today the country is progressing under the dynamic leadership of our Prime Minister. The Central departments are functioning efficiently under his dynamic leadership.

The special feature of this year's railway budget is that the railways will earn a net profit of Rs. 142 crores after meeting total expenditure. Other features of the budget which are equally heartening are :

1. Brave children, teachers, sportsmen, workers who receive national awards on republic day have been offered concession in second class fares for to and fro journey.

2. Concession in fares for widows of policemen who have died in encounters with terrorists and extremists.

3. 8 new trains have been introduced.

4. Frequency of 36 trains has been increased.

5. 22 new suburban trains have been started in Bombay.

6. Wooden sleepers are going to be replaced by concrete sleepers. The budget provision for this has been raised from Rs. 20 lakhs to Rs. 37 lakhs.

In freight traffic Indian railways are leading the world. In freight carriage Indian railways have set new records.

Computerised reservation has led to savings of several lakhs of man days. Com-

puterised reservation facility which was available only in Bombay and Delhi so far is now extended to other major cities of our country.

A new Directorate to look into the grievances of passengers has been set up.

A new equipment has been installed in the trains for ensuring better safety of travelling public.

The railways have undertaken the programme of plantation of trees and contributed their best for plantation and preservation of trees.

The Railway administration has always adopted generous and sympathetic attitude towards the welfare of railwaymen. They have been paid bonus and many facilities are provided to them in the sphere of health and education.

The railwaymen have achieved great distinction in the field of sports. They have bagged 16 national and 3 Arjun Awards.

I now request the hon. Minister to kindly consider giving some concessions to 2nd class passengers who are mostly poor people, workers, farmers etc. They cannot afford to pay increased fares. Therefore, I request that the hike in 2nd class fares should be reduced to a minimum limit or as far as possible it should be totally withdrawn.

50% of our population consists of women. But women find it difficult to get accommodation in our trains. As women travel along with children they find it very hard to get reservation before 15 days or 1 month of the journey. Therefore, I request that at least 6 to 12 extra bogies should be attached to every train which should be reserved only for ladies.

As far as catering is concerned no doubt, there is some improvement in catering services in Rajdhani Express. However, there is lot of scope for further improvement in catering services. More tasty food should be served. Menu should be changed periodically so that passengers like the quality of food.

Recently when I travelled in Rajdhani Express I found that new plastic glasses are supplied. They are attractive. But they are to be thrown after use. Every passenger requires 7-8 glasses every day. Thousands of rupees are spent on purchase of these glasses. Since we have adopted the measures of economy, I feel that we should restore to old system of steel thalis and glasses. The newly introduced casseroles are attractive, but very costly and the food also does not remain very tasty. Therefore, it is better to serve food in thalis. Women should be given the responsibility to oversee catering services in railways. Management of canteen stalls should also be given to needy women. Women organisations and unemployed youth can also be given the responsibility to run these canteen stalls on railway stations.

Now, I would like to speak a word about my constituency. Beed is one of the most backward districts of Maharashtra. Just now an hon. Member made an observation that hon. Railway Minister has paid attention only to Madhya Pradesh. But I don't agree with this view because Ahmednagar-Beed-Parale railway line in backward district of Beed is selected for conducting survey this year and necessary budgetary provision has been made for that purpose. Thousands of unemployed persons would get work there and new industries would come up after the railway line is laid. It is in keeping with the policy of the Government that backward areas should be given priority in the matter of development. I therefore thank the hon. Prime Minister and Railway Minister for taking up this railway line for survey which will go a long way in ensuring the development of that area.

As there is no over bridge at Parali railway station it is causing many accidents and many people have lost their lives so far in the accidents at the level crossing. I had raised this point in the Railway Committee. I request that over bridge at Parali railway station should be constructed as early as possible.

This year's railway budget provides a meagre sum of Rs. 5 crores for Manmad-Adilabad-Parali broad gauge railway line. If such a meagre sum is allocated, the railway line will not be completed even in 10 to 15

years. The sentiments of the people of Marathwada over this issue are very strong. Keeping it in view I request that the allocation for this line may be increased to at least 25 crores of rupees.

Jhelum Express is the only train between Poone and Jammu Tavi and it is very crowded. Reservations are not available for 15 days. One more Jhelum Express train should be introduced which should leave Ahmednagar at 6 AM for Jammu Tavi. If starting another train is not possible, I request that 12 more bogies should be attached to the existing trains.

I thank the hon. Railway Minister and Prime Minister for sanctioning new railway line for my district. With these words I heartily support the railway budget.

SHRI R.P. SUMAN (Akbarpur) : Mr. Deputy Speaker, Sir, I am grateful to you for allowing me to speak on Railway Budget. I would like to congratulate to the hon. Minister of State, the Deputy Minister, and all the employees in the Ministry of Railway not only for their efforts for improving Railways but also for their success in improving Railways

There is not only hike in the fares but certain relief measures are also there for brave boys, high level players and for the families of braves having heroic end, on whom the country takes pride in this Nehru century year. I would like to know reasons for which our freedom fighters have been deprived of this facility. I am sorry to say that we have forgotten our freedom fighters, the nation's pride by the virtue and courage of whom we are celebrating this 40th anniversary of our independence. I would request to provide first class pass for life long to these freedom fighters and after their death this facility should be provided to their spouse so that we may express our gratitude to the services rendered by them to the nation. Many of our friends have invited the attention of the hon. Minister for Railway to the hike in second class railway fair. Passengers of second class are mainly poor labourers and this hike would effect them adversely. So, I would request from the Government to withdraw this proposal immediatly.

I would like to draw your attention towards the hike in first class fare which have surpassed the fare charges of an aeroplane. I hope the Minister for Railway, while repl-ying to the discussion, would also state whether he also proposes to provide aeroplane facilities while proposing hike in the first class railway fare more than to the fare of aeroplane. I have come to the conclusion that fare for railway is more to the fare for aeroplane, for example fare to the Nagpur in railways is Rs. 890 and in aeroplane is Rs. 800, fare to the Bangalore in railways is Rs. 1540 and is aeroplane the fare is Rs. 1500 likewise fare to the Jaipur in the railways is Rs. 299 and is aeroplane is Rs. 255. Therefore, the fare in railways is more to that of aeroplane. Have you provided aeroplane like facilities in the railways? If not, would you consider providing such facilities? If not, whether you would reduce fare for the first class in railways so that it may be less to the fare for aeroplane?

Now I would like to say few things about my constituency. You have declared in the House for a new train from Varanasi to Bombay. You have been very kind earlier also for introducing trains to the Bombay from Varanasi, Lucknow and Gorakhpur. I would like to know the reason why the districts of Barabanki, Faizabad, Sultanpur, Pratapgarh, Jaunpur, Azamgarh and Basti have been deprived of this facility while millions of the people of this region are residing at Bombay. We have had discussions about it in the House but you have not provided this facility to them. I urge upon to the hon. Minister for Railway to change the route of the new train, to be introduced in the near future from Varanasi to Bombay *via* Allahabad to Varanasi to Bombay Jaunpur, *via* Ayodhya, Faizabad and Allahabad, This change will also be beneficial to the people of these districts. I hope hon. Minister for railways would be kind enough to change the route of this train.

Sir, earlier there was a train from Buxar to Delhi but it is not understood as to why this was made to be terminated at Bareilly. I request from the Minister of Railways that this train be restored up to Delhi so that people of Buxar may get a train for

Delhi. It doesn't involve big expenditure because there is already a train from Buxar to Bareilly. This very train may be extended up to Delhi which would be highly beneficial to thousands of the people. There is a train Ganga-Jamuna from Varanasi to Delhi. I request to change its route *via* Barabanki, Faizabad and Jaunpur so that passengers from these districts may avail the facility of coming and going to Varanasi and Delhi.

Hon. Sir, my constituency is Akbarpur. Tanda is only 12 km away from Akbarpur and there is a train service also to cover this distance. This train may take two-three rounds, I again urge, as I had done earlier also, that this train should be extended upto the Faizabad. It would be beneficial not only to whole of the region but to Railways also. Running of train to cover the distance of 19 km. only is not economically viable for the Railways.

Sir, there is a long outstanding demand for a railway bridge in Ayodha. The matter has been raised here in this House and in consultative committee also. I would like to know whether the problem of track in the Ayodhya in this regard has been solved or not. Hon. Deputy Minister in the Ministry of Railways is aware of the fact that there is a railway line. If a railway bridge is constructed parallel to Tanda-Kalawari Ghat, bridge then we may have a link with the entire country *via* Gorakhpur, Basti, Tanda, Akbarpur, Allahabad. I hope this suggestion would be considered. Gosayeejanj, Akbarpur and Malipur are such stations from where a large number of passengers go to Delhi, Calcutta, Bombay and to other important cities of the country. There is a Tanda industrial township from where Gamchhas and Lungis (clothes) are exported abroad *via* Calcutta. Therefore, there should be facilities of godowns and reservations on this station so that weavers may get those facilities which are not available at present. I request you to make arrangements for this facility.

Sir, Akbarpur should be included in the list of ideal stations. Once again I request that this station should be included in the list of ideal towns.

With these words, I welcome this Railway Budget.

SHRI NANDLAL CHOUDHARY (Sagar): Hon. Deputy Speaker, Sir, I convey my heart-felt congratulations to the hon. Rail Minister. Mr. Scindia for presenting the Budget, for functioning in a planned way for the planned development and for providing various facilities for the passengers. He deserves to be congratulated for introducing many a new trains and for providing a boost to the passengers and the goods traffic. Again he is worthy of congratulations because it is only during his tenure that we have been awarded contracts by foreign countries for laying of railway lines and for constructing the bridges which have brought foreign exchange for us. He has performed several such works in his Ministry.

Besides this, I request to the hon. Minister to withdraw the increase effected in the rates of plat-farm-tickets, second-class-and monthly tickets. The public will get relief from it

Similarily there is a need to remove the ban imposed for many years on New Recruitments in the Railway Department. If this ban is removed, it can provide employment to many poor, harijans and Adivasis. We can save a big amount of money by recruiting the staff to strictly stop the without ticket-journeys and the theft of coal in Railway Department and then there will be no need to increase the fare and freight.

Mr. Deputy Speaker, Sir, there is a need to pay attention towards the imbalancing Railway facilities. It creates imbalance in the Industrial development. The places which are not provided with railway facilities become the centres of poverty and Industrial backwardness.

There is long outstanding demand for a railway line to Khajuraho *via* Narsinghpur, Kareli, Devra and Sagar. It needs attention to be paid by the Government.

A similar demand related to the religious place Allahabad has also been outstanding

for the last many a years. People go there for the immersion of the ashes and for 'Mundan' ceremony but no facility of direct train to Allahabad is provided. People go to Katni *via* Bina but there they don't get accommodation in trains to Allahabad. Therefore an express train to Allahabad be started from Bina-Katni Section. If this is not possible then at least a bogie be connected in this train to provide relief to the passengers.

Similarly there is scarcity of drinking water at Sagar Railway Station and it poses a serious problem, specially in summer season. The problem can be solved by constructing a pipeline and connecting it with the river flowing at a distance of 15 kilometers near Lidhora. Attention must be paid towards it. There was a stoppage for Utkal Express at Khurai Station before the election but now the facility of this stoppage has been discontinued. The people of Khurai demand that Utkal Express must be stopped at Khurai at least for two minutes. Similarly there was a stop for Janta Express at Mandi Bamora but now the facility of this stoppage has also been discontinued. People will be grateful if there is a stoppage of Punjab Mail or Lucknow Bombay Express at Khurai.

There is no shed at platform No. 2 of Sagar Station. I request the hon. Minister to provide facilities of reservation, waiting room and ticket window on the platform towards the city.

An overbridge is needed near Kalpana-Bhavan in Sagar city. The traffic is blocked for hours so the over bridge is urgently needed. I don't understand why the bridge is not constructed there. In the same way, the demand for an over bridge has been long outstanding on Bina Railway crossing near Jhansi Gate. Bina-Itarsi Express train becomes late. It should, therefore, be made a circular train to avoid delay. The train should be provided a diesel Engine so that the passengers may go everywhere as the circle is complete. There is shuttle service between Damoh and Guna, It has 4,5 bogies only. We want that there should be at least 10 bogies in this train. The Katni-Bina passenger train should be

restored upto Bhopal. The passengers of small stations will be getting this facility to reach Bhopal. Sagar is divisional head-quarter. People frequently go to Bhopal from here. But, there is no direct train for Bhopal, I will be highly grateful if the passenger train terminated at Bina and the express train running between Bilaspur, Katni, Sagar and Bina be extended upto Bhopal. Similarly, route of the Bombay-Varanasi Express to be started from May, be made *via* Bina and Katni. It's a matter of happiness that the trains have been provided on other routes. But, I am sorry to say that no train has been provided on Sagar, Bina and Katni route. We are demanding a train on this route since long. If Bombay Varanasi express is made to run *via* Bina, Katni and Sagar people of this area would be facilitated as they will be getting a new-train. I request you to provide a big industry pertaining to railways in Sagar District. With these words, I conclude.

[English]

DR. DATTA SAMANT (Bombay South Central) : Sir, out of the proposed rise of Rs. 640 crores in the Railway Budget, the hon. Minister with his sweet talks, is going to collect about sixty per cent from the passengers of Bombay and Bombay Suburbs. Sir, out of 306 crore passengers in the country, about 140 crore passengers are from Bombay, *i.e.* forty per cent of the total passengers of this country. They travel from Bombay to Bombay suburbs and also through trains. Whatever revenue you get out of the rise of Rs. 4 to Rs. 8 in season tickets, about seventy per cent will come from the Bombay passengers. The distance between two stations in Bombay is two or three or four Kilo metres. The distance between Bombay VT and Masajet is only three kilo metres. Now, for three kilo metres, you are raising the rate by eight annas. So, the minimum ticket will be one rupee and fifty paise. I feel that even one rupee is more. If the distance between two stations is ten to fifteen kilo metres and if you charge one rupee it is okay. Further, the daily travelling passengers are more in Bombay. Therefore, this burden is going to be borne by the Bombay

city and Bombay suburb passengers.

Sir, in this Budget the platform ticket has been raised to Rs. 1.50. Here also, the additional taxation will be borne by the Bombay people and it would be about seventy percent.

As far as goods and freights are concerned, the transportation of goods from Bombay to all the cities is more. Therefore, the Bombay and Bombay suburban people are bearing a lot of burden here also. In spite of all these things, the hon. Minister is saying that the Railways are incurring loss to the extent of Rs. nine crores and thirty lakhs in Bombay city and Bombay Suburbs alone. Sir, I am asking a categorical question—the hon. Minister is not here—Can you tell me how the Bombay and Bombay Suburban traffic is going to be in loss? On the contrary, the Railways are getting more money from Bombay and its suburbs. Out of a total revenue of rupees twenty four hundred crores, Railways are getting about Rupees fifteen to sixteen hundred crores revenue from Bombay and its suburbs. The Railways are getting revenue to the extent of Rs. ten to fifteen hundred crores out of freight or goods which go away from Bombay.

I would like to make certain suggestions as far as Bombay and Bombay Suburbs are concerned.

Instead of nine rakes, 12 rakes is their need. When I raised this issue in the House, the hon. Minister had said that it was very difficult to extend the platform by one hundred feet. If the Government cannot do it, I can get it done through my Union. So, please do it. There is no additional expenditure in this and only the signal poles have to be put up a little away. All these old stations were constructed by the Britishers. Therefore, it is very essential to widen the platform.

Sir, it is also necessary to keep two electric indicators in each station. Even for such a small thing, nobody bother.

Dadar should be made as a terminal station. All such small matters are not

being attended to and the Bombay passengers are facing these hardships for the last several years.

For Kurla Terminal, the expenditure is hardly Rupees ten lakhs. Sir, for Mankhurd-Belapur Railway, Railways is bearing Rupees eighty crores expenditure. Out of the Central Government's share of Rs. 40 crores, you have just made Rs. 3 crores contribution.

Sir, the Konkan Railway is very important. Even in Maharashtra, the two districts, Sindu Durga and Ratnagiri; are without railways. The Railway line from Roha to Mangalore is the need of the country, for which only survey is completed and I do not think the Government is going to propose any plan for this. About six thousand passengers are passing through that way everyday. Therefore, the Konkan Railway is very important.

For Marathawada Railway, you have given just five crores of rupees. I think, for this also, more money is required.

Now, I would like to go into the general working of the Railways. The expenditure of Railways during the first, second and third Five Year plans was eleven per cent; fifteen per cent; and fifteen per cent respectively and the expenditure of Railways has fallen down considerably from fifteen per cent during the Third Plan to 5-6 per cent in the Seventh Plan. This shows that practically there is no development in the Railways. The railway lines available in the country during 1984-85; 1985-86 and 1986-87 were 61,850 KMs; and 61,836 KMs. and 61,813 KMs respectively. It remains the same for the last four years. This shows that we are just stagnant there. We are not going to progress any more. Between 1980 and 1986, we have not even completed 200 kms railway in the country. This reflects the progress of railways.

Sir, the number of wagoons also remain the same for the last four years and in fact, it is going down. You have just changed the ordinary wagoons to electric wagoons. In 1984-85, the number of wagoons was

3,65,392; in 1985-86 it was 3,59,617 and in 1986-87 it was 3,54,018. If you take into consideration all these things, we are just remaining stagnant during the last ten years. About ninety three per cent of our expenses are incurred for Railway Management instead of using it for the development purposes.

The Railway Minister has said that Railways have got more money by way of goods traffic. This is because of the movement of foodgrains, which fetched about Rs. 200 crores. Again, the petrol and diesel prices have gone up.

One important thing that I would like to submit, is about the railway workmen. The number of workmen in the Railway sector during 1984-85; 1985-86 and 1986-87 was 16.03 lakh; 16.13 lakh and 16.12 lakh. For the last five years, the Railways' permanent work force remains the same. This shows how stagnant we are. The route mileage is the same; the number of wagons is the same and other things are also the same. In 8 or 9 years we have not added anything. At present about 2 lakh workers are on contract basis. It is the responsibility of the Railways to create employment potential and absorb them as regular workers. Because of the Fourth Pay Commission, you have given them certain raise. But in place of the workmen, who are either retiring or resigning, you are not taking new persons. For locomotive staff there is a 10-hour duty. And the staff is supposed to do extra work or to remain on duty for extra hours. And because of this, accidents take place. There was an accident taken place where the engine driver was on duty for 20 hours continuously. I am sure, the Railway Minister is going to consider such type of things and bring about some improvement.

As far as Bombay railway is concerned, I want the Railway Minister to give us details. He should not say that they are running into losses there.

[*Translation*]

PROF. CHANDRA BHANU DEVI (Balija) : Mr. Deputy Speaker, Sir, I am grateful to you for providing me an opportunity to present my views about the

Railway Budget in the House. I welcome the Rail Budget of 1988-89 presented by hon. Rail Minister.

If we see the Rail Budget for the year 1988-89, it becomes clear that the budget is a highly balanced one and has been presented keeping in view all type of problems. Due to the rise in Coal and Iron rates the increase in railway freight was natural. The additional resources were needed to lay railway lines and to provide more facilities to the passengers. It is, therefore, the hon. Rail Minister has increased the rates of fare and the freight. There is an increase of nine per cent in freight and an increase of fifty paise in fare charge upto ten kilometer in second class and three rupees on journey beyond 10 kms. The problem can not be solved simply by saying that the freight and fares have been increased, we should look into the causes of increase. The fares have been increased keeping in view of all the prevailing problems. But, hon. Rail Minister has been kind enough as he has not increased the freight on fertilisers, grains, pulses, Salt, foodgrains and Gur. Keeping in view the interests of the farmers, villagers and other weaker sections. This exemption has been extended to animal and fodder also.

The hon. Rail Minister has declared a concession of fifty per cent in fares for Arjun-award-winners. A concession of seventy five per cent in fares has also been announced for the industrial workers who got Prime minister's shram award for productivity and innovation. A free Rail journey facility has also been provided upto the age of 18 years for those children who got National Bravery Award. The teachers receiving Arjun award have been granted a concession of fifty per cent in fares. A very appreciable step has been taken in the form of granting a concession of fifteen per cent in Second-class-fares to the widows of youth died while facing the extremists and tourists.

Public reaction against the increase of fares in Railway Budget is natural but it was necessary. It will affect the prices also. Although the rates of fare and freight have been increased yet the income

from the increase in fares and freight is very small in view of the estimated expenditure of Railways. Seeing the increase in average Annual Index of raw material cost, the increase in passengers fare is only 4.5 per cent.

The increase in Second-Class fare has become a serious problem for the people of weaker and poorer sections. As you know that generally the poor people and the people of weaker sections and the backward classes travel in second-class. Therefore, the increase on IInd class fares needs reconsideration. The members have shown a sharp reaction against it in the House. I will request the hon. Rail Minister to reconsider it. It makes no difference if fares for higher classes are increased since the people from affluent class travel in these classes and these people can very well afford the increase.

In order to ensure that the railway facilities reach all and sundry, the Ministry of Railways will introduce 8 new trains on various routes. The weekly frequency of 6 trains has been increased. I especially welcome the introduction of an express train to be run daily between Samastipur and Jaynagar among the new services to be introduced. This will accelerate the process of development in my area. Special attention has been paid towards the safety and security of the passengers. There has been a fall in the rate of railway accidents and progressive developments have been made in the matter of providing facilities to the railway passengers. The decision taken by the hon. Minister of Railways to reduce laying of wooden planks below the railway tracks is a welcome step in the direction of protecting the forests and environment. I also welcome the various steps taken by the hon. Minister of Railways for increasing the efficiency in the Railways.

But I fail to understand as to why the hon. Minister neglected the State of Bihar while presenting the Budget.

Begusarai occupies an important place in the industrial field. Among other things, an oil refinery, a Fertiliser Plant and a Thermal Power Station is also located there. I would like to make a few submissions to the hon. Minister about the development

of my Parliamentary constituency, Balia which falls in Begusarai district. Hasanpur should be linked with Barauni Junction by a new railway line. With the completion of this work, not only the aspirations of the former Railway Minister, late Lalit Babu will be fulfilled, but it will also help in bringing this area which has been neglected for countries on the path of development.

Keeping in view, the convenience of the people, new halts may please be provided near Nawada between Barauni Junction and Bachwara Junction. During the last Budget also I had made a request to the hon. Minister that new halts should be provided near the Jito mine between Barauni and Begusarai. I am repeating the same request today. Arrangements may please be made to provide a halt to Up and Down Katihar-Danapur trains at Lakhminia station. The present time schedule fixed for the arrival of Katihar-Danapur train at Barauni does not suit the people. It also causes losses to the Ministry of Railways. I, therefore, request that previous arrival and departure time schedule may be restored. Arrangements may also be made to provide a halt to Kanpur Express and Mourya Express at Bachwara so that the common man could be benefited. A provision may be made to open the 10th zonal office of the Railways at Barauni Junction keeping in view the industrial importance around it. Earlier also, I had made these demands to the hon. Minister a number of times, I am not only hopeful but also fully confident that concrete steps will be taken in this regard to fulfill the aspirations of the people. N.E. Express train running between Delhi and Gauhati should be provided a halt at Begusarai.

Finally, I once again thank the hon. Minister of Railways for presenting a very balanced Budget for 1988-89 which I support once again.

SHRI BALASAHEB VIKHE PATIL
(Kopargaon): Mr. Deputy Speaker, Sir, I rise to support the Railway Budget. First of all I tender good wishes on my own behalf and on behalf of all in the House to the hon. Minister on his birth day today and wish him a very bright future. I would also like to congratulate and thank

him for making all out efforts with a view to ensuring better performance in the Railways and making a lot of improvements in it. He has achieved a number of targets of the Seventh Plan within its first two to three years. He works throughout day and night and has advised his staff to follow suit. He has been following the ideals of the Prime Minister who works throughout day and night.

Every hon. Member in the House has demanded to make improvements in the railway facilities in their respective areas. Everybody wants better railway services to be made available in his area. For example, demands have been made for express trains in place of passenger trains and for superfast trains in place of express trains. It is not possible to meet all these demands. As such there seems to be no alternative but to mobilise more funds for the purpose. In the circumstances, I congratulate the hon. Minister of Railways for the courage he has shown and the steps he has taken in the national interest and the manner in which he has increased the number of the trains. While referring to the hike made in the rate of the platform ticket, I would like to say that there has been nothing wrong in it. People in large numbers throng the stations to see off just one passenger. When we require additional funds, we will have to resort to a hike.

Just now one of my friends said that there has been no extension in the railways in his area during the last 20 years. It may be due to paucity of funds or due to rise in the demand for railways. Due to some political compulsions, a number of railway projects are taken up at a time in certain areas. It is quite but natural that the works get delayed due to all these reasons.

A sum of Rs. 20 crores had been allocated for the construction of staff quarters during the Sixth plan and subsequently an addition of Rs. 47 crores was made to it. It is a good thing. The railway staff will have to be provided facilities so that a good relation is maintained with them. It is due to this that there has been improvement everywhere in the railways. At the time of natural calamities, the railways accelerate their activities and put up more work. All

this could be possible only when the staff members cooperate. At the time of Pakistani aggression also, the railways did a very good job in the aid of the defence department. Similarly they swung into action during the present drought situation and transported foodgrains, water, diesel, petrol etc. to needy regions within a very short period of one month. In order to meet this demand, they increased their goods traffic by 200 per cent.

The good performances of the railways has proved that the hon. Minister, the staff members and the officers have stood the test of the time. They have proved that they will never be found wanting at the time when there is a need to do more work.

The financial performance in the Budget has been satisfactory and more funds have been mobilized in the public interest. It does not matter if the facilities varied from place to place. But expansion of railway to backward areas is very essential. There is a need to provide a little more facilities to areas having density of traffic. The Railway Budget should be a surplus one and the present Budget has been prepared on these lines.

I do not want to go into other aspects and statistical details. But I must say that we require further expansion. The railway network needs to be expanded in backward areas. The narrow gauge lines need to be converted into meter gauge and meter gauge lines into broad gauge lines. In such a situation, economic viability cannot be maintained. Now-a-days, we run trains both for commercial transactions and public conveniences. There is nothing wrong in the hon. Minister wishing to commercialise the railways. It is necessary for the electrification of the railway network. Without the railways, it is difficult to achieve progress in other fields. We have made improvements in the railways. Coal locomotives have been replaced by diesel locomotives. Railway tracks have been electrified and electric engines have been pressed into service. But expansion is not taking place. During the last 25 years, the investment in the railways has yielded an income of 11 per cent as against the expenditure of 11.8 per cent. We require more funds and the

hon. Minister has done a right thing in this direction. I fail to understand as to why people feel distressed when the rate of platform ticket has been raised to Rs. 1.50. They have to think about the crowd gathering at the railway stations. Some serious steps will have to be taken boldly. There can be no progress without that. He had given some concessions to the farmers in the form of concessional freight charges on foodgrains, pulses and similar other commodities. These concession will continue to be available during 1988-89. However, the prices go on rising with the presentation of the budget even if no fresh levies are imposed. This has become a practice with the traders in India.

There is black money worth Rs. 40 crores in this country. We want to set up some industries in the backward areas. If private entrepreneurs are in a position to run railway lines for the industrial sector, they could be given some incentives. But railway line is a must for the industrial infrastructure. How to raise funds for this purpose? We set up a corporation and raised Rs. 730 crores last year and it is proposed to raise another Rs. 800 crores next year by raising loans from the open market. We should utilise this money on the expansion of the railways and prepare a scheme accordingly so that this black money could be brought into circulation.

With the progress in the railways, railway crossings and over-bridges have become more essential these days. The number of accidents have come down which is a remarkable achievement. But we should pay attention towards rail-road crossings and over-bridges.

He has worked for the energy conservation. The more they conserve energy in the Railways. The more will be the saving.

There has been no improvements in the catering services. Stale food is still being served in the trains. Who knows if any adulteration is being made in the food stuff. Nobody likes to take this food. The cold drinks being served in trains bound for Bombay and Gujarat are bottled at Ulhas Nagar and sometimes even insects have

been found in the bottles of cold drinks. The catering staff should be warned and further improvements made in the service.

There is only one first class coach in the Panchwati train which starts from Manmad. One more first class coach should be added to that train. Besides, three additional second class coaches should be attached to that train. During the last year's Budget, I had made a demand that local services should be made available from Manmad to Nasik and Igatpuri. If it is done, it will be more convenient to the people travelling from Karjat to Bombay by local trains. The Poona-Delhi-Jammu-Tavi Express train is always over-crowded. I want a new train to be started on the Poona-New Delhi line and Jhelum Express to be provided with additional coaches because the number of coaches it has at present are not adequate.

14.00 hrs.

One more point which I want to submit is that more attention should be paid to the metre gauge railway line between Aurangabad and Nanded. Besides, Maharashtra Government wants to issue some Railway bonds soon. I want to urge the hon. Minister to grant permission in this matter. If you accept something in principle, it should equally apply to all places.

Manmad—Dond is an important link line. There is a heavy rail traffic on that line. You should find out some alternative for reducing the traffic. That is why the Manmad-Dond line should have a double line.

The concessions given to the war-widows are welcome. I want to request you to provide the same to their children as well. At the same time, the accredited journalists should be given 50 per cent concession in fares. All the Government accredited Journalists in big cities are given, this facility but the Government accredited journalists at the district level and at the village level are not provided with this concession. We want that they should also be given 50 per cent concession in railway tickets so that they could go to every corner of the country and see the development taking place there.

Finally, I want to submit that the improvement taking place in the Railways is a very good step. Such improvements should take place in Nasik, Manmad and Bombay lines as well. The demand which I had made earlier also for a change in the timings of the Panchvati Express and to advance its departure by half an hour should be fulfilled now.

With these words I support the Budget.

SHRI HAFIZ MOHD. SIDDIQ (Moradabad): Mr Deputy Speaker, Sir, I am grateful to you for giving me an opportunity to speak on the Budget.

14.02 hrs.

[SHRI SOMNATH RATH *in the Chair*]

At the same time, I thank the hon. Minister also for giving me time to make my submission. Many hon. Members have expressed their views on the Railway Budget. I support their views. The Budget presented by the hon. Minister of State for Railways is a very good Budget. There can be no doubt about the fact that the officers and employees of our Railways have done good work all over the country. We cannot find a similar example anywhere else. When we see the trains running in time we feel happy and it creates a sense of satisfaction in the people of the whole country as well. As the development of the country is linked with the railways, therefore, it is essential to pay more attention to them.

The most important requirement today is to provide railway facilities in the backward areas and to gear up the railway system wherever it is in poor shape.

It has been seen that those who travel by II class have to face a number of difficulties. It is essential to pay special attention towards the passengers who travel by II class. It is true that the Railway employees and officers work very hard but nevertheless we must pay attention in that direction.

On going through the Railway Budget, I find that 23 new projects have been included in it. The hon. Minister has done

very good work by including these project. Had our left-over works were not included in it, they would never have been completed. I want to congratulate our engineers for setting a record in regard to constructing bridges over every river and canal that falls on railway route, They deserve congratulations also because they have taken up the work relating to construction of another "2.3 km long rail and road bridge by employing the most modern 'cable stayed' bridge technology for a 650 metre span." It is a matter of great happiness for us that after evolving a new technology, we are working on that and it is the greatest achievement of our Railways. Today we see that the Railway system is functioning smoothly and this is what is needed for our country at the present juncture. At the same time, I would like to submit a few points about my constituency also.

My constituency, Moradabad, is a division of the Railway Department but some trains which are badly needed are not available from there. For example, the Delhi-Moradabad train was extended upto Bareilly and when the need arose, It was extended first upto Sitapur and then even further. As a result, the passengers who board this train at Moradabad for going to Delhi have to face a lot of difficulties. I want that a new train should be introduced between Moradabad and Delhi so that the people of that area are provided with this facility.

Besides, Chandausi which falls in my constituency has a big grain market. But there is not a single train on that line. There is no train for Delhi, Aligarh or Luncknow via Chandausi. I want to request the hon. Minister of state for Railways through you to provide a train on this line so that the people of the area may benefit. Once railway facilities are made available there, it will naturally result in the development of that market and the area as a whole.

There is also a need for an express train between Agra and Moradabad. Moradabad is an industrial centre and is famous for manufacture of utensils. These utensils attract foreign buyers who come here to buy these utensils which have an export market also.

I think that if this train is started, it will be very convenient for the people of this area.

A passenger train was plying between Dehradun and Lucknow which has since been withdrawn and, therefore, it has become necessary to start a train between Moradabad and Lucknow. But since it will not solve the problems of the Dehradun-Moradabad passengers, hence that passenger train should be restored.

Apart from this, the reduction in freight in the case of foodgrain and fertilisers is a welcome step and is essential for the country today. If this concession is extended to fertiliser made of horns, it will be very beneficial for the people who are associated with this trade.

Earlier, an express train used to run daily between Delhi and Gauhati but now it runs only on alternate day. It has created considerable difficulty for the passengers on this line. There cannot be any problem in running this train as was the case in the past. Further, a duplicate express train was provided between Howrah and Amritsar but it has since been withdrawn due to some reason. The people from Gorakhpur and Bihar who go to Punjab for work have to face an extremely tough time going there. The trains are over-crowded and many of them have to travel on the roof tops, which results in frequent accidents claiming at least 4 or 5 lives daily. Therefore, if that train is restored it will become convenient for the people and they will be able to make their journey to Punjab comfortably. Hence, it is necessary to pay attention in this direction.

C.P.W.I. is a department under which people are recruited on daily wage basis to work on the railway lines. There are thousands of such workers. The problem with them is that even those who have worked there for 3 to 5 years have not been regularised or made permanent so far. They are thrown out of service even though they are provided with pass books by the authorities. If steps are taken to provide them opportunities of permanent employment, it will be most welcome.

Similarly, the hike in the rates of tea and eatables in the Railways is not justified. It should be reduced.

With these words, I support the Railway Budget and thank you for giving me time to speak.

***SHRI P. APPALANARASIMHAM** (Anakapalli) : Mr. Chairman, Sir, people of the country had high expectations about the Railway budget. But it is most unfortunate that this Budget has belied all their hopes and aspirations. Everyone in this country is thoroughly disappointed with this budget. Not only it flattened all their hopes, what is more is that an additional burden has been imposed on them through increase both in fares and freight charges. Both upper class and the second class passengers are affected by this ruthless budget. Even the rate of platform tickets has gone up steeply. Parcel rates have been increased to such an extent that it is now difficult to send parcels to such short distances as 25 Kms or 30 Kms.

Sir, it is strange that the development activities have now been relegated to a backseat in this budget. There are not many proposals of electrification, track conversion or at least improvement of passenger amenities. Many backward States have been completely neglected. As for Andhra Pradesh it has once again been neglected.

Sir, the condition of the trains in Andhra Pradesh is far from satisfactory. The bogies are not in good condition. Leave alone the conditions of ordinary trains which are running in various routes in the State, the condition of even the prestigious trains like Bokaro Express and East Coast Express are far from satisfactory. The bogies of both upper class and lower class in these trains are in a dilapidated condition. Passenger amenities are almost nil. Hence I request the hon. Minister to take steps immediately to improve the facilities on these trains and see that only good bogies are attached to these trains.

***The speech was originally delivered in Telugu.**

Sir, it is strange that the Government had taken the decision to cancel the Puri-Renigunta Express, Tirumala Express and Howrah Madras Expresses which run through the Waltair-Vijaywada Division. Sir, Anakapalli is an important station on this route. Nearly 5000 workers who work in the steel plant go to Visakhapatnam everyday from here. The decision of the Government to stop running the above mentioned express trains has hit them very badly. Now an agitation is going on there by the commuters for the past 10 days. Rail Roko and Rasta Roko agitations are going on there now. I don't know whether this fact has come to the notice of the Government or not. Hence I request the hon. Minister to abandon the idea to cancel the running of these three important trains. Otherwise I am afraid the situation may get out of hand. I once again appeal to the Government to revise the decision to cancel these trains from 1st April

Sir, over-bridges near Anakapalli and Pendurthi have been sanctioned. I welcome it. Fly over at Pendurthi was sanctioned last year and the fly over at Anakapalli has been sanctioned this year. I take this opportunity to request you to take up construction work at once and see that they are completed early. A fly over at Enaman-chali is also very necessary and it should also be accorded sanction immediately.

Tuni-Waltair is a high density route. People in large numbers travel by the trains on this route. I have been requesting the Government constantly to run shuttle trains on this route for reducing the overcrowd. In fact, I expected the announcement of shuttle trains between Tuni and Waltair in this budget. But I am disappointed and so are the people there. Hence I appeal that steps be taken to run shuttle trains between Tuni and Waltair, and also from Vijayanagaram to Waltair. It will help in reducing the overcrowding on this high density traffic routes.

Sir, the land of farmers has been acquired some time back, while laying the new railway line to Visakhapatnam Steel Plant. But adequate justice has not been done in the payment of compensation to them. There were some flaws in fixing the compensation

and these should be rectified now. I request that the market rate should be taken into account while fixing the compensation. I hope the Minister would take steps in this regard. Similarly, steps should also be taken to provide employment to all the displaced farmers in the Visakhapatnam Steel Plant. I request the hon. Minister to issue a direction to the authorities at Steel Plant in this regard.

Sir, Godavari Express is always over crowded and hence needs more bogies. But instead of running the train with more bogies in order to ease the ever increasing density of passengers, it is now being run with lesser number of bogies. We the Members of Parliament had brought this to the notice of the hon. Minister 3 month ago in a letter and requested him to increase the number of bogies of this train. The hon. Minister was kind enough to reply that more bogies would be provided on this train when bogies are available. I don't know when the bogies would be available and when they would be available to this train. The passengers are subjected to a lot of inconvenience due to over crowding and hence I request that steps be taken at once to make available at least 2 ordinary second class and one air conditioned second class bogie for this train.

Sir, a marathon debate is going on in this House on the Railway budget. Hon. Members who have preceded me made valuable contribution by pointing the defects in the Budget. They had given valuable suggestions to remove the drawbacks in this Budget. I hope, the hon. Minister would in his reply not only correct those shortcomings but also come out with some new proposals which would benefit the common man.

Sir, with these words I thank you for giving me this opportunity to speak and conclude my speech.

SHRI K. N. PRADHAN (Bhopal) : Mr. Chairman, Sir, first of all I want to thank you for including my name among the speakers at the last minute, but for that I would have missed an opportunity to express my views on the Railway Budget. For this, I am grateful to you.

First of all, I want to congratulate the hon. Railway Minister for giving an attractive and lively image to the Railways. Anyone can do the work but work is said to be well done only when the masses praise it. It is a matter of great pride that the common man in our country has expressed his satisfaction over the development of the Indian Railways. This is the biggest compliment that the Railways can receive.

The matter of accidents was raised here. I feel that any kind of accident is an unfortunate occurrence. Even though we are a developing nation, the rate of railway accidents in our country is low in comparison to that of developed countries. As to the late running of train services, I can say that we have made a significant improvement. The main reason behind trains running late these days is the renewal of tracks and replacement of sleepers due to which trains have to be slowed down. The biggest contribution of the railways is towards strengthening the spirit of national integration. The recent step to connect the North and the South through daily trains like Tamil Nadu Express, Kerala Express, A.P. Express and Karnataka Express is a commendable one. It has contributed to the unity of the country. The pace of development in the Railways should be increased to the maximum. It is true that aeroplanes are a faster mode of transport. When we go to an airport, we can see how the West has influenced the Indian *milieu*. The scene changes when we go to railway stations, stand on railway platforms or travel by trains. People from all parts of India—North-West, East-South—can be seen there. In their midst we feel a sense of belonging, as if all of us are of one family. The Railways have performed yeoman service to the nation by creating such sentiments among the people.

I take this opportunity to say that several Members have spoken about Madhya Pradesh. Madhya Pradesh, being situated in the centre, can be called the heart of the county. Most of the trains running from North to South or from West to East have to pass through Madhya Pradesh. Considering the area of Madhya Pradesh, very little work has been done in the last 40 years regarding construction of main lines, routing of trains etc. It is hard

to find as big an area without a rail link in any other State as is in Madhya Pradesh. Thousands of people in that area have never seen a train in their life time. By introducing one or two trains or setting up a station or two, we cannot say that a lot of work is being done in the State. To say so, will not be doing justice to Madhya Pradesh.

Similarly, the Railways have done a lot of work in the past two or three years. Trying to take stock of each item will be a time-consuming process.

I shall only say that the Railways deserve to be congratulated for implementing the report of the Fourth Pay Commission and releasing bonus for its employees. Is it proper to heap criticism on the Railways, or its proposal to hike fares? I do not think it is justified, as the Railways have to operate in the face of increased expenditure towards modernisation, expansion of the railway network and electrification, increase in the price of coal and cuts effected by the Planning Commission. It is true that our country is poor. To alleviate the sufferings of the poor, the hon. Railway Minister could think of providing concessions in second class fare upto a distance of 150 kilometres. I support the increase in charges for railway platform tickets. If this could help in checking the crowding of platforms, the Railways must go ahead with the proposal. The charges for platform tickets can definitely be increased.

Respected Shri Vohra, who is present in the House was the Chief Minister of Madhya Pradesh when the Bhopal Gas disaster occurred. He had said that there were many women in Bhopal who were in need of a livelihood. Work-sheds have been set up but no work has been generated through them. We were grateful to the Central Railway authorities for having given the contract for sewing uniforms for its employees, to the Madhya Pradesh Government. But we want the Railway Board to consider giving us most of its work relating to making uniforms for all zonal railways. This will be a good humanitarian effort. The tremendous sense of responsibility and sacrifice displayed by railway employees during the gas disaster is highly praiseworthy. But employees and their families

in our area have lost a great deal of health and stamina due to the gas leak. The hon. Railway Minister may please look into this. If hospitals lack any facilities, steps should be taken to make them adequate. The amenities provided in the affected colonies of that area should also be improved.

Bhopal is the capital of Madhya Pradesh. Trains running between Delhi and Southern cities like Trivandrum, Madras and Bangalore pass through Bhopal. A unit of Bharat Heavy Electricals Limited (B.H.E.L.) is located in Bhopal. More than 2 lakh South Indians work and live there. Sometimes during the year they get a chance to visit their home-towns to meet relatives and friends. If they are not able to reserve accommodation from Bhopal, they have to put up with a lot of trouble. Therefore, I request that the reservation quota be increased on all relevant trains.

Sir, the Narmada Project has brought Gujarat and Madhya Pradesh closer. An increasing need is being felt to connect Bhopal to Ahmedabad by a direct train. Madhya Pradesh is concerned with the entire area between Bhopal and Bombay. But no super-fast train has been introduced there. As of now, it takes 15 to 18 hours to reach Bombay. A super-fast train would prove beneficial.

Malwa Express should stop at Bairagarh. All trains should stop at Habibganj. This is a very old demand of ours. A lot of population is concentrated around Habibganj. An overbridge should be constructed in Sehore and Habibganj.

Sir, there is an important point relating to our Defence Forces. At many places, I have seen jawans of the services having reservation problems while travelling to and from their homes. Arrangements should be made to make reservations easily available to jawans.

The Railways are scaling greater heights due to the hard work and dedication of its employees. This has been possible under the able leadership of the hon. Railway Minister and guidance of the Railway Board. For this, I congratulate the hon. Railway Minister and support the Railway Budget,

SHRI RAM PYARE PANIKA (Robertsganj) : Mr. Chairman, Sir, first of all I thank the hon. Railway Minister and lakhs of Railway employees, who constitute the entire Indian Railway system, for their excellent achievements. In the past two or three years the Railways have improved on all fronts.

Sir, looking into the history of the Indian Railways, we find that in 1853 only 35 kilometres of Railway line existed in the country. The tremendous pace of development has seen the country's rail network expand to a phenomenal 61,813 kilometres. This achievement assumes greater importance considering the fact that India is smarting under the effects of the worst-ever drought of this century. The railways have contributed to the flexibility of our economy. A grave situation arose in the country this year because of floods and drought. The railways helped millions of our distressed countrymen by reaching them foodgrains and other essential items. For this I thank the railways once again.

In 1950-51 the total freight movement was 73 million tonnes which subsequently rose to 93 million tonnes. This figure further increased and reached 278 million tonnes. Today the total freight movement in the Indian Railway stands at 307 million tonnes. The railways have grown despite difficult circumstances and it has fulfilled its social obligation. It has participated in India's progress. There has been a growth in passenger movement also. This year the railways have carried 3 lakh 580 million passengers. This shows an all-round development of the railways. Hon. Members from both sides have appreciated the performance of the railways. And why not. A good performance deserves praise from all quarters.

Mr. Chairman, Sir, I would like to draw your attention to the tribal areas in Madhya Pradesh, Orissa, Uttar Pradesh, Karnataka, Andhra Pradesh and also in your State. Looking at the railway map, one can see that there are very few railway lines in these areas. I urge the Planning Commission, the hon. Planning Minister and the Hon. Prime Minister to consider a paradoxical situation where in railways having contributed to the might of our

economy remain oblivious to the needs of tribal areas. Allocation to the tribal sector was 11.05% in the First Five-Year Plan, 15.43% in the Second Five Year Plan, 15.45% in the Third Five-Year Plans. Thereafter, it declined to 5.97% and subsequently it further fell to 5.23%. With the efforts of our Railway Minister this figure has now increased to around 7%. But this is not sufficient. For the country to progress rapidly, this core sector needs an allocation of at least 12% to 15%. The allocation must be increased in the Seventh Five-Year Plan, two years of which have already passed. Something must be done in the coming years towards this end.

Mr. Chairman, Sir, there has been a marked improvement from the point of view of safety as the number of accidents have come down. The greatest benefit arising out of all this is that the services provided by the railways have not flagged despite being handicapped with outdated rolling stock and tracks and a lack of funds for their renewal. This points to our capability. The railways must be complimented for making rapid strides in electrification of the routes and dieselisation of services.

There are about 18-20 lakh people employed to haul steam-locomotives owned by the railways. Although they work through contractors, their work is of a perennial nature. So I request that these people should be absorbed else where.

An atmosphere of contentment prevails in the Department with the implementation of Fourth Pay Commission Report. The most prominent step has been the linking of bonus with productivity. This has been done to ensure that productivity does not suffer. For this, the hon. Railway Minister and entire family of railway employees deserve to be praised.

As to the question of laying new lines, I have mentioned that Madhya Pradesh is the largest State in the country. Incidentally the hon. Railway Minister too hails from that State. It does not make any difference if some people accuse the hon. Railway Minister of having a soft spot for Madhya Pradesh. It is very big State having a network of 5,500 kms. of

railway lines. The approximate length of railway track in Uttar Pradesh is nine thousand kms. I want to say that you should start more trains in the densely populated areas. You should construct more railway lines to remove the regional imbalances and to develop the sparsely populated backward areas. The Government is providing enough funds under the schemes like NREP and RLEGP. I certainly want Planning Commission to provide some money but the amount fixed for developmental schemes should have some share for railway lines alongwith that of roads. I urge the Central Government to provide money from these schemes. The density of population in Uttar Pradesh is maximum. The Tata-Amritsar Express which used to run with a view to linking Calcutta with Bihar, has since been withdrawn. The people of Mirzapur and Bihar are suffering due to this. It should be restored forth with. I know its constraints. I am not making such demand that requires much expenditure. The Allahabad-Chunar Train should be extended upto Banaras. The Mirzapur-Chunar-Chaupan passenger train should be extened upto Shaktinagar. I am grateful to you for introducing a useful train from Chaupan to Katni, which has been quite beneficial for the labourers. I want that two three-tier bogies—one for Bombay and the other for Madras—should be added to it. Two big Thermal Power Stations of the country are located in Singrauli and Obra. People from all over the country are working there and they face a lot of inconvenience while travelling. I do not want you to incur a heavy expenditure. An addition of just two more coaches will solve the problem. The train which starts from Chaupan never runs on time. Employees are careless due to the backwardness of the area. Moreover T.T's never do proper checking. Strictness should be observed in checking. Instead of DRM office, an ADRM office should be opened at Chaupan which has on such office. Earlier it was demanded that a Divisional Office should be opened at Chaupan but the issue became disputed because some persons wanted it to be opened at Barwadih. Infra-structure has already been laid there and you have already acquired land and built quarters. So I want that ADRM's should be converted into DRM office and the section

between Barwadih and Chunar should be made a division for the purpose of railway development. The idea of extending it to Katni has been under consideration for quite sometime. When Shri Chaudhary was the Minister, he offered to locate it either at Chaupan or at Barwadih, but finally decided to do it in Chaupan. I request the hon. Minister to kindly open the divisional office at Chaupan. Singrauli coal field is an important area. The capacity of production in its Thermal Power Station is 10 thousand MW. Fast trains as means of transportation should be made available there. The trains from Shaktinagar to Banaras and from Allahabad to Banaras are needed to be extended. I would also give a separate written suggestion regarding this to the hon. Minister. Hon. Minister, Shri Vora who is present here, knows the area very well. The air-strip in Mayoampur which is ready and has been found to be suitable after the Vayudoot experiment, should be made operational as soon as possible. The experiment has been done. You should make the arrangement for Vayudoot service. The morale of the Railway Department is high today. It does not matter whether we belong to this area or that. The way the Railways have fulfilled its responsibility and helped the people despite drought and flood, their effort is commendable. I hope that the Ministry of Railways would get a right direction under the able leadership of the hon. Minister. We shall try to provide maximum funds to the Railway Department even at the cost of taking cudgels with the Prime Minister and the Planning Commission, so that the Railways could develop further to become stronger.

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MAHABIR PRASAD : Mr. Chairman, Sir, before I say something, I must express my thanks to the hon. Members numbering about 48, who participated in the discussion on Railway Budget. I shall cover only some points in my reply. My senior colleague, Shri Scindia, is present here and he will cover all broader issues while replying to the discussion on General Railway Budget in detail. Shri D.N. Reddy participated in the very beginning of this discussion in the House. I think all the Members who participated in this discussion, presented their

views with constructive suggestions. Present has been seen in view of the past in the Budget presented in the House. We have to move forward on way towards future by striking a balance between the past experience and the present needs. The most important aspect of the present budget is that the national unity and integrity has been kept in view and the targets which were fixed taking into consideration our past performance have been achieved. I am sorry to point out that same hon. Members whom I listened to very attentively are not present in the House. Some persons have viewed the Budget from parochial outlook and have called it as discriminatory. They have said that differential treatment has been given to Northern and Southern parts of the country. But I want to say strongly that it has been the policy of the Congress Party to promote National Unity and not to destroy it. This is what we have kept in view while presenting this Budget. When the opposition Members talk of imbalance in the budget, they must consider other aspects of the Budget also. For instance they must keep in view the facilities being provided to the passengers and the past of the Railway; what contribution did the Railway make in India before independence and how much progress and expansion has been achieved after independence. We find that before independence, only upper class people could travel by train. The poor were not allowed to travel in trains. After independence there was a change in our approach and now the situation has totally changed. A large number of poor peoples, people belonging to lower classes, labourers farmers etc. travel by trains today. All this has been possible due to the policies and ideology of the Congress Party for this party has always tried to encourage socialism. We have always carried the poor with us and have tried to encourage them in the race of development. It is for this reason that expected improvements have been brought about in the Railways in the pre-independence era—whether it is the number of sheds constructed on the Railways stations, or the steps taken to beautify the platforms, whether it is the arrangement for providing drinking water, fans and waiting rooms, or the number of second class coaches in the passenger trains, we have moved forward in every sphere,

Mr. Chairman, Sir, my senior colleague is present in the House. Though it is he who would reply to the discussion on the Railway Budget in detail, yet I would like to inform the House that the allocation made for the passenger amenities was only Rs. 5 crores during the Sixth Five Year Plan which was increased to Rs. 17 crores in 1987-88 and now it has been further increased to Rs. 18 crores in 1988-89. When we review the figures, we find that we have paid proper attention towards improving the passengers amenities and additional provision has been made every year for this purpose. You may consider the budgetary provisions at any point of time, you would find a progressive increase in the allocation, which is an indication of the progress of Railways and for that matter the progress of the country.

As I stated earlier, I would like to draw your attention to a few points which were raised in the House. Our hon. Colleague Shri Basudeb Acharia, who incidentally is not present in the House, demanded that preference be given to electrification in the Railways. I want to inform him that in the matter of electrification, we have surpassed our target. We could not achieve in the past nine years what we have achieved in the first three years of the Seventh Five Year Plan. This shows how far we have moved in the field of electrification. Our target for the Seventh Five Year Plan was to electrify 3400 kms. of track out of which 670 km. track has been electrified during the current year, and a total of 1700 kms. of track has been electrified during the last three years and it is hoped that the rest of the target will be achieved during the remaining period of the Seventh Plan. With electrification the speed of the trains will increase and it will be possible to carry the passengers and the commodities to their destinations speedily.

While referring to railway accidents, the hon. Members Shri N. Dennis mentioned that the compensation being given to the dependents of the persons killed in railway accident is totally inadequate. If we go in depth, we shall find that there are two aspects in this regard. One aspect deals with giving immediate relief which is also called ex-gratia payment. The second aspect is

compensation. Ex-gratia payment is made immediately. Five thousand rupees are paid if any person dies in a Rail accident. In case of greivous injury, an ex-gratia payment of Rs. one thousand to two thousand is made and in case of minor injury a payment of Rs. 250 is made to the individual. Besides, in the case of death an amount of Rs. one lakh is paid to the family through the Claims Commissioner and in case of grivious or serious injury, a compensation amount of Rs. 20 thousand to one lakh is paid through the Cailms Commissioner.

Sir, we pay attention to other points also in the same manner. Shri Basudeb Acharia has drawn the attention of the Government towards the railway tracks and have said that these are very old and worm out and hence need renewal. In this regard, I would like to submit that our senior colleague who is present in the House, has fixed a target for the renewal of 19 thousand kilometers of Railway track during the Seventh Five Year Plan. Out of this, we have renewed 7556 kms, of railway duing the first two years of the current Five Year Plan. There is a proposal to replace another 4200 kms of railway track in the next year of the current plan. We hope that during the remaining three years of the Seventh Five Year Plan we would be able to achieve an average of 3900 kms. in the matter of renewal of railway track. Therefore, our target is to renew the remaining railway track by 1995 so that we may be able to ensure safety and punctuality in the running of trains.

Sir, hon. Member from Madhya Pradesh Shri Ajay Musbran raised the question of ticketless travel. In this connection, I would like to say that we conduct surprise and special checkings in coordination with the State Governments to track down the ticketless travellers. During the course of these special checkings, we apprehended 33 lakh ticketless travellers in the first nine months of 1987-88. The corresponding figure during the first nine months of 1988-89 was 49 lakhs. An amount of Rs. 10.13 crores was realised as fine upto December 1986. The corresponding figure upto December, 1987 was Rs. 11.69 crores. We have utilised this amount as revenue in the Railway Budget and have spent it on

other items. Similarly educative programmes are also run by the staff of the Ministry of Railways (Railway Board) so that the number of ticketless travellers could be reduced.

Shri Basudeb Acharia had raised many questions but he is not present in the House to listen to the reply to his points. He has gone somewhere. He alongwith Shri Janak Raj Gupta and many other hon. Members has raised the question of increase in Second Class fare. The Railway Ministry is busy to do its work with full speed and complete devotion. A new coach factory is under construction at Kapurthala from which second class coaches would start rolling out by the end of this March. This would enable us to arrange more and more coaches for the second class [Passengers].

Our hon. Members Shri Lachhni Ram, Shri Kammodilal Jatav, Shri Ram Bhagat Paswan and Shri R.P. Suman have raised some questions regarding non filling of reserved quota for Harijans in the Railway Ministry which is running the largest industry in the Public Sector which is the main source of economic, social and political progress and is instrumental in all round development of the country. I want to tell these hon. Members through this august House in clear words that the policy of our leader, Shri Rajiv Gandhi is to pay more and more attention towards Harijans, and filling up their reserved quota. Our hon. Colleagues have done a lot of work in this field. I would like to tell that the policy of the Congress party and the Congress Government is to ensure justice to the Harijans, Girijans and weaker sections under the 20 point programme. I would also like to say that under the leadership of Shri Rajiv Gandhi we want the Harijans Girijans, weaker sections and the exploited class to march forward. History stands testimony that Congress Party is the only party which has worked for the welfare and upliftment of Harijans in the post-independence era.

Shri Basudeb Acharia about whom I was talking a few minutes back has come in the House, I want to make clear that since I am a Hindi speaking person, my senior colleague will reply to various points in detail tomorrow.

10/3/88
I would like to say that other hon. friends should also participate in the discussion and express their views. Sir, I express my thanks to those hon. Members who have participated in this important discussion. At the same time, I also want to thank you for giving me an opportunity to speak on this subject.

[English]

SHRI SHARAD DIGHE (Bombay North Central): I rise to welcome the Railway Budget which has been presented by the Railway Minister to this House, and I congratulated the Railway Minister for a very good performance of the Railways during the last four years. Within this short, limited time, and after the spirited speech of the Deputy Minister, it is not really necessary to repeat the good performance of the Railways during the last year, which has been mentioned in this Budget. I will give only some good points about the performance, and then I will make 2 or 3 suggestions. I will make a demand on behalf of the Bombay commuters, *i.e.* to give up the increase at least in the season tickets.

The best productivity indicator of freight operation is also shown here. From the figures, it is a very good performance. In 1985-86 from 1296(BG) it has been increased in 1986-87 to 1420 (BG) *i.e.* a 10% improvement, whereas the target was only 1350(BG) for the whole of the 7th five year Plan.

Railways have also joined the rest of the nation in the drought management effort. For that also, we must congratulate this Department for having joined, supported and complemented the efforts of the Government, as far as this region is concerned.

One of the most important things which struck me was the energy conservation steps. Measures have been taken regarding fuel consumption, as also that of diesel and electricity. As shown in the figures, the cost it has dropped from 16% in 1986 to 15.32% in 1986-87. This is a very laudable thing which the Railways have achieved.

Further on, I must also say that passenger traffic has also shown a significant

increase, there are 64 new trains, and the frequency of eight trains has also been increased. In addition to 36 new suburban trains in Bombay in 1987-88, another 22 suburban trains are decided to be added.

As far as Bombay is concerned, I must also mention that it has been decided to establish the new passenger terminal at Kurla and Bandra, and a ceremony was also performed by the Minister at Kurla inaugurating this passenger terminal, though he forgot to invite me at that time.

Technology upgradation is also very laudable, so that the radio link between the train and the traffic Control room and between the driver and the guard, if they are established, sophisticated safety devices also can be used.

Accidents have gone down from 1.30 train accidents per million kms. in 1985-86 to 1.13 in 1986-87, and a further improvement of 7% has also been achieved in 1987-88.

Now Mankhurd Belapur link is also under progress; and I hope that with the cooperation of the State Government, Mankhurd Belapur link will also be completed as early as possible.

The Budget proposes an increase in freight trade and fares, as also in Parcel and luggage rates, to net Rs. 622 crores and showed a surplus of Rs. 28 crores. Here, no doubt as far as goods traffic is concerned, a flat increase of 6% has been shown. But as far as the increase in Second Class passenger fares are concerned, they spread over all the categories.

15.00 hrs.

I must point out here that really the second class passengers will bear the brunt of Rs. 369.34 crores; Rs 369.34 crores are to be taken more from the second class passengers during 1988-89. And the increase in the second class passenger fare—though it is in all categories—will show that the gross revenue earnings from the passenger traffic during 1988-89 will be Rs. 2446 crores; that is almost 90 per cent or say Rs. 2162.60 crores will come from the

second class passengers. As compared to this, the earning from the first class passengers will be Rs. 248.68 crores, AC-19.32 crores, AC Chair Car—Rs. 15.49 crores. So, the brunt would be borne by the second class passengers. Though it is a small burden I cannot describe it as a very mild burden, as far as second class passengers are concerned.

From the point of view of suburban city like Bombay, I may point out that season tickets at least should be exempted from this hike for this reason that the Bombay commuters travel from a long distance of their residence to the place of work by way of only compulsion; they do not enjoy that trip every day; but with great reluctance, they travel by trains because the housing facilities are not provided by the government, and we have not been able to make any impact, as far as the housing policy is concerned. They have necessarily to stay at a long distance from day to day. People used to get houses formerly at Jogesewari and P. Andheri. Now they have to go far away; they even go upto Palghat some people even come from Pune to Bombay regularly every day for work. Therefore, it is only by way of compulsion that they come. Therefore, you should not add to the burden and reduce their wage packet by increasing the fare of second class season tickets. Therefore, I would urge upon the Minister to reconsider this and give relief for the second class passengers of short distance and second class season ticket passengers, as far as suburban trains are concerned. If that is given, then I will not have much complaint about the hike, as far as this is concerned.

Though we have been considering giving full dividend from this budget, So also in last year's budget I have been told that there are arrears of dividend outstanding of Rs. 429 crores since 1985, and that has been continuing. So, same steps will have to be taken also to see that the old arrears of dividend are also wiped out because that will affect the railway's finance also. Secondly I find that reliance is more placed on borrowed fund from the market and that is also heavy. For development of railways, naturally, we have to borrow funds from the market also. But there should not be

greater emphasis on this. We find that for 1987-88, the annual plan was increased from a budgeted level that is from Rs. 2,980 crores to Rs. 3,400 crores. of this, 65 per cent represents extra budgetary resources and it includes Rs. 720 crores of borrowings through the Indian Railways Finance Corporation which issues 9 per cent tax free bonds. So, this aspect also will have to be considered to put the railway on the sound financial position.

Then the borrowing ratio of the railway is, I should say, increasing.

Now, from 92.2 per cent in 1986-87 it has gone up to 92.5 per cent in 1987-88 and it is estimated at 92.8 for the coming year and the operating ratio was 90.6 per cent in 1985-86. This aspect also may have to be considered by the Railway and for that purpose we may also consider the staff cost, which accounts for over about 35 per cent of the working expenses. And, this figure is steadily increasing year by year, perhaps indicating the over-manning and mismanagement as far as the staff is concerned.

With these few suggestions I repeat my demand for giving up increases as far as the season tickets on the suburban trains are concerned and short distance second class passenger fares.

SHRI SOMNATH CHATTERJEE :
(Bolpur) Mention about Kanchenjunga express.

SHRI JAGANNATH PATTHAIK
(Kalahandi) : Mr. Chairman, I rise to support the Railway Budget. The Indian Railways have played and are playing a vital role in the socio-economic life of our country and they rightly deserve to be proud of what they have achieved during 1987-88.

The Indian Railways is not only the principal mode of transport but this is the national lifeline in regard to passengers and freight traffic. Not only is this a single unifying factor, but it is also the largest basic infrastructure for our developing country for providing progressive and socialist economy. It is the prime concern of the Government of India. And, in order to

achieve our goal of eradication of regional imbalances it is a prime factor which the Railways should look into.

I would like to draw the attention of the Railway Minister to the facts, how we the people of Orissa are ashamed to see our position in the Railway map of the country which creates a sense of anger and anguish in the minds of the people. If sufficient attention could have been given, then the existing natural resources there could have been an infrastructure for the healthy, economic and industrial growth of the State. But unfortunately proper and due attention has not been paid for a long period.

15.08. hrs.

[SHRI SHARAD DIGHE *In the Chair*]

Before coming to some of the basic problems of my State, I just want to quote from the Railway Reforms Committee's observation :

"The entire planning effort needs to be revamped and re-organised with an integrated approach in a systematic manner."

So far as my State of Orissa is concerned, I want to justify how the people are feeling, their anger and anguish. For example, for the railway line from Sambalpur to Talcher for a distance of just 72 kilometres the budget estimate is Rs. 100 crores but during the last three years only Rs. 12 crores and 25 lakhs was spent. Also, the allocation for Sambalpur division is also very meagre. In order to repair the railway bridges there is a provision of Rs. 80 crores and 85 lakhs but the share of Orissa is only Rs. 90 lakhs which is very meagre.

Like that, there are many demands for Railway lines, connecting Kesiha, Titlagarh and Raigarh and only two railway bridges have been provided and the construction cost estimated is Rs. 4 crores and 25 lakhs, out of which only Rs. 5 lakhs is the amount spent so far. This is most unfortunate.

Then Jakhpure-Banaspani rail link was sanctioned about a decade ago, but it is yet to be completed. The second phase

from Devitani to Keonjhar is yet to be linked.

Then, Paradeep port has to be linked. Now Government is actively considering this, and just like South Korea it wants to develop this part with the help of Hyundai Corporation which will finance this project, and in return buy 400 million tonnes of iron ore. This project should therefore be given priority.

There was a survey of Khurda-Bolangir railway line but unfortunately now it is said that it is not economically viable. I would urge upon the hon. Members who speak here to press for another survey, engineering and economic survey because this will not only help our national integration but it will also help the economic upliftment of the most backward part of the State of Orissa, the district of Phulbani which is not covered by even one inch of the railway line. That will be a very important line and so it should be given top priority.

The railway lines—Malkaragiri to Jey-pore; Banaigarh to Raipur and Langigarh to Ambaguda—are very important from the point of view of mineral resources and upliftment of the most tribal belt. So, it has to be given due importance.

Sir, you have provided sixty crores of rupees to convert metre gauge to broad gauge. There is a long-standing genuine demand for the conversion of the following railway lines to broad gauge.

Rupsa to Bangiripori and
Nuapada to Junpur

No allocation has been made for it. I appeal that this should be taken up immediately.

The present system should be strengthened sufficiently to increase speed, efficiency and utility.

Sir, there is a resolution in the Orissa Legislative Assembly for shifting the headquarters of SE Railway to Orissa. The C.E. and other Senior staff officers are staying far away from the State. So, due importance should be given to it.

I thank the Railway Minister for the introduction of Lingaraj Express Train from Bhubaneswar to Sambalpur. There is an apprehension that you are going to discontinue the link express which is the only link for the most backward areas of Andhra Pradesh and Madhya Pradesh. If you discontinue the link express, it will create a great sense of anger and anguish in the mind of the people. If there is an argument that it is not economical, I strongly challenge that it is economical as there is heavy rush for this link express. Even the MPs find it difficult to get a seat in the link express without prior intimation. If there is leakage, it is because of corruption, for which strict vigilance should be taken. Therefore, it cannot be mentioned as uneconomical. With a little effort, a great national interest can be served by providing facilities to most of the areas by inter linking southern part with eastern part by extending Samaleswari Howrah express train upto Rayagada and also Jharasuguda Titagarh express train upto Rayagada.

We are being deprived of railway link facilities with many important areas of the country. At least reservation facilities should be given in the stations like Kesingha, Titagarh, Kotavanji, for Sarnath Express; Howrah Ahmedabad Express; and Howrah Bombay Express from Raipur.

Regarding lease of railway land, you should take a practical approach. For example in Kesingha, Railway station of Kalahandi District, there is a proposal for building 'sulabh souchalaya' for the benefit of the railway passengers and the local NAC is having two lakhs of rupees for this purpose. But, they were not given permission for the same by the railway authorities. I request that permission for the same should be given immediately.

Sir, in the Railways, industrial relations is very good, but more attention should be given for providing amenities to the staff like staff quarters, central schools, medical facilities, sports facilities, central health measures.

There should be more rationalisation with regard to expenditure on petrol, diesel, TA and DA. Strict vigilance should be

undertaken to check the coal theft and also for illegal sale of scrap materials, so that the Railways can save crores of rupees.

Lastly, keeping in view our advancement towards 21st century after 12 years, Railways should keep in mind that we are going to establish a socialistic democratic society where the basic concept is to give maximum opportunities and facilities to the poorest of the poor. Railways should take care of this.

[Translation]

*SHRI G.S. BASAVARAJU (Tumkur) : Mr. Chairman, Sir, I rise to support the railway budget for the year 1988-89. Our country has the longest railway route in the world. In spite of this the railway budget has been well planned and prepared with great care. Hence I wholeheartedly welcome this budget.

I do not see any reason for the increase in the fare of 2nd class. This is really a burden on the common people. Therefore I urge upon the hon. Minister not to increase the fare for the 2nd class journey and thus help the poor farmers, labourers etc.

The platform ticket rate has been increased from Re 1 to Rs. 1.50 paise. This increase will also affect the common people. Moreover, it will pose problem to get 'change'. Hence it is requested that the hon. Minister may please consider sympathetically not to raise the rate of platform ticket.

In this budget very few new railway lines have been provided for. Perhaps on account of severe drought throughout the country more new lines have not been sanctioned.

The farmers, labourers and other working class have got sufficient benefit from this budget.

I regret to say that the trains are not maintaining proper timings. There are several trains which come late regularly. The delay in the arrival of these trains vary

from 6 to 10 hours. When Shri K. Hannumanthya was the Railway Minister the trains were arriving on time. Explanations were asked from the concerned persons even if the train arrived just 5 minutes late. I urge upon the hon. Minister to follow this method of punctuality and to see that the trains arrive on time.

Today morning, during Question Hour the hon. Minister gave answers to the questions raised by my friends regarding the establishment of South-Eastern railway zone. I was disappointed by the answers of the hon. Minister.

For the last 4 decades we have got sanctioned only one line between Hassan and Mangalore. Other than this Karnataka State did not get even a single inch of new railway line. From Karnataka Shri H.C. Dassappa, Shri Punacha, Shri K. Hannumanthayya, Shri T A Pai and Shri Jaffer Shariff were the Railway Ministers. In spite of this my State has been neglected very much by the Railway Ministry. Some portion of the railway line of Karnataka come under the Hyderabad division. Some other portions of Karnataka railway lines are included in the Madras division. This is creating a lot of inconvenience to the commuters of Karnataka. Main railway officials including the station masters working in the stations of Karnataka do not know the local language i.e. Kannada. For every small matter we have to correspond with the officials of Madras.

As stated by my friend during the question hour today an agitation has been started all over Karnataka to protest against the negligence shown by the Ministry to this State. Establishment of a South-Eastern Railway zone in Bangalore is a long pending demand of the people of Karnataka. The total cost of establishing this zone is not much. It may cost about one crore rupees. Hence the zone should be established in Bangalore immediately. The zone should include areas of Mysore, Hubly and other nearby areas.

Bangalore-Miraj line conversion work is hanging for the last 15 years. There is no progress in the Harihar-Kottur line and Satyamangla-Chamraja nagar line. Konkan railway has also not seen the light of the

*The speech was originally delivered in Kannada.

day. Conversion of Hospet-Karwar line appears to be a dream. This is the 4th railway budget where we are repeating our demands. Last year only 3 crores of rupees were sanctioned for the conversion of Mysore-Bangalore line. This year it is rupees 6.84 crores, Chitradurga-Rayadurga line has got .28 crores of rupees more than last year. Similarly for the electrification of Jolarpet-Bangalore line an amount of 4.37 crores has been allocated. Last year it was .50 crores of rupees only. The slight increase in the allocation of funds as indicated above will not help in the fast development of railway facility in my State. Hence I demand the hon. Minister to increase the allocation substantially.

The hon. Minister has to take stringent measures to stop thefts in trains. Various items worth more than 2 thousand crores are stolen every year and the railway police are unable to stop this. In fact in some of the cases they are also involved.

Sanitation is in a poor condition in our stations. The situation is deplorable in the New Delhi railway station. Toilets and bath rooms in New Delhi station are very dirty and it is dangerous to the health also. Therefore, I request the hon. Minister to look into this matter seriously and to take appropriate measures to keep the toilets and bath rooms in the stations and in the trains clean and tidy.

I request the hon. Minister to invite MPs atleast once in a year to the Committee so that constructive suggestions can be obtained from them.

Once again I demand that the South Eastern Railway zone should be established in Bangalore at the earliest. If this is not done I am sure that the Members of Parliament well be attacked by the people of Karnataka who are already on an agitation of RAIL ROKO.

I hope the hon. Minister will take appropriate steps to improve railway facility in Karnataka.

Sir, I thank you for giving me the opportunity to speak and with these words I conclude my speech.

[English]

SHRI ANANDA PATHAK (Darjeeling):
Mr. Chairman, Sir, I heard with rapt attention the speech of our Deputy Minister. He presented a very rosy and flowery picture of the performance of Railways. But I cannot support his arguments because this Budget has proposed to increase the freight charges as well as the passenger fares, on the plea of mobilisation of resources. This increase would hard hit the common people who have already been over-burdened by the recent price hike of petrol, coal, postal and tele communications. Consequently, the price of everything would go up now. The unprecedented drought situation in the country has already broken the backbone of the common people. So, there is no justification in the proposal for increasing the fare and freight charges by the Railways.

Whenever we approach the Railway Ministry for new projects or for early completion of the on-going projects, the Railway Ministry says that there are no funds at their disposal. If so, why are the Railway Ministry not approaching the planning Commission for higher allocation of funds to complete the on-going projects as well as to start new projects? That is not clear and it has not been replied to. Sir, I have given some cut-motions to highlight some of the problems of the people of North Bengal. There is no direct train for the people of North Bengal, Sikkim and neighbouring areas to Delhi. They have to depend on the meagre quota allotted in the trains originating from Assam. Sometimes the people of those areas may get or not get seat in the trains because the quota is very limited and many people are not able to get into these trains for want of reservation. Therefore, there is an urgent need for having a direct train for the people of North Bengal to Delhi and other big cities of the country.

Sir, the Calcutta bound Darjeeling Mail is always over-crowded and there is persistent demand for providing an alternative train. One train was introduced, that is, the Kunchanjunga Express. But it is not running daily.

SHRI SOMNATH CHATTERJEE : It should run daily.

SHRI ANANDA PATHAK : Now, it is running intermittently. Therefor, I insist that it should run daily.

Sir, the condition of coaches in the 1st Class and second-class in most of the trains is deplorable, unhygienic and unsafe. The grievances should be redressed. Sir, late running of these trains are another problem. Action should be taken to ensure their punctuality.

Another point is that the catering arrangement in the trains and at the Stations is not satisfactory at all as most of the caterings are arranged by the contractors. Therefore, there is persistent demand for departmentalisation of catering system. Moreover, there is no security of service, minimum wages and other facilities for the employees engaged by the contractors. This situation should be changed.

Next, due to withdrawal of almost all the metre-gauge trains, the Siliguri Junction now looks like a desert. The porters, vendors, catering employees and other concerned are facing insurmountable difficulties. Sir, the Railway gate crossing at the heart of the busiest Siliguri Town which is the gateway of entire North-east region, Sikkim Bhutan and also of Nepal is always creating serious traffic jam for hours together. There is persistent demand for its diversion from Rangapani.

The people of Jalpaiguri are also facing inconvenience due to inadequate facilities of railway service. West Dinajpur is almost cut off from the Railway communication system. There is persistent demand for providing a new line from Malda to Balurghat which is the district headquarters of West Dinajpur *via* Hilli and Tapan.

Sir, before I conclude, I urge upon the Government to look into the grievances and difficulties of the people of the region and also regularise the services of casual labourers and other temporary employees engaged in the Railways. I hope the hon. Minister would kindly consider the points

highlighted by me and announce his favourable decisions while replying to the debate.

[*Translation*]

SHRI KAMLA PRASAD SINGH (Jaunpur) : Mr. Chairman, Sir, wholeheartedly welcome the Railway Budget presented by the hon. Minister of Railways, Shri Madhavrao Scindia. This budget is certainly in the interest of the public because it has taken care of the interest of all sections of the people, whether they are farmers, labourers, villagers of the urban people. I, therefore, heartily congratulate him for presenting such a budget.

Sir, the freight charges have no doubt been increased in the Budget but relief has been given particularly to weaker sections and villagers. Fertilizers, foodgrains, oil, salt, edible oils, gur and fodder have been exempted from freight hike. This step is highly laudable. The new steps proposed to be taken in this Budget are indeed praiseworthy, New trains, inter-city trains have been proposed to be introduced and thus a number of our problems will be solved, but it does not mean that all of our problems have been removed. Therefore, I would take only two minutes in apprising Shri Scindia of the problem of my area. With regard to the train which has been introduced from Varanasi to Bombay, I want to point out that about 30 lakh north Indians live in Bombay most of whom belong to Varanasi and nearby districts. These districts include Varanasi, Jaunpur, Azamgarh, Ghazipur, Faizabad, Sultanpur, and Pratapgarh. Sir, therefore, I would like to request the Government through you that the train running between Varanasi to Bombay should be run *via* Jaunpur, Faizabad, Sultanpur and Allahabad so as to benefit the people of these districts. All north Indians of these districts are living there and they have to face a lot of difficulties while coming to their native places. Therefore, I believe that we would consider ourselves unfortunate, if we could not get our miseries and difficulties redressed even after having such a competent Minister. Therefore, I am fully confident that the hon. Minister will give his full attention towards our problems.

Sir, Jaunpur is a Backward District. But it is a historical district too. Many freedom fighters of this district have sacrificed their blossoming youths for the nation and have even gone to the gallows. They have contributed a lot in the freedom movement. Sir, we have certain problems which need your special attention. There is a city station named Jaunpur. There is only one platform at this station. The Government has introduced a new train named Varuna Express on this line which runs from Varanasi to Lucknow. Another train 'Himgiri' also runs on this line and yet another train named Ganga-Yamuna also passes from there thrice a week. In this connection, I have always been demanding that there should be a double platform on that station. There is no godown at this station to keep the goods. A godown should, therefore, be constructed there. There is no waiting room, toilet and drinking water facility there. Jaunpur city station is a station from where several trains pass but there is no facility worth the name. Therefore, there is a need to give attention towards these things.

Sir, as my friend Shri R. P. Suman has just now stated and so far as my information goes, you have been kind enough to extend the passes of freedom fighters for some more time. I request you to get these passes extended further for more time. I hope that the hon. Minister will give his full attention towards Jaunpur city station and will definitely do something for it.

Sir, the same is the condition of Bhandari Junction which is facing many problems. I have also given in writing about the problems of that junction several times and I would like to point out here also that there is no waiting room at that station. Similarly, there is no facility of drinking water. Therefore, it is necessary to make arrangement for providing these facilities. You have been very kind for providing an overbridge linking four platforms, but in the absence of a shed, a great deal of inconvenience will be caused during summer, rainy season and winter. I hope you will arrange to get a shed constructed over it. I would like to invite you for the inauguration of this overbridge at Jaunpur. I came to know that some officer was going to inaugu-

rate it, but I want you to inaugurate this over-bridge.

SEVERAL HON. MEMBERS : We shall also accompany you.

SHRI KAMLA PRASAD SINGH : I invite all of you.

You have been kind to introduce a new train for which I thank you on behalf of the people of our district. Sarayu-Yamuna train runs thrice a week. Most of the difficulties would be solved if you could increase the frequency of this train which runs from Varanasi to Delhi from thrice a week to daily. Besides, many of the problems of the passengers will be solved if its departure timing is changed from morning, as is the case at present, to evening and is converted into a super fast train.

Some one had written me a letter saying that newly introduced inter-state Varuna Express was incurring loss. I had replied to that letter after making enquiry from the station but I did not get any further response. It is not only earning good income but is also highly beneficial to the people belonging to the districts of Varanasi, Jaunpur, Sultanpur and cities like Jagadishpur. Certainly, it is beneficial. I would like to thank you for providing airconditioned chair car in this train but it still needs a pantry car because it leaves Varanasi in the morning and reaches Delhi at 10 P.M.

Earlier also I had mention about the lax security arrangements in the trains and I repeat it again. Sometime ago I were travelling with Shri Nageshwar Dwivedi, a former Member of Parliament in a second class compartment. His briefcase was stolen from the station probably, with the connivance of the attendant present there. I had written to you about it. I wrote to you again when I was a Member of the Railway Covention Committee. Although I was assured that action was being taken but no action has been taken so far.

I would like to congratulate the Minister of State for Railways for bringing about a remarkable improvement in catering services in the Railways. I would also congratulate

the hon. Deputy Minister of Railways, who is also the President of the Pradesh Congress Committee, for it. Further I would request him to pay attention to solving the problems of the State so far as they relate to the railways.

With these words I heartily welcome the Railway Budget. At the same time, I also congratulate the hon. Railway Minister.

SHRI SHAMINDER SINGH (Faridkot): Mr. Chairman, Sir, I travel by train quite frequently. Today I noticed so much vigour and enthusiasm in the speech of hon. Deputy Minister for Railways that I have seldom noticed such vigour even in the railway engine. I would like to congratulate the Deputy Minister for Railways for this and would request him to endeavour to infuse the same vigour in the railway engines as well.

There is no doubt that the hon. Minister of Railways has presented the Railway Budget in a very attractive way. I hope he will keep it up in future also. I am rather surprised at the attractiveness of the Budget. The railway fare was increased only a few days back and now he has presented a smartly executed Budget. He has proposed an increase in the rate of platform tickets and a number of other services. I am afraid lest he should come out with a Supplementary Budget after sometime. If it happens, it would adversely affect the people.

It is claimed that our Railways have the largest network in the world having the longest track. The Government quite often claim that it has laid new track at so many places, but why do not they pay attention towards renewal of thousand miles of tracks which is quite old and worn out. Why do the Government concentrates its efforts only on the region located on the right side of Delhi. I suppose, after Madhya Pradesh it would be the turn of Uttar Pradesh. May I know why no attention is being paid to the region left of Delhi which has a large population? why does not the Government pay attention to the highly disturbed State of Punjab? Earlier buses were plying twenty hours a day.

But now buses in Punjab operate only for 8 hours a day and no bus operates

during night. Why have you reduced the number of trains which were running in 1980-1982? Why are you reducing the number of trains instead of increasing it? You claim that the Ministry of Railways is providing very efficient service to the people. But I am of the view that it is providing facilities only to the passengers who travel by air-conditioned chair car and first class. Has the hon. Minister ever visited the railway stations to see things for himself? You have not provided any facility in the Budget to the poor who have to sleep on chilling floors during winter. Similarly, they can be seen sleeping in the sun and on hot floors during summer. If you could pay attention to these poor, only then we can believe that you have any consideration for the people of India.

15 per cent of the total Budget was allocated to the Railways in first and second Five Year Plans but now this has come down to 5-7 per cent of the the total Budget allocations. One of my colleagues is telling that it has been reduced to only 6.8 per cent of the total Budget allocation. this year. Why are you reducing allocation of funds to the Railways? How will you manage to provide facilities in the face of paucity of funds? Proposed new trains should be introduced in the areas where very few train are being run at present.

One of the new policies formulated by the Government is to link all remote areas with the head quarters shortly. But nothing of this sort is being done. For example, not a single inch of railway track has been laid between Ludhiana and Chandigarh—a distance of 100 kilometres—during the last 30 years. I do not know whether this Policy is applicable to Punjab or not or you knowingly ignore Punjab. Similarly, there are a few other points which I want to bring to your notice. If you happen to visit a railway stations in Punjab during the harvest season and count the number of poor labourers travelling on the roof tops or handing to the gates of the trains, you could have an idea as to the number of additional trains needed to be run on these lines. I would like to draw you attention especially towards one or two trains. A passenger train which used to run from Lahore to Delhi and later on from Fazilka to Delhi in the pre-independence period

has since been cancelled. A meter gauge railway line was laid 130 years back from Fazilka an important sub-division of Ferozepur district on the Pakistan border which passes through Muktasar sub-division and Kotakapura of Faridkot district enroute Bhatinda. It still continues to be meter gauge line. Repeated assurances were given to convert it into broad gauge and survey for this purpose was also carried out but no further progress has been made in this regard. I reiterate my earlier submission that attention of the Ministry of Railways should not be confined only to Madhya Pradesh or Uttar Pradesh. Please also pay attention to other States also.

With these words I cannot but oppose the Railway Budget presented by the hon. Minister. It is not a good Budget.

SHRI RAJ KUMAR RAI (Ghosi) : ...
(Interruptions)**

[English]

MR. CHAIRMAN : I have not given him permission. Nothing will go on record.

(Interruptions)

SHRI SURESH KURUP (Kottayam) :
Why are you not allowing him ?

(Interruptions)

SHRI NIRMAL KHATTRI (Faizabad) :
Hon. Chairman, Sir, I express my thanks for giving me an opportunity to participate in the debate on Railway Budget.

SHRI RAJ KUMAR RAI :
(Interruptions)**

[English]

MR. CHAIRMAN : Unless your name comes from the Party whip, I cannot allow you.

[Translation]

SHRI NIRMAL KHATTRI : Mr. Chairman, Sir, I express thanks to you for

**Not recorded.

allowing me to participate in the debate on the Railway Budget.

Shri Scindia has presented the Budget befitting his personality. The Budget presented by him is a reflection of his sincerity and efficient work culture developed in the Ministry of Railways after he took over the charge. (Interruptions)

[English]

SHRI BASUDEB ACHARIA
(Bankura) : Give him three minutes time,
Sir,

(Interruptions)**

MR. CHAIRMAN : He is speaking without my permission, nothing goes on record.

[Translation]

SHRI NIRMAL KHATTRI : Now we have Shri Mahavir Prasad as a Deputy to Shri Scindia to manage the affairs of Railways. He is to Scindia what Hanuman was to Rama. I am confident that in unison, this pair will add to the efficiency of the Ministry (Interruptions)**

At the outset, I would like to congratulate the Minister of Railways for introducing a new train named "Saryu-Yamuna Express" on the demand of people of the eastern region. It has met a long standing demand of the people of this region. I would also like to express my thanks to the hon. Minister of Railways on behalf of the people of Faizabad for increasing the frequency of the Ludhiana-Dhanbad Express which runs via Delhi and Faizabad, from 4 days a week to daily. (Interruptions)**

[English]

MR. CHAIRMAN : I can not allow you unless your name comes from the party whip.

[Translation]

SHRI NIRMAL KHATTRI : We would like to felicitate the hon. Minister for the achievements like the increase in freight

**Not record.

haulage, fall in the number of accidents, improvement in the catering facility, increase in production in the coach factory, which have been reflected in the Budget.

(Interruptions)

[English]

MR. CHAIRMAN : I can not allow you.

[Translation]

SHRI NIRMAL KHATTRI : I also thank the hon. Minister for exempting essential commodities from the freight hike so to protect the poor from extra burden.

(Interruptions)

[English]

THE MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (SHRIMATI SHEILA DIKSHIT) : I request you to kindly request the Member who is making so much noise to come through his party, to whichever party he belongs. His name has to come through the party. He has not applied to any party. Therefore, there is no point.

[Translation]

SHRI NIRMAL KHATTRI : Why are you wasting your own time as well as ours ? You have not approached you party.

SHRI RAJ KUMAR RAI : I have requested you, Sir, to give me time to speak. I again request you for allowing me to speak.

[English]

MR. CHAIRMAN : Please resume your seat now. You can approach your whip if you want to speak.

(Interruptions)

[Translation]

SHRI NIRMAL KHATTRI : I congratulate the hon. Minister of Railways for not increasing the freight charges in respect of essential commodities. But, I think, it will be in the interest of the poor people,

if the increase in second class fares is reviewed whether it is for short or long distance; passenger or express trains.

So far as the hike in platform ticket is concerned, I have my own opinion about it. There is no harm if you get some additional revenue by increasing its price. There is no need to accompany the passengers inside the station to see them off. People can bid them farewell outside the station. There is no harm if the price of platform ticket is raised from Rs 1 to Rs. 1.50 or even more. But I would like you to reconsider reduction in the increased fares of second class and express trains.

I appreciate the Ministry of Railways for its readiness in meeting the challenge of unprecedented drought in the country. It has ensured massive and timely movement of foodgrains and other essential commodities to the drought affected areas. Two trains the Doon Express and the Sealdah Express used to lift fish and fresh vegetables from Radioli station in my constituency for Howrah and Dehradun. But this has been stopped now. I would, therefore, request that the loading at this station should be resumed.

I welcome your announcement of introducing eight new trains in this Budget. I take this opportunity to raise our old demand of linking Ayodhya to Rameshwaram. We have been raising this demand of linking North to South time and again and therefore it should be accepted. This trains should be introduced immediately and an announcement to this effect should be made along with other trains. I also welcome the announcement of 23 new over-bridges in this Budget. There has been a long standing demand for an over-bridge on the railway crossing behind Government Inter College in my constituency Faizabad. I would urge the Government to approve this over-bridge in this Budget. I appreciate your efforts of bridging the mighty Brahmaputra river and congratulate you for it. I would urge you to construct a railway bridge on a much smaller but religiously and historically important river, named the Saryu which flows in Ayodhya in my constituency. It is not only the demand of the people of Faizabad alone, but of the entire eastern region. There is

a proposal of linking Gorakhpur, Basti, Gonda and Bahraich with Faizabad, Sultanpur and Allahabad. I would request the Ministry of Railways to review it and include it in this Budget. I also welcome the announcement regarding fare concessions to the recipients of the Prime Minister's Shram Award; to the children who have won the National Bravery Award; to the teachers who have won the National Award for exemplary service in the cause of education and to the Arjuna Award winners in this Budget. Besides, I will also request you to renew the railway passes of the freedom-fighters which had been issued to them for one year on the recommendation of the Home Ministry as the same have since expired. I would urge the Government to extend the facility which has been withdrawn. Railway pass facility to the freedom-fighters is too small a reward for the sacrifices they have made. The Ministry of Railways should have at least thought for once how they could give them more facilities so that they may lead a better life but in spite of Home Ministry's recommendations, they forgot it. The hon. Minister could have taken a decision in this regard and instructed the Ministry accordingly.

16.00. hrs.

[SHRI VAKKOM PURUSHOTHAMAN
in the Chair]

As concessions have been announced regarding many things, like-wise early decision should be taken in this matter. Apart from this there are a few other things related to my constituency to which I would like to draw your attention. There is a proposal to introduce a train between Varanasi and Bombay. Shri Kamla Prasad Singh and many other members have requested to run this train via Jaunpur, Ayodhya, Faizabad, Sultanpur, Pratapgarh and Allahabad. This backward area, is not linked to any place in South India. The expansion plan of Faizabad railway station was approved; funds were allocated and sent to Lucknow but in spite of repeated reminders and meetings with the officials at different levels, during the last one year, no work worth the name has started there. On the one hand there is the question of paucity of funds and on the other we have to run from pillar to post to get a clearance

for a project. But here is an example where funds are available and the scheme is approved yet the work has not started. I would, therefore, urge the hon. Minister to visit Faizabad and issue instructions to start the work there. The Ministry should realize your strength—the strength of Mahavir (Hanuman). The Dhanbad-Ludhiana Express and Saryu Express are run by steam engine. Instead of that, diesel engine should be attached to them. You should pay attention to it. Time and again we have requested to raise the platforms of Masodha, Baragaon, Bilharghat, Alnabhari, Malethukanak, Khajurhat and Sohwal stations in Faizabad district. Attention should be paid in this direction. I have given many suggestions about Saryu-Yamunu Express which was introduced on our request. Attention must be paid to these suggestions so that the people are benefited. With these words, I welcome the Railway Budget presented by the hon. Minister of Railways and appreciate the railway employees for making concerted efforts to boost the image of the Railways.

SHRI SULTAN SALAHUDDIN
OWAISI (Hyderabad) : Mr. Chairman, Sir there are many good proposals in the Railway Budget which has been presented. But the poor people are very much worried about the increased train fares. If you make tall claims about socialism and sharing the sufferings of the poor people you should not have raised the fares of second class at least. You should also pay attention to the facilities that are being provided to the people. I want to submit a few points about my constituency Hyderabad. The railway station which was built during the Nizam's time, is in the same condition and it has not been renovated. Similarly, there is not even a single over-bridge in Zakharabad Junction in Hyderabad. People have to wait for hours and as a result of this people are fed up. If an over-bridge is not immediately constructed there the people will themselves uproot the track, because there is limit to everything. Generally there are traffic jams for four hours and more. You have not built an over-bridge here in spite of repeated reminders. You can yourself imagine the type of facilities that are being provided to the people. Multilingual sign boards displaying the names of the stations

are there at various stations. I would suggest that Urdu should be added in these sign boards. You have made tall claims in your Budget Speech that reservation in jobs has been made for schedule castes, but I want to ask you that how many muslims are there in the railway today, and has their number increased or decreased since Independence. The President's Address highlights the 15 point programme and speaks of safeguarding the interests of minority. I would like to ask here how many muslims are employed in the railways? You may be aware that it is almost negligible today. But even then you have not done anything about it. By merely talking about the 15 point programme or the minority, you cannot survive for long because those days are gone. Large number of tourists from Andhra Pradesh visit Agra and Delhi, but the A.P. Express does not stop at Agra, thereby causing them great inconvenience. The train should be stopped at Agra so that the people of Hyderabad who travel for 48 hours in this train are able to alight conveniently. You should pay attention to this area in South India which is being totally neglected. Sir, I am totally against the misutilisation of funds by the State Government which had been allocated for railway over-bridges. But this does not mean that you should punish the people of this area for the State Government's fault. The Centre should ensure that the State Government does not create hurdles in the construction of an overbridge or in the progress of railways. Why should we suffer? We are totally against it. You should fully agree with us in this regard. The Centre should take strong action against the State Government, which is hindering and not doing the work of the people, and provide facilities to them. I am grateful that you have given me an opportunity to speak.

SHRI KAILASH YADAV (Jalesar) :
Mr. Chairman, Sir, I thank you for giving me an opportunity to speak on the Railway Budget. I rise to support the Railway Budget presented by the hon. Minister of Railways, Shri Scindia. Keeping in view the prevailing conditions, he has presented a very good Railway Budget. Many new trains have been introduced; distance and speed of many trains has been increased. Schemes for improvement of railways and

employee facilities have also been launched. I will give only a few suggestions as the time at my disposal is short. I want that you should reconsider and the increased second class fares and try to reduce them, otherwise common people will suffer. Secondly, you have withdrawn the passes of freedom-fighters. They may live for another 4 or 6 years. Therefore, I think it is not good to withdraw the passes, which had been issued to them earlier. They should be again issued these passes. Speed of some trains should be increased. A high-speed train from Delhi to Agra was given a trial on the Kanpur track. It should be immediately introduced. My constituency is surrounded by four districts Etah, Mathura, Mainpuri and Agra. Four Railways—the Central Railway, the Western Railway, the Northern Railway and the North-Eastern Railway pass through it.

Although, I have been writing to the concerned railway officials and the Ministry of Railways from time to time but I have not received any satisfactory reply from them so far, nor any action has been taken in this regard. I have been informed that 75 k.m. stretch of Etah-Tundla section is uneconomical. I have challenged the railway authorities that if they follow my suggestions, this uneconomical track can earn profit. But instead of paying attention to my suggestions they give vague replies which are not based on facts. The Allahabad office of D.R.M. and the local railway authorities have pushed the Tundla station to such a State that it appears they want to close it down. Sir, that track was laid in 1958. If this 75 k.m. section is closed down or otherwise disturbed, it will not only create hardships for the people of that region but also spoil the image of our party. I, therefore, want that the railway administration should pay proper attention to it and bring about improvement in the running of trains. There has been a long standing demand for last 20 years that this track should be extended upto Farrukhabad and Kasganj. This will help in covering the loss to a great extent. I suggest that the track should be strengthened by laying stone rubble under it, no matter what it may cost. This will not only improve the speed of the trains but also benefit indirectly. In view of the long standing

demand of the people of Etah, the track should be extended upto Farrukhabad and Kasganj.

I had written to the Railway Minister last year and had also met him personally to request that a retiring room and a new platform should be constructed at Tundla railway station and Tundla Junction should be declared 'Model Station'. The hon. Minister had given me some assurance too, but I regret to say that no action has been taken so far in this connection. Tundla is very big railway station. The passengers catch trains from there for many places like Agra, Ferozabad, Etah, Mathura, Mainpuri, Howrah, Jaipur, and Delhi, but due to limited quota of reserved seats, they face many hardships. Besides, there are restrictions of minimum travel of 200 k.m. or 400 k.m. on some trains from Tundla. This also causes great hardships to the passengers. Although nine mail and express trains pass through Tundla but due to this restriction, the passengers cannot travel by these trains. Secondly, the number of berths is also less. The people of this region are, therefore, very much agitated due to these hardships, and their condition is miserable. Only two trains stop at the industrial city of Ferozabad which has a population of 4 to 5 lakhs. I would like to submit that two to three more trains should be made to stop there. The Magadh and Nilanchal Express trains used to stop there earlier. I have come to know that the railway authorities propose to do away with this stoppage w.e.f. 1st April. This will make the situation very critical and will create resentment among the people. Before the situation becomes explosive, I want that besides the stoppage of these two trains, arrangements should also be made to stop Gomati, Prayagraj, Saryu and N.E. trains for two to three minutes at the station. The reason is that there is huge pressure of adjoining cities on Tundla Junction. I would also like that there should be no restriction on travelling from there to Delhi. The Assam Mail and Upper India, by-pass big cities like Tundla, Jalesar Road and Ferozabad and this has created problems for the passengers. I was assured by hon. Minister that he will reconsider this decision, but he did not, and this has caused

great disappointment among the people of this area.

In the end, I would like to submit that an over bridge should be constructed at Jalesar Road Station on Mathura-Etah section. There has been a long standing need for it. In the absence of an over-bridge, the traffic remains suspended for almost the whole day. Besides, keeping in view, of the requirements of this area, arrangements should be made to introduce another Vaishali Express so that people are benefited. With these words, I feel that expeditious action would be taken to solve the problems to which I have drawn the hon. Minister's attention. I welcome and support this Budget.

[English]

SHRI MULLAPPALLY RAMACHANDRAN (Cannonore): I rise to support the Railway Budget for the year 1988-89. This year's Budget no doubt has certain commendable features and I compliment the hon. Minister for the exemption granted to essential commodities. The present Budget aims at massive resource mobilisation and the main thrust of the Budget is on modernisation and rehabilitation. The new levies, I understand, are expected to fetch an amount of Rs. 622 crores. I am very happy to comment that these levies are not inflationary in character since essential commodities have been left out. However, I have one suggestion to make and that is to request the hon. Minister to exempt handloom goods from the increased levy in view of the pathetic condition of the handloom industries these days.

I congratulate the Indian Railways for their record performance in the freight traffic, and also for the substantial decrease in the number of accidents. The decision to set up a Directorate of Passenger Amenities is a step in the right direction in fulfilling the passenger requirements.

However, a close study of the Budget will reveal that there is a grave regional disparity in allocating funds to different States. For example, the State of Kerala has been absolutely ignored by the Railway

Administration while preparing this year's Budget also. There is absolutely no development projects in Kerala, nor are there any new trains introduced from the State. A mere sum of Rs. 15 crores has been allocated to this State, as against a total Plan outlay of Rs. 3850 crores. Out of 77,254 track Kms. in the country, Kerala has only 921 Kms. It is pertinent to note that not only are there no proposals for more tracks either by way of new tracks or of doubling of the tracks, but the funds allocated for the on-going projects are also negligibly poor, or they are substantially very low. For instance, we have the construction of the Guruvayoor-Trichur line. The total estimated cost is Rs. 17.4 crores, but only Rs. 2 crores have been provided by the Ministry. So also, for the Ernakulam Alleppey line which is a prestigious railway track in Kerala, only Rs. 7.87 crores have been allocated, as against a requirement of Rs. 11.83 crores. This line should have been completed by now, and the delay in timely completion of this project, I am sure, will result in unavoidable cost escalation.

I draw the kind attention of the hon. Minister to the fact that Kerala is the only State in the South which does not have even a single Railway undertaking or installation unit. Here, I would like to mention that in my State, there are more than 28 lakh educated youngsters who have registered their names in various employment exchanges. This unemployment problem in Kerala...

MR. CHAIRMAN : Mr. Minister, please listen to him.

SHRI MULLAPPALLY RAMACHANDRAN : I ask the Railway Minister to remember that Railways being the largest public utility service, they can do much in alleviating this burning problem, which the unemployed youth face there. So, this is my humble request .

MR. CHAIRMAN : That may not be done, but at least the Minister may kindly note this.

SHRI MULLAPPALLY RAMACHANDRAN : I again request that earnest

and sincere efforts must be made to set up some Railway factory in Kerala.

Ever since independence, the Malabar region in Kerala has been subjected to continuous neglect by the Railway Administration, whether it be in track renovation or passenger amenities or modernisation. It is relevant to note that the Malabar region of Kerala consists of six major and densely populated districts, out of the 14 districts of Kerala, with a substantial number of its working population working in Gulf countries, as also in metropolitan cities like Bombay, Calcutta, Madras and Delhi, and for that matter in every city of our country.

The railway track from Mangalore to Madras is one of the oldest railway tracks in India. I am sorry to say that there has never been any development on the track from Mangalore to shoranur since the starting of the railway line. I would tell the hon. Minister that it has been the long-cherished dream of the people of this area to have a double line from Shoranur to Mangalore. Every time we make this proposal to the Ministry, the Ministry turns down the proposal saying that it is not economically feasible. I would like to ask the Deputy Minister of Railways just to tell me on what ground this particular line is found to be not economically feasible. From the point of view of passenger traffic, any statistics will go to show that this is one of the most profitable rail tracks in India. Along with a high rate of literacy, the passengers of Kerala have developed a passenger culture; and I would like to bring to the kind notice of the hon. Minister that ticketless passengers are comparatively less in my State.

The railways being the largest public utility services in the country, it has certain social obligations. It cannot think in terms of profit and loss alone. The requirements of the travelling public must stand uppermost in the minds of the planners. Every step must be taken to double the line.

We have a separate railway division at Palghat and the Minister should come forward to assess the progress made on the route

from Palghat to Mangalore compare the same with the developments made on the line from Palghat to Tamilnadu in the same division. This will reveal the extent of regional imbalances even within the same railway division.

I request the hon. Minister to take urgent steps to initiate work on the proposed Kuttippuram Guruvayur line.

The Konkan railway from Mangalore to Bombay has also been long pending and the construction work on the broad-gauge track between Mangalore and Udipi should be expedited in consonance with the recommendations of the National Transport Policy Committee.

The Tellicherry-Mysore line which will reduce the running distance between Delhi and Kerala by 400 and odd kms also requires urgent consideration. Since 1901 several surveys have been conducted by the railway on the feasibility of this line and I understand that financial constraints of the railway administration was the only impediment preventing the favourable consideration of this project. However serious and immediate attention of the hon. minister is drawn to this significant project.

Summer season is fast approaching and while introducing the Summer Specials the travel requirements of the passengers of north Kerala should receive the Ministry's special attention.

In Kerala, we normally have torrential rains for almost 4 to 6 months every year and it is a pity that dilapidated and leaking coaches are still in use in this region in large numbers. These coaches must be replaced at the earliest.

The Venad Express now running between Trivandrum and Shoranur should be extended upto Mangalore keeping in view the increasing number of passengers in this area.

I am happy to know that the Himasagar Express, which had been terminated by the Ministry, has been restored. I congratulate the Minister for taking such action.

Likewise the Ernakulam-Cannanore Executive Express which was a boon to the office travelling public of Malabar has been withdrawn and no alternative arrangements have been made. This train also should be restored without further delay. It caters to the needs of the Malabar area. The people of Malabar area, irrespective of political affiliation, are on an agitational path.

Sir, 15 years back in 1972, the then hon. Railway Minister, Shri T. A. Pai, had introduced a new train by name Jayanti-Janatha Express from Mangalore to Nizamuddin in commemoration of India's 25th anniversary of Independence. The decision to start this train was the consequence of the various representations and the persistent demands of the MPs from Kerala and Karnataka. Surprisingly this train has been renamed as Mangalore Express by the administration without taking into account the significance of the original name. But, unfortunately, the people sitting in the Railway Ministry do not know the significance of the name of the train and thus changed it to Mangala Express. To our surprise without any rhyme or reason this train has been terminated. It is my request that, whatever may be the reason put forward by the railway, we cannot understand why such a prestigious train had been terminated by the railway. I would like to bring to your kind notice that there was a lot of protest from the people of Malabar with regard to the withdrawal of the train. It will not be out of place here to mention that if any untoward incident leading to massive protests or agitation takes place in the Malabar region the callous and indifferent attitude of the railway administration alone will be responsible for such an unpleasant eventuality.

Once again, I support the railway budget and I request the hon. Minister to pay his kind attention to the suggestions made by me on the Floor of this House.

[Translation]

SHRI SANTOSH KUMAR SINGH (Azamgarh) : Hon. Chairman, Sir, I thank you for giving me an opportunity to speak on this Railway Budget. The Budget which has been presented by our Railway Minister

is proof of the fact that development, and progress would soon become watchword for Railways. Till now this department was with Scindia Sahib and it was his responsibility to strengthen it. But now our Prime Minister has entrusted this work to Shri Mahavirji too. I feel that these two personalities will work ~~not~~ ^{readily} to strengthen and streamline the railway department. There is no doubt that railways play a vital role in the development and progress of a country. The railways is the backbone of the country's economy. If the system of railways is strong, the poor people are the greatest beneficiaries because it is they who travel most by railways.

The Department of Railways has set new records in various fields. Where on the one hand the Railways met the challenge of unprecedented drought, floods and other natural calamities successfully and ensured massive movement of essential commodities to the remote areas during those difficult days, it also reconstructed and renewed the affected railway lines immediately. It was a commendable work. Besides, many new trains have been announced, in spite of inadequate resources. A new record has also been set up with the announcement of high speed trains. This would be of great benefit to the people. In addition to this, many steps have been suggested to check train accidents which had become a common feature and took a number of lives every year due to small errors. These measures are commendable, whether they are in the form of installation of sophisticated safety devices at the control rooms between Mughalsarai and Delhi or effective radio links between the guard and the driver.

In the field of sports the players of the Railway department have excelled, the employees are working dedicatedly and the railway construction companies have done commendable work in earning foreign exchange. Though the increase in rail fares and freight announced by the hon. Minister is causing some difficulty and hardship to the people, but at the same time he has ensured that children, handicapped persons, youths, widows, people suffering from natural calamities and the brave are provided suitable concessions. This proves that the administration has a definite will to work for the welfare of such people. The

Government believes in "*Mansa Vacha Karmana*" It will always work for the betterment of such people. We fail to understand, as many of my colleagues have also pointed out, as to why the railway pass facility to freedom fighters has been withdrawn. Their sacrifices are great and this facility may be a small reward for it. Nobody knows how long they will live. They may live for 5 years or 10 years. Some may survive for a few years and others for a few days. We pray for their long life. Therefore, I urge that if railway passes are issued to them for entire life time instead of one year, it will not only be a great service to them but also a proof of our reverence for the freedom fighters and the freedom of this country. By paying attention to them we shall set a new example.

[English]

PROF. N.G. RANGA (Guntur) : They had not even extended it for one year. They are delaying it for the last one year.

[Translation]

SHRI SANTOSH KUMAR SINGH : I am saying the same thing that instead of one year, passes should be issued to them for life time. I feel that it will not only be welcomed by the Congress but also by the entire nation. I feel that you should, therefore, reconsider it.

It is true that unless the employees and the administrations does not work smoothly the Rail department or any other department cannot progress much. To encourage the employees, the provisions that have been made in the Budget, in respect of school, hospital, bonus or other facilities, are commendable. This will boost their morale and they will work for the welfare of the people whole-heartedly. It is true ... (Inter. options). I am happy that Shri Datta Samant has supported it. It is good that these people support good things. It seems that sometimes they also feel like supporting the right things. I respect their sentiments.

Where on the one hand, I have a word of appreciation for the Railways on the other, I will not hesitate to point out the difficulties. It is true that the resources

are inadequate. It is also true that natural calamities like drought and flood have played havoc with our economy and we are facing great difficulty in development. I think that the increase in fares of 1st class and AC will not affect the general public as much as the increase in II class fares. I feel that if it can be slightly reduced it would be of great benefit to the masses. I would, therefore, suggest to reconsider it.

I have carefully listened to all my colleagues. Some of them want a train, some others want a station in their constituency and still others want something else. I fail to understand what we should ask for. We do not even have the bare railway facilities. There are areas in our country which do not even have a railway line. The situation is very much like a household which has plenty to eat, and the family members think of different specialities, which may suit their tastes, but those who do not have anything to eat, how can they satisfy their hunger.

Mr. Speaker, Sir, I am of the firm opinion that the Deputy Minister Shri Mahavir Prasad, would bring to the notice of the Government and Shri Scindia the grievances of this area to the best of his abilities. I belong to Azamgarh. I want to submit that the railway line from Azamgarh to Shahganj, and Maunath Bhanjan is narrow gauge and it was laid during the British rule. Many new lines have been laid since Independence and narrow gauge lines have been converted into broad gauge but it is unfortunate that this line is still narrow gauge. A train with 5-7 bogies attached to it does move on this line at the speed of a bullock-cart. You can see only 5 to 7 people travelling in this train. This train is so slow that neither can one reach in time nor can one catch the express train from the main station. Therefore, I feel that this example...*(Interruptions)*.. I am submitting this because we are helpless. Mr. Chairman, Sir, please give me two minutes more. I cannot understand one thing. Since 1985, I have witnessed 2-3 Budgets. I have written letters many times in this regard and raised this matter many times but I am not able to understand this phenomenon.

I have raised this matter in writing during the Budget of 1985, 1986 and 1987 and I have received replies to all of them.

I am reminded of a story. There was a five year old boy who was seeking admission to a school. When the teacher asked him what was his age, he replied that he was five years old. He was admitted to the school. Several years later when the boy grew up and got employed, he met the aged teacher again. This time also he told his age was five years. When the teacher retired from the service his ex-student met him again. On being asked what was his age the boy said that his age was only five years. The teacher was surprised and asked his exstudent, as to how it was possible that even after 25 years he was of the same age *i.e.*, five years. The exstudent quipped that it was the word of a man and a man sticks to his words. How convenient it would have been for us if the Ministry of Railways were to stick to its words. Similarly, the Ministry of Railways makes excuses on account of paucity of funds and similar other reasons. When they have adequate resources they argue that there is not sufficient income from that line. But I would like to emphasise that development and resources are complementary to each other. There shall be no development without industry. Similarly, neither industrialisation nor development of an area can take place in the absence of railways or other means of transportation. I understand your problems which are generally created by the Planning Commission. But I don't agree that the expansion of railways is always decided by the Planning Commission. You would have also to keep in mind the requirements and difficulties of a particular region. The call of Shri Rajiv Gandhi for removing regional imbalance has also to be fulfilled. I am reminded of the days when Pandit Jawahar Lal Nehru was the leader of the House. He was told that the people of this region, which had contributed to the field of art, literature and politics and had made great sacrifices in the freedom movement had to sustain their life on the grains picked up from dung. Pandit Nehru was so much moved that tears rolled in his eyes on hearing this. *(Interruptions)*.

[English]

MR. CHAIRMAN : Please wind up.

[Translation]

SHRI SANTOSH KUMAR SINGH :
I want to submit that until metre gauge line is converted into by broad gauge line, diesel engines should be provided for the movement of trains on the metre gauge line so that it could be linked to the broad gauge line. If this is done large number of passengers of this region, who travel to Bombay and Calcutta shall feel a little bit consoled and could hope for a broad gauge line in future.

[English]

MR. CHAIRMAN : Please wind up.

[Translation]

SHRI SANTOSH KUMAR SINGH :
Now, I want to speak about Sahjanwa which is the constituency of hon. Deputy Minister of Railways. I belong to the district Azamgarh which falls in the Gorakhpur Commissionary. The hon. Deputy Minister also belongs to the same area. There is a raiiway line, which passes via Azamgarh upto Dohari Ghat. in the neighbourhood. Earlier a train used to run on this line...**.

[English]

MR. CHAIRMAN : Please resume your seat. Whatever you say will not be recorded. Do not waste your energy, it will not be recorded. It is not being recorded.

SHRIMATI D.K. BHANDARI (Sikkim) : Sir, this Railway Budget of 1988-89, with all the proposed concessions for the recipients of the Republic Day National Bravery Award, teachers honoured with Republic Day National Awatd, outstanding sportspersons, industrial workers and widows of gallants who died in the service of the nation, in continuation of the earlier concessions given to the handicapped and

to the drought and flood affected people, is not a bad budget and deserves encomium at least in this respect. But there can be no doubt that the propose increase in the passenger fares and freights will hit hard the common man.

It is regrettable that in every budget, barring only two or three, the tendency of the Governmet is to pick the pocket of the common man in the name of resource mobilisation. Therefore, there is an urgent need for more financial discipline in the management of the Railways.

In his Budget Speech, the hon. Minister has talked about undertaking several improvements in the running of the trains and in providing amenities to the passen³gers. Therefore, I would like to draw the attention of the hon. Minister to some of the areas in which imprnvement is keenly needed. Not much attention, I am afraid, has been paid to the North-Eastern region. I hope, t'e Railways do not presume that the people of this region do not need amenities or facilities. I would like to tell the hon. Deputy Minister, Shri Mahabir Prasad, that by saying so, I am not ecouraging any regionalism but am trying to put forth a bare fact. Take the case of new Jalpaiguri, which we call NJP also in short. It has become an important junction as it caters to the needs of the public of a large area, comprising not only of the whole of North Bengal and Sikkim, but also of Bhutan and the eastern part of Nepal, as hon. Ananda Pathak Ji also has stated in this House. Unfortunately, however, the location of this station is not at all convenient for the public. I would ltke to mention here that the facilities which are provided for the passengers here are far from satisfactory. Situated in almost an is blated place, it becomes very inconvenient for the people to go there during night time. So, to catch the night train, people have to reach there in the evening itself because the station road from Siliguri to NJP is not considered safe to travel by at night. Whatever limited accommodation is there at NJP station, becomes very crowded from one end to the other. So, anybody can imagine the plight of the passengers there. Whatever little accommodation they have, that is also very dirty.

** . Not recorded.

I would suggest that Siliguri should be connected with broad gauge line as this place is the oldest railway station in this area and as the necessary infrastructure is also there to meet the demand of the growing passenger traffic.

Siliguri being the second largest city of West Bengal, is well-connected by roads and has good hotels where people can take rest in the night without any problem. Perhaps the hon. Minister knows that it is only a few kilometres away from NJP. Indeed, it was the only railway station for decades and still serves the metre gauge trains. It is sad that in this Budget also, there is no proposal to connect it with broad gauge trains. I hope, the hon. Minister will give careful thought to the suggestions of mine.

Railways are the arteries of the nation, but what about the States which are not connected by railways? Sikkim is one of the unfortunate States which is not connected by railways, and in the near future also there is no possibility because of the very difficult terrain of this State.

Sir, if I am correct, last year, during one of the meetings, I had requested the hon. Minister Shri Madhavrao Scindia, for timely allotment of railway wagons for the smooth movement of essential commodities and other materials that we need for our developmental projects at least to the nearest Railway head, that is, NJP. The hon. Minister was also kind enough to give assurance that he would look into it and our officers from Sikkim were in touch with the concerned Railway Officers for this purpose. But nothing has come forth so far in the matter of allotment of wagons and the Sikkim Government has to pay a considerable amount of public fund to the private carriers. After the merger of Sikkim in 1975 with Indian Union there has been considerable increase in passenger traffic and that is good for national integration, as the Deputy Minister told some time back in this House that national integration is the uppermost in their mind. So, keeping this in view, I would like to request that there should be reserved quota of seats and berths for the people of Sikkim who go and come to the State from other Railway Stations of other States. The Railways should open at least

one out-agency in each district of the States which are not connected by the Railways.

Sir, the proposed increase in the freight rate will increase the price of the commodities. It is good that some of the essential commodities have been exempted from the proposed increase, but still the common people will suffer because of the cumulative effect of the increase in the passenger and freight rates. There is no doubt that the Railway management or the administration had been trying to improve the quality of food served to the passengers. But still there is room for improvement in this regard. Much more attention should be given to the maintenance of the bogies.

Before concluding, I would like to suggest that the army personnel, as you know, are posted in the North-Eastern region and they comprise a considerable size of passengers in the trains. They should be provided with separate reserve compartments or bogies for their movement without creating any problem for the civilians in this region.

[*Translation*]

*SHRI R. JEEVARATHNAM (Arakkonam) : Mr. Chairman, Sir, I rise to welcome the Railway budget for 1988-89.

The Railways which carried a load of 280 m. tonnes during 1985-86 carried an increased load of 300 m. tonnes during the next year. The increase of 20 m. tonnes in one year is really a tremendous achievement.

The Railways also played a significant and constructive role in carrying drinking water to every nook and corner of this country affected by drought. I congratulate the Railway Minister and Railway men for this yeoman service.

During this year, Railways have earned Rs. 8474 crores by carrying goods and passengers. During this year the Railways have, thus, earned a surplus profit of Rs. 69 crores. I appreciate the Railway department for their efficiency.

*The speech was originally delivered in Tamil.

Durring this year, 64 new trains have been introduced. The trains from Delhi to southern capitals *viz.* Bangolore, Hyderabad, Madras ad Trivandrum have started running daily. I welcome this.

I also welcome computerisation of reservation facilities. I also welcome the installation of Solar Power Train Actuated Accident Warning Devices to prevent accidents. These devices must be operated properly and accidents averted.

I also welcome the hike in the railwaymen wages as per the recommendations of the 4th Pay Commission which involved Rs. 300 crores.

During 1987-88, 42 days' bonus has been declared for railwaymen. This would further encourage railwaymen to attain greater heights.

Now let me submit some of my greivances for early redressal. Since I entered Parliament, I have been making one particular demand to the Railway Minister. He is not here now. The Deputy Minister is here. I hope he well listen to my demand. Many trains from Cochin, Trivandrum and Bangalore pass through Arakkonam to Delhi and Calcutta. If the Railway route is reorganised so as to make these trains to pass through Katpadi, Pathala, Tirupathi and Renigunta, the reorganised route would save nearly 80 Kms. This reorganisation of route would also help to conserve fuel on this count and also to add to the speed of the trains. Now these trains are taking a circuitous route. Till Tirupathi, these trains run on broad guage. Hon. Prof. Rangaji some decades back voiced the same demand. He also knows it. The Railway Miniztery made a survey for this. However, the survey was abruptly stopped. The intial cost of the project was estimated at Rs. 35 crores. Now, they say it is Rs. 50 crores. It is alright. Railways with huge profits can take up this project. This 40 crores or 50 crores is not a big amount.

The Temple Trust in Tirupathi is a big Temple Trust. The Temple Trust may also cooperate with the Railway Department in sparing funds for this project. The Railways may approach the Temple Trust. Even

the residents of the area are willing to cooperate with the Railway Administration in providing funds. These funds which are forthcoming from the Temple Trust and the Public may be utilised by the Railways and the work may either be undertaken by Railway Department or left to the Railway Construction Company, because the circuitous route is causing hardship. One has to go from Katpadi to Arakkonam, from there to Renikunta and then on to Vijayawada. In case the route is reorganised, in a straight line, Katpadi, Tirupathi, Renikunta, Gudur and Vijayawada can be connected.

Further, Sir, there is a passenger train from Arakkonam in the morning. It helps routine office-goers and industrial workers. But there is no train facility for these workers to return to Arakkonam in the evening.

Passengers from Arakkonam who wish to go to Coimbatore and Bangalore have to first alight at Katpadi and then proceed to Coimbatore and Bangalore. Since there are no trains in the evening time, the passengers face hardship. Therefore, a shuttle service from Arakkonam to Katpadi may be introduced. It should leave Arakkonam at 5.30 PM and reach Katpadi at 6.15 PM and leave Katpadi at 7.30 PM and reach Arakkonam at 8.30 PM. Hon. Minister may kindly look into this.

2 years before the Railway department passed an oder that only ITI qualified persons would be eligible fore Khalasi jobs. However, the department issued a subsequent order providing exemption to certain categories of persons already in employment from the restrictions of the earlier order. The exemption order will expire in June this year. I request that the operation of the exemption order should be further extended in the interests of employees. Efforts must also be made to make the services of the Khalasis permanent before withdrawing the exemption order. This restriction can be applied to new recruits.

Arakkonam is an industrial city. An airport is there. A Naval Training Centre is also being established. Surveys have been conducted and land acquired for the

purpose. To help passengers from Bangalore, Villupuram, Madras and Kanchipuram, an overbridge may be constructed on the western side of Arakkonam Railway Station. It may not cost even Rs. 5 crores. It is a small amount. Railways have constructed giant overbridges all over the country. So it is not a great task for them to build an overbridge at Arakkonam Railway Station. These are small projects. I hope the Deputy Minister will consider my request.

There is an English medium school in Arokkonam. I request that it may be upgraded into a college.

The Cheren Express which was running from Madras to Coimbatore has been discontinued recently. That should be restored.

A new train must be introduced from Madras to Bangalore. The existing Bangalore Express leaves at 1.30 PM. From this time to 10.30 PM in night, there is no train which runs from Madras to Arakkonam. For 9 hours there is no train. This has caused many hardships. With the increase in industrial activities and population explosion, it is essential that a new train must be introduced. Since Independence, only one train, that is, Brindavan Express was introduced. I therefore urge upon the Minister to introduce new train in the evening from Madras to Bangalore. Even the Hon. Chairman knows that I have persistently made such a demand in the the meetings of Railway Consultative Committee.

The Railway Engineering Workshop was started in Arakkonam during the British period. It has already celebrated its centenary. Even if we want to keep it as a memorial, it requires renovation and expansion. This is modern age. We have successfully lunched surface to surface missile. With this mighty scientist force in our country, it will not take a long time to renovate the Engineering workshop. Railway wagons should be produced in the workshop. Even necessary equipments for the proposed Naval Training Centre may be produced there.

As I had already stated, the railway line connecting Cochin. Trivandrum and

Bangalore with Tirupati may be reorganised to avoid circuitous route. Even the Bangalore-Karnataka Express must be made to run through Tirupathi, Katpadi and Renigunta.

With these words, I conclude.

[*Translation*]

SHRI SHIV PRASAD SAHU (Ranchi) :
Mr. Chairman, Sir, I whole-heartedly support the Railway Budget for 1988-89. I think that no amount of appreciation will suffice in this regard.

I would like to highlight in brief the achievements of Railway and extend a few suggestions. The record set by our railways in freight carriage has surpassed the achievements of the railways of many developed countries of the world. You have taken a highly praiseworthy step by not increasing the freight charges on essential commodities, foodgrains, fertilizers, salt, edible oil and fodder. Railways contribution to sports is commendable. There is no doubt that it is at the top in this field. Railway has given many players of international repute to the country like P.T. Usha and others. There are many girls working in Railway who belong to Ranchi and they have done extremely well in sports. But it is unfortunate that the money provided by railways to these girls for diet is meagre. Therefore, I would like the allocation of fund in respect of diet for good players to be increased.

17.00 hrs.

Special attention should be paid in this direction. Besides, I appreciate your efforts for giving fare concessions to freedom fighters and the national award winners. Computerized reservation system has been introduced in big cities like Delhi, Madras and Calcutta. I would like to request you to provide computerized reservation system at Ranchi—which is my constituency and Patna—the capital of Bihar.

Sir, my constituency is facing many problems regarding Railways. There has been a long standing demand for converting the metre gauge line between Ranchi and Lohardaga—which was laid during the

British time—into broad gauge line and extending it upto Tori. Survey has been conducted at least four times on this line and every time on the plea of being uneconomical it has been abandoned. The railway line passing through coal belt of Ranchi, Hazaribagh, Koderma, via Girdih has not been constructed yet in spite of the assurances given by late Shri Kedar Nath Pandey. Similarly, the proposed extension of Lohardaga line has been abandoned on the plea of being uneconomical although late Shri Lalit Narayan Mishra had promised it. It is tribal area. Sir, you may be aware that lakhs of people travel to Gorakhpur, Banaras, Faizabad and Punjab from here in search of employment. It is most unfortunate that there is object poverty in Lohardaga and other districts of Bihar. Two-three lakhs of people from these districts migrate to Punjab or other parts of the country leaving their villages deserted. There are a number of Bauxite mines in the area. The biggest Bauxite mine is owned by the Birlas. Birla's HINDALCO has proposed to set up an aluminium factory at the cost of Rs. 7 billion in Collaboration with the Government of Bihar at Lohardaga but now they are hesitating because there is no broad gauge railway line there. This is the reason why inspite of being rich in natural resources this region is poverty-stricken. Therefore, this being the freedom fighter's region, Sir, I request you to undertake the construction work of both these lines on priority basis.

There have been a lot of complaints regarding punctuality of trains. The trains run 7-8 hours behind scheduled causing great inconvenience to passengers. I would request you to pay attention to it. There are also complaints regarding loading. Due to misbandling during loading and unloading costly materials and glass materials are broken. When you charge freight, it becomes your responsibility to ensure that the goods are handled with care during loading and unloading. Therefore, special attention should be paid towards it.

I would now like to draw your attention to dacoities in trains. You should pay attention in this respect especially to Bihar and Uttar Pradesh. The Chota Nagpur Chamber of Commerce, had drawn the attention of the hon. Minister to a few

problems of the area. I would like to repeat them here. The business men of Hatia and the factory officers there have been constantly demanding that a diesel engine and atleast three coaches should be attached to Hatia express between Hatia and Muhi. You may be aware that only one coach has been added to it during the last 20 years while the traffic has increased three times.

I demand to attach two-tier air-conditioned sleeper coach to the 23up/24 down Hatia-Patna Express urgently. When I met the officers of Ministry of Railways in Rail Bhawan for it, they asked for three months time and assured me that it would be made regular soon but they have not kept their promise till now. I request the Minister of Railways to pay urgent attention in this direction. The speed of 801 up and 802 down should be increased and 2 tier Air Conditioned sleeper coach should be provided in it.

More bogies should be added in 89up and 90down Bakaro-Madras Express for the passengers travelling between Bakaro and Ranchi. At present only eight bogies from Bakaro and nine from Tata Nagar are attached to this train. You may be aware that the total population of Bakaro and Ranchi is much more than that of Tata Nagar. Two-Tier Air Conditioned Sleeper coach must therefore be provided from Ranchi in this train.

Bombay has become the industrial capital of the country. But this area does not have direct link with Bombay. I am confident that if direct rail link is provided for Bombay from this area it would not only be profitable but also beneficial.

One bogie is attached for Varanasi thrice a week. It should be run daily.

A large number of people travel from this area to Assam. At present there is no direct link between Assam and this area. I would, therefore, urge to take immediate action in this regard.

There is also need for a direct link between Ranchi and Puri. I have disclosed some requirements of our area. It

is my humble request to the hon. Minister that in view of the poverty of Nagpur and the vast tribal area, there is need to provide facilities to the people. The opposition parties are creating trouble not only in Punjab but also in these areas. Therefore, timely attention should be paid in this direction. I am thankful to you for giving me an opportunity to speak. It is beyond words to appreciate the progressive Railway Budget, that you have presented in the House.

DR. CHANDRA SHEKHAR TRIPATHI (Khalilabad): Mr. Chairman, Sir, I am very thankful to you for giving me an opportunity to speak on the Railway Budget. Undoubtedly, the budget presented by the Minister of State of the Ministry of Railways is unprecedented in the history of Railway Budget. The country and this august House is proud that the Indian Railway emerged as a world leader in freight capacity utilization, under the stewardship of Shri Scindia. It is an unparalleled achievement in the history of the country and that of Indian Railways. I offer my heartiest congratulations to Shri Scindia in this august House. Earlier the passengers, who travelled by trains were uncertain of reaching their destinations. I also congratulate the hon. Minister because there has been a sharp fall in the number of train accidents and it is all due to the efficiency, devotion and dedication to duty of railwaymen during his tenure. It is commendable. Shri Scindia has indicated in the Railway Budget, that Indian Railway met the challenge of unprecedented drought, successfully and ensured massive movement of essential commodities. There has been no complaint for any quarter. It is really a great achievement.

Besides appreciating the work, ability and efficiency of Shri Scindia I would also like to make a submission to him. It has been the intention of the Government and also of the Prime-Minister that the regional imbalance should be removed and the backward areas should be developed. There are some very important towns in Basti district, which have not developed because there is no railway line in the area. There is an old adage that when a person gets place to sit, he wants place to stretch

his legs. This means that when a person gets some thing, he aspires for more. There is a demand to convert all the metre gauge lines in the country into broad gauge. Besides, there is demand for double line at many places. Smaller stations want to be upgraded.

Many areas in our country are backward and neglected. Proper attention should therefore be paid towards them. I think, these areas are backward because of paucity of funds. You will have to provide necessary facilities so that the people do not have to face problems.

Now, I want to say something about my constituency—Basti. There is no need to relate the history and background of this area. You may be well aware of it. Historians have proved that Gautam Buddha—the messiah of truth and non-violence, was born here. His birth place is in our Basti district. Similarly, Maghar, which also falls in my constituency Khalilabad is the place where Sant Kabir—who was the symbol of Hindu-Muslim Unity—attained 'Nirvana'.

There has been a long standing demand, since 1962, to construct a railway line from Sahjanwa to Utraula. Weaving trade is carried on a large scale here. Because there is no railway line, in the area, the production of cloth becomes a costly affair. Lakhs of weavers are on the verge of starvation there. So it is my humble request to link this area with a railway line.

Bakhera is the major centre manufacturing brass and copper wares in the country. As there is no railway line in the area, the transportation of its raw material by trucks proves to be costly. Similarly, there is a place known as Bansi. Rock salt and rice is found in abundance in this area. But development is not taking place because there is no railway line here. What I mean to say is that on the one hand, there are areas where fast development is taking place through modernisation and introduction of new technology whereas there are areas which are lagging behind in development in spite of the—availability of raw material and infrastructure, only because there is no railway

line in the area. One wonders why it is so. In the light of this, it is essential to construct a railway line here.

I would once again urge the Government that a railway line should be constructed from Sahjanwa to Utrauli via Balrampur in order to enable a number of towns on this route to move in the direction of progress and development.

We are glad that Railways has earned a profit of Rs. 101.99 crores. This has been possible because of your efficiency. To meet the paucity of funds not only second class fares have been increased but also fares of airconditioned coaches has also been increased. Hundred of acres of surplus railway land has been given on lease. This yields very little revenue. A through survey of the said land should be conducted and it should be given to those people on lease, who can provide crores of rupees to the Railway Department by way of lease amount.

Similarly, recoveries amounting to crores of rupees is outstanding from shoppes and stalls which have been hired out. There recoveries should be immediately made as it would yield good income. As I do not have the concerned figures I would like you to pay special attention towards it. I do not know whether the claim cases in respect of lost property have increased or gone down. As far as I know, the Railways has given Rs. 600 hundred crores as compensation for loss of luggage and breakage so far. Responsibility should be fixed for loss of goods. Workers and officials should be asked to pay for the goods lost or stolen due to their negligence. My demand is that the Railways should not make the payment on its own and thereby impose taxes on the 76 crore people of India.

In this connection, I would like to draw your attention to the meals provided by the Railways. Some other hon. Members have also expressed their views on it. I want to bring to your notice an incident which took place at New Delhi, about 6-7 months back. We weighed the meal packets provided on the Vaishali Express. These packets, supplied by the Railway Base Kitchen Delhi, were 400 grams in weight

against the stipulated 505 grams. We weighed several packets in the moving train and I even made a complaint in this regard. The food was of poor quality, uncooked, stale and short by 105 grams. The meal packets were weighed in the presence of the Railway Superintendent and the Canteen Manager. These Officials have countersigned my complaint against the Railway Base Kitchen Delhi. Those who are preparing underweight meal packets in the kitchen and are duping the common people of crores of rupees should be brought to book and severely punished. The Railways cannot afford to be complacent in such matters.

I want to put forward another request. The Railways are playing an important role in every field be it sports, provision of medical facilities or afforestation programmes. I want to express my appreciation for the progress made by the Railways in the provision of health facilities. A Budget for the Railways—which is the biggest public sector unit and employs lakhs of workers—is presented separately in Parliament keeping in view its wide-ranging activities. The Indian Railways have established hospitals to ensure best medical aid to its several lakh employees. Previously, these hospitals were ill-equipped to treat accident cases involving head injuries or brain haemorrhage. Last year, I had requested for CAT-scanner facility at these hospitals. I want to congratulate the hon. Railway Minister because he did not merely give an assurance but went ahead and got the equipment installed. I want to elaborate on this. CAT-Scanners must be installed in every major Railway hospital.

17.18. hrs.

[MR. DEPUTY SPEAKER *in the Chair*]

The welfare of lakhs of people and their families is linked to their being in the best of health. New technology is being introduced in every sphere of life including the medical field. A new machine called the Lithotripter has been introduced, in the field of medicine. It can dissolve kidney-stones without resorting to surgery or administering anaesthesia. Such machines should be introduced, either step-wise or phase-wise, in every Railways hospital for

providing better treatment to Railway employees and their families.

The Railways have done India proud in the field of sports. Incentives have been given to Railway Sports persons. I would suggest that similar incentives should be given to those Railway employees and their families who have fulfilled the 'one-child' norm under the National Family Planning Scheme. To encourage them the Railway Board should formulate a separate scheme in this regard.

Although I have spoken to the concerned officials in this regard and have also brought it to the notice of the hon. Railway Minister, but I would like to repeat it here in this august House that the platforms at Khalilabad railway station have not been raised as yet. The low level of the platforms makes it difficult for old, infirm and women to board trains. The platforms at Khalilabad railway station should be raised and those platforms which are without sheds should be covered. Some platforms have sheds but their span is so small that half the train remains uncovered. These sheds should be extended. The Railways own plenty of land in the vicinity of the Khalilabad railway station. A children's park should be developed for the children of railway employees. Many passengers travel ticketless on the roof of the Avadh-Assam Express, while thousands who buy tickets are stranded. This train cannot carry the load of passengers on this route. Avadh-Assam Express, running four times a week, should be converted to a daily service. Under the National Rural Employment Programme (N.R.E.P.) a road was laid between Chureb and Munderwa railway stations. In the absence of gates at the railway crossing the villagers are unable to use this road. Kindly make arrangements to install gates at that railway crossing...
(Interruptions)

The Railway have provided a number of facilities to the people who travel by it. There is a demand to extend the railway Passes of freedom fighters. But I feel that the same facility should also be given to poets and writers who have won national and international awards.

Further, I feel that the 6% increase in freight charges will affect the common man of our country, whether rich or poor, therefore, request you to cut down the increase in freight rates to 3%. With these words, I support the Railway Budget.

[English]

SHRI UTTAM RATHOD (Hingoli) :
Mr. Deputy Speaker, Sir, I have been waiting here for the last three days just to speak for five minutes.

Sir, on the birthday of our Railway Minister, we all congratulate him and wish him a very long life in the service of our nation. I congratulate him for instilling a feeling of dedication and belonging among the employees of railways resulting in the increase of efficiency which has done well not only to the nation but also to the railways itself.

The other day, Mr. Reddi of TDP said that when you ask the hon. Minister something, he has a very innocent smile. That completely disarms you. I do agree with him. He has really a very innocent smile. Not only that, he conducts himself with no airs about himself. Who does not agree that he is the most unassuming Minister? But I don't know what happens to him when he deals with allocation of funds. I think he assumes all the powers because he has been groomed to rule. But he acts with partiality while allocating funds. I want him to be impartial.

I do not know why Guna-Etawah line was allocated Rs. 11 crores. On the other hand, the Manmand-Aurangabad section was given only Rs. 5 crores for conversion which has been going on for the last one decade. Is there anything like physical achievement? If it is so, it should be indicated to us. It is only the expenditure you show but not the physical targets which have been achieved. When we speak about the zero-base budget, we should give the physical achievements.

Let me complement the Minister for a long-standing demand of the people of Marathwada who used to travel on Purna-Hingoli-Khandwa section. They had to pay

33 paise more per rupee. Shri Scindiaji has brought it down to Re. 1. It was earlier chargeable on the actual mileage.

When most of us asked for telephone at a small railway station which caters to the needs of 10-15 villages—some of them may be having small auto exchanges—he said that this is uneconomical and, therefore, cannot be installed. When I ask for a platform shade, he writes to me that the passenger traffic does not justify it. However, for beautifying the station, some plants or shady trees can be planted. I hope he does not want shady trees for the passengers to take shelter. Is it not a very shady answer? For heaven's sake, do not displease people for small things. These are the things which will cost only Rs. 50000 to Rs. 60000. Why cannot you do it? This will satisfy the small people. Small people have small expectations and big people have big expectations. So, we do not want big things.

I thank him for Pimpalkhuti-Adilabad section where the progress is well and I want it to be completed soon so that Adilabad will be well connected with the coal belt in Chandrapur and we can carry coal right up to Purli on one side and Manmad on the other side.

About the platform ticket. I will say that these bonafide passengers find it very difficult and at least I am prepared to support him on this issue. Recently, the hon. Minister made a statement about the meter gauge. Let me tell him that his statement has been either misrepresented or mis-quoted but it has created doubts in the minds of the people whoever is asking for the conversion of meter gauge into the broad gauge section. There is a joke going around in Marathwada. People should invite the hon. Minister and let him erect a monument where it will be inscribed "This monument is erected to perpetuate the memory of the promise given by the late Prime Minister and the foundation stone laid by Mr. Madhu Dandavate (by keeping the work in progress) for decades together." Is it good? If it is not good, you must give them equal share as you have done for Guna-Itawa and other sections. You have decided to undertake the Beed-Ahmednagar

railway line. Please extend the survey up to Kalyan as this is a century old demand. You have completed Darwha-Bhokar broad gauge section. Please be prepared to make some substantial provisions for construction for we may have to go in for elections and this will strengthen our hands.

About the conversion of Purna-Mudkhed-Adilabad section, the total grant is Rs. 1000. Is it just to keep the work alive and not to do anything for the people?

Why can't you do it as for the coal transportation this line will be much helpful? Why can't you convert this line as we have done in other sections? I say that there is a great demand that Agartala should be connected by railway. Recently, our Prime Minister also assured the people that this line will be taken up. I pray that this promise of our Prime Minister will not be forgotten as the promise that was given by Late Smt. Indira Gandhi in 1972 to the people of Marathwada.

[*Translation*]

SHRI NĪHAL SINGH JAIN (Agra):
Mr. Deputy-Speaker Sir, I am grateful to you for giving me an opportunity to express my views.

Keeping in view the developmental plans of the Indian railways the hon. Railway Minister has presented a balanced Railway Budget for the year 1988-89. I support it and congratulate him for this effort.

The remarkable performance of the Railways in respect of growth in freight movement, flow of essential supplies to drought affected areas, rapid normalisation of disrupted rail services in the East and North East due to floods, rise in passenger movement, introduction of new train services and use of sophisticated safety devices is indeed commendable.

Sir, the proposal to hike II-class fares and platform ticket charges will mainly affect the lower and middle class people. I, therefore, request the hon. Railway Minister to reconsider these proposals and provide some relief.

The hon. Railway Minister has announced the construction of new passenger terminals at Kurla and Bandra in Bombay and at Shalimar in Calcutta. Similarly, better amenities will be provided at Hazrat Nizamuddin and New Delhi terminals. This is a step in the right direction. In this connection I would like to submit that the pressure on the passenger terminals in New Delhi which is the capital of the country is more than its capacity. Therefore, there is need to decentralise these terminals to ensure better facilities to passengers. In order to lessen the load on the terminals in Delhi area I would request that a central terminal station be established at Agra. This will help the passengers to a great extent.

The passengers coming from South and wanting to go to Rajasthan have to first come to Delhi and then proceed to their destination. If a terminal station is set up at Agra passengers will not have to go upto Delhi. They can proceed to Rajasthan from Agra. Similarly, passengers coming from the East can be diverted via Tundla to reach Agra and from Agra they can proceed to Rajasthan. These passengers also need not touch Delhi. All this would help in reducing pressure on Delhi.

Agra's unique geographical location makes it an important place. It can become an important railway terminal because the metre gauge routes on the Western Railway and broad gauge routes of North Eastern Railway cross this city. Many trains of the Central Railway pass through this station. The Railways own plenty of land in that area. Encroachment on this land is on the increase. I, request the hon. Railway Minister to get a survey of this area conducted and in case he finds it suitable he should announce setting up of a terminal at Agra as soon as possible. This will definitely help in reducing pressure on Delhi. This is my suggestion.

Mr. Minister, this Budget does not say any thing about the contribution of Railways to the development of tourism. Some attention needs to be paid in this direction. Agra is an important city on the tourist map of India. Over 10 lakh foreign tourists visit the Taj Mahal and other historical monuments around this city every year.

Millions of domestic tourist also visit the city. But they have to face great hardships in the absence of adequate facilities. I therefore, request that trains coming from South should be stopped at Agra so that the passengers can visit the tourist spots in the city and then come to Delhi if they want. The hon. Member from Andhra Pradesh has also requested that the Andhra Express must be terminated at Agra. Similarly, there is a need to terminate other trains also at Agra.

It is essential to provide more facilities for the development of tourism and I want to make a few submissions in this regard. The Toofan Express goes eastwards via Agra and the next station on this line is Tundla. Earlier, great importance was attached to this station and all trains coming from the East and going to Rajasthan or Agra would halt here. It is most unfortunate that now the Railways has completely neglected the station and is indifferent to the demands of the area. Neither the super fast trains stop here nor is there any reservation quota for this station. Therefore, I want to submit that most of the trains should stop here and reservation quota should also be provided. Nilanchal Express halts at Tundla when it goes via Allahabad thrice a week, but when it goes via Lucknow, it does not stop here. I cannot understand the logic behind such an arrangement. Besides, I also want to submit that Gomati Express halts at Aligarh and Etawah but not at Tundla which is causing great inconvenience to the people going to Lucknow. It is necessary to pay attention in this direction as well.

Mr. Deputy Speaker, Sir, our High Court is in Allahabad and people have to go there in connection with various cases. The Upper India Express which used to go via Allahabad had a bogie for Agra but since this train was withdrawn, we were deprived of this facility. Hence, it is very essential to attach a bogie for Allahabad with a train which leaves in the evening. Similarly, there is a long standing demand for attaching an air-conditioned coach to Avadh-Express plying between Gorakhpur and Ratlam. This facility has been provided between Lucknow and Gorakhpur which is a day journey, but I want to request that this facility should be provided

upto Ratlam. Alongwith it, there is also a need for attaching a reserved II class bogie to this train.

Similarly, there is long standing demand for attaching Airconditioned coaches to Ajmer and Ahmedabad bound trains which ply on metre gauge. This must be met immediately. The Kathgodam bound trains should also have the same facility.

Finally, I want to submit to the hon. Minister that there is a proposal for opening a container depot at Tughlakabad station. I want to submit that leather goods worth Rs. 600 crores and carpets, marble and other items worth about Rs. 1000 crores are exported from Agra. In view of this fact, the above mentioned proposal needs to be reviewed. I would urge the Government to set up this depot at Agra.

Similarly, the electrification work on the Bayana-Tundla line is progressing very slowly and it is essential to accelerate it. The people of Agra have been demanding for a long time that Utkal Express and Jhelum Express should stop at Raja-ki-Mandi station in Agra. The hon. Minister should pay attention in this direction. I also demand that the railway pass facility to the freedom fighters should be extended.

I am grateful to you for giving me an opportunity to speak.

SHRI DAL CHANDER JAIN (Damoh): Mr. Deputy Speaker, Sir, many more suggestions have yet to come. hence the time should be extended.

THE MINISTER OF STATE OF THE MINISTRY OF RAILWAYS (SHRI MADHAVRAO SCINDIA): Suggestions for improvement should be allowed as only then improvement can take place. If the hon. Members want to make their submissions, I have no objection.

[English]

MR. DEPUTY SPEAKER. We will decide at 5.50 P.M.

[Translation]

SHRI ARVIND NETAM (Kanker): Mr. Deputy Speaker, Sir, If we analyse

the progress made during the last two or three years, we will find that this year has been a year of achievement. It has become possible only because of the dedication of the hon. Minister, Shri Scindia, the Railway Board and the employees of the Railways. The close coordination between them is also commendable. During the course of his Budget speech Shri Scindia stated that there has been a marked increase in the goods traffic and the passengers traffic. Similarly, in terms of tonnage, there has been a considerable increase per wagon, per kilometre and per day. In spite of resource constraints, the achievements of the Railway has been remarkable and the hon. Minister deserves to be congratulated for it. I appreciate the freight concessions on essential commodities. It is a good step indeed. The fare concessions to brave children, teachers, the recipients of Arjun award and 'Shram' award are welcome. This will encourage the people engaged in these fields. There has been considerable improvement in the quality of food and catering service in the Railways during the last 2 or 3 years.

This has never happened before in the history of the Railways. The efforts being made by the hon. Minister in connection with Railway safety will bring about considerable improvement.

The Dalli-Rajhara-Beladila line in my area, will be an important line not only from the point of view of travelling but also from that of the national economy. Beladila has Asia's largest iron ore deposits and a Steel Plant is located there. Besides, it is also essential to connect this areas from the passenger point of view. The Steel Plant at Bhilai gets its iron ore supply from Dalli-Rajhara. This deposit will not last very long. It will last for another ten-fifteen years. In order to meet future requirements Dalli-Rajhara should be connected to Beladila. It is good that the hon. Minister is making efforts in this regard. The Raipur-Dhamtari narrow gauge line should be converted into a broad gauge line and Dhamtari should be connected further. There should be a circular train for Raipur and Durg districts.

All the South bound Superfast trains from Delhi go via Nagpur or Bhopal. One

or two such trains should go *via* Katni, Bilaspur, Raipur and Waltair, as well. Our colleague from Orissa Shri Pattnaik has also raised this point. The trains bound for Andhra Pradesh, Orissa and Tamil Nadu can go *via* these areas. A train should also be introduced between Chattisgarh and Gwalior. Headquarters of several departments are located at Chattisgarh. A train should be introduced between Raipur and Gwalior *via* Bilaspur. It may be called Madhya Pradesh Express which would connect one end of the State to the other. You have made efforts to economise on fuel, petrol, diesel and electricity in the Railways. This is indeed commendable and will have a positive effect on the Railways. As the hon. Minister is himself a sports lover, he has encouraged sports in the Railways and I think no other department has contributed as much to the field of sports as the Railways. In this connection, I have a suggestion to make. In the absence of any special scheme in this regard the juniors are not getting desired encouragement. No Public Sector Undertaking or any other Government Department has such special scheme which could encourage the juniors. The hon. Minister has his own schools. I would, therefore, suggest that the Railways, should have some sports schools on that pattern. I congratulate him for organising World Railway Sports. He has stated in his Budget speech that Railways won 16 national titles. Besides 3 Arjun Award winners are from Railways. This is a great achievement indeed. I want that we should catch young boys and train them in sports under your leadership by providing scholarships and setting up sports schools for them. You can do a lot in this field. I cannot see a single organisation in this country which encourages sports. The achievements made by your Ministry in athletics and field events are laudable. Except the Tatas and Railways there is no one in this field. Athletics is such an event that if children have some talent they can be trained in it and go far ahead. Ace-runner P.T. Usha belongs to the Railways. Although the credit goes to her coach Shri Nambiar but credit also goes to the Railways to a large extent. You can make plenty of contribution in this field.

With these words I support the Railway Budget.

[English]

SHRI WANGPHA LOWANG (Arunachal East): Mr. Deputy Speaker, Sir: I thank you very much for giving me the opportunity to participate in the discussion. I rise here to support the Railway Budget for 1988-89 presented by the hon. Railway Minister.

The Railways' performance during the current year and the last year were good. In the freight performance, the annual target was surpassed, and in the financial performance also, we have seen that there is a surplus of about Rs. 69 crores in 1987, and I must congratulate the Railway Minister and his officers and other employees for this.

Of course, there are some increases in freight charges and passenger fares, but I think those were essential and required for resource mobilization, as well as for meeting increases in salary, allowances and also the unprecedented drought and flood which we had experienced last year.

Besides that, it is a welcome step that exemption has been given from increase in freight charges for certain commodities like foodgrains pulses, fertilizer and salt. This will prevent increase in cost of these essential commodities. In the Railway Budget, certain concessions have been given also to passengers who have been given national awards. It is a welcome step. But I hope this increase in passenger fare will justify the comforts and conveniences of the passengers.

I have travelled in a few railways in the South and of course by Rajdhani Express from Delhi to Calcutta and I have found these trains are better. But, somehow, in the north eastern railway, it is not so. I have a personal experience of travelling in the north eastern railway. Only a few months back, I travelled and I found that there was no water in the train and the light was also dim. I am sorry to mention that particularly in some places in Bihar; it was a horrible journey. Even when I was travelling in the first class I found that there were some local passengers who knocked at the door and

the window. I think it is due to lacks of coordination at a certain level. Cut I hope this will be improved. After all, those who are travelling for a long distance for two or three days, if they do not get proper food and proper sleep and if they are harassed in the train, they really feel very bad. It was harrowing experience. I hope this will be improved and for that matter I suggest long-distance trains should have very minimum stoppages; at the same time, there should be a frequent movement of local trains so that the local passengers can be accommodated in the local trains and the passengers travelling in the long-distance trains are not harassed.

The communication system in the north eastern part remains totally cut off for a certain period. So, you have to pay adequate attention to improve the railways in the north eastern part because this railway caters not only seven north eastern States but also it passes through West Bengal, Bihar and U.P. This is one of the very important railways and I hope proper attention will be given to improve it. We have seen that the north eastern part of our country is sometimes very much neglected in the sense mainly due to lack of communication particularly the railway. Therefore, we have seen even the prices in the north eastern States are comparatively high. Unless the railway communication is improved this difference in prices in the north eastern States and other parts of the country will remain and there will be no balanced economic development; that is why this railway is very important.

Last year, our Prime Minister had inaugurated a bridge over the Brahmaputra at Silghat and I must once again congratulate the Railway Department that I am told—it has come up much ahead of time.

Then there is another very important place where a bridge is required and that is Dibrugarh.

This is very important, that at Dibrugarh on the river Brahmaputra there should be another bridge. That will serve not only the upper parts of Assam, but also Arunachal Pradesh because there is a

heavy movement of traffic, crossing the ferry from Dibrugarh across Brahmaputra. We know that in the North-Eastern States there is also a heavy movement of military personnel and all this will be better served if another bridge is constructed over the Brahmaputra. I do not expect that it will come up in one or two years but unless we do something now, unless we start some sort of preliminary work and survey now it will not come up at all. So, my request is that a study or a survey should be started for the construction of another bridge over the river Brahmaputra at Dibrugarh.

SHRI SRIBALLAV PANIGRAHI (Deogarh) : Mr. Deputy-Speaker, I thank you for giving me the opportunity to speak on this Railway Budget. The very fact that we have a budget for railways separately indicates the importance and the significance we attach to the Railways. In fact, the Railways play a very vital role in the economic development, in the agricultural development, in the industrial development of our nation, as well as in strengthening the much needed national solidarity and integrity of the country.

I would like to congratulate the young and dynamic Railway Minister, Mr. Scindia for working very hard with sincerity, with seriousness to put back the Railways on the right track over the years. In fact, the last two or three years have been or this period has been a saga of success for the railways. I would like to congratulate particularly because the last year the freight movement has been spectacular. The target has been exceeded. Not only has the performance of the Railway sports been good, but also the performance of the Indian Railways has been quite laudable and in fact in the international sport also it has enhanced our prestige by bagging gold medals. Besides, the contribution of the Indian Railways to the general revenues has increased and it has also strengthened our national economy.

Again, there are some good features, welcome features in this year's Budget. For example this setting up of a Directorate of Passenger Amenities is good. It is very

much needed. Passenger amenities should not be brushed aside as a simple matter.

Several concessions for recipients of awards for their distinguished services have been announced. Earlier it used to be there only for personnel of the Defence Services, and it is good that it is being extended to people of other areas also. Because, after all in areas of literature and art, everywhere there are distinguished people. They also deserve these concessions.

15 08. hrs.

Sir, the Railway Minister himself in his speech has said that in the ensuing year, our plan allocation is Rs. 3,850 crores and commensurate targets have been fixed. A clear emphasis will have to be made on the rehabilitation and modernisation programme, on which alone seventy per cent of the total annual plan outlay is being spent. This year's plan allocation is about Rs. 550 crores more over the last year. What I want to say is that, with the depreciation, with the inflation, with the money value going down, this increase is not adequate to meet the increasing demand. By the turn of this century, *i.e.* by 2000 A.D. the present traffic rate both passenger and goods traffic will be almost doubled and that way there will be a long road ahead for the Railways to cover in modernisation, in the field of track renewals, in the field of expansion and putting up new lines. Otherwise, there will be a big gap. As you know, our population by 2000 A.D. will touch one hundred crores. Therefore; the Planning Commission should realise this and allot more funds to the Railways for all these works.

While complimenting the Railway Ministry, I would like to submit that there is much scope for improvement in respect of punctuality, cleanliness, catering services and the train timing. The train running time has been put in such a way that it is flexible. Further, the timings could be controlled and reduced. In fact, some people incharge of control do not apply their mind to this aspect and further they give preference in many cases—unless it is super fast—to goods train over the passenger trains. The passengers' time is quite valuable. Therefore it should be reverse.

The ticketless travelling has to be checked.

Sir, it is a sweet Budget with an element of bitterness. They are going to mop up more than Rs. 600 crores by way of revision in freight rates and passenger fares. Sir, judging the difficult situation of this year, it seems they had no other option and in fact they had done it with reluctance. I request that if the second class ordinary passenger fare is left out of this increase, it will be better.

Regarding platform ticket, I feel that the increase is not justified. Those who are going to the station to receive or see off their relatives and friends are over burdened.

Now, I will come to the demands of Orissa which is the heart and soul of South Eastern Railway. I am constrained to observe that Orissa continues to be neglected. Out of the total route kilo metres of 61,813, Orissa accounts for only 1982 kilo metres. This is quite low considering the size and significance of a major State like Orissa.

There should be a South Eastern Railway zonal Branch office in Orissa and in all fairness Orissa should be the headquarters of South Eastern Railway.

There is no railway line along its heart. If Sambalpur-Talcher line is completed, then it will serve the purpose. The progress of the line is very slow and poor. Against the estimate of Rs. one hundred crores only Rs. 12.5 crores have been spent so far and in this year's Budget, there is a provision of Rs. 5 crores only. Our hon. Prime Minister had laid the foundation stone of this line and set the target for completion by 1990. Sambalpur is a new division. But Jharsuguda, Brajarnagar and Rourkela have been left out of this division. Without these places, it is meaningless to have the division there. All these areas of Orissa along the Howrah-Bombay railway line should be brought under this division with necessary administrative and technical arrangements and with control office and area office at Jharsuguda.

There should be a fast train between western Orissa and Delhi. Otherwise, at

least erstwhile Kalinga Express should be revived with an Allahabad bogie attached to it,

Sambalpur-Bhubaneswer new Express should be extended upto Jharsuguda. And the Link Express between Walfair and Raipur need not be discontinued. There should be a passenger halt at Goudpanpali between Dhutra and Bagdih stations on Howrah Bombay railway line. A pantry car in Ahemdabed Express should be attached. An AC II tier bogie and a pantry car should be attached to Bokaro Madras Express,

Complaints made are not being complied and attended to. There should be some provision of shower bath in the ordinary second class compartments. Drinking water facility has to be ensured to passengers both in the train as well as at the stations.

The general condition at platforms and stations in Orissa is awful. And reservation in different trains is quite inadequate. I request the Railway Minister to pay a visit to Orissa, see the things for himself and take necessary steps for redressal of the problems of Orissa.

I whole-heartedly support the Railway Budget. I wish the Minister well. The Planning Commission should allot more money to meet the challenging situation ahead of the Ministry.

SHRI K.S. RAO (Machilipatnam): I sincerely congratulate the Minister for Railways for improving the efficiency.

When I go into the details of the statistics I find that the internal generation of resources in the Railway Ministry have gone up from 25% to 65% in the current year, which is really a good indication. In fact, I have been arguing with the Finance Ministry and also the Government right from the time I entered Parliament, that certain Ministries like Railways, Communications, Energy, Coal, Industry, Housing and Urban Development should not aspire or expect any budgetary support. When the Minister of Railways is heading the entire organisation of railways with an investment of Rs. 70,000 crores at the present value, it will be pathetic for any Railway Minister

to look at the budgetary support. Here I congratulate the Railway Minister that at least he has come to a stage of providing 65% from his internal resources.

What we see in real life is that when the Government proposes a small raise in the fares or price of any commodity, invariably the traders take advantage of that and raise the prices manifold. Here the Minister should have avoided this increase. For mopping up Rs. 632 crores, he should have concentrated a little more in increasing the revenues by plugging the leakages in revenue and also in reducing the expenditure either on works or on staff, or by increasing the checks on the works. Apart from this, I found that out of the General Revenues of more than Rs. 736 crores, they have taken only about Rs. 120 crores as loan and passed on the rest to the Government. That means they have passed on Rs. 600 crores. By not passing on these Rs. 600 crores they could have avoided raising the railway fares and freights. When the Railway Minister could take the credit for not increasing the fares in 1887-88 and for limiting it only to Rs. 76 crores in 1986-87, I wish he could have taken the credit by not increasing the fares and freights in this budget also. When Rs. nine thousand and add crores is the revenue, a little more stringency in plugging the loopholes, even to the extent of ten per cent, would have saved Rs. 900 crores. Anyway, I wish the Minister to go into these details and plug the loopholes, increase the revenue and not increase the fares any more, at least in the coming budget. This will not only help the Railways, but will also check the price rise.

Out of the budgetary support of Rs. 3,850 crores, Rs. 1,390 crores is from the non-Revenue, apart from Rs. 800 crores which is taken from Finance. I suggest to the Ministries not to look at the budget and if necessary, raise the resources by taking money from people by way of bonds. He has set a pace for other Ministries also, and I wish the Communications Minister, the Industry Minister, the Housing Minister, the Energy Minister, the Coal Minister and the Steel Minister also to come forward with the same proposals.

There is nothing difficult in this, I am sure. Over a period, these Ministries will not ask even for a pie from the budgetary support. Only by doing this, we can sort out many of these budgetary resources problems.

When it comes to Andhra Pradesh, by and large, the people of Andhra Pradesh are of the opinion that they are being neglected. The statistics also reveal this. In many cases it is shameful rather than the project like Bibinagar-Nadikudi, which was started ten years back, could not be completed even today. What is the sanctity in our speaking in Parliament time and again that we will concentrate on the projects which are in hand? The distribution of resource on various projects, without getting any dividends by not completing them for long, is causing havoc. When we have realised this, then let us concentrate on these projects, no matter whether they are in Andhra Pradesh or in some other State of the country. Complete the projects and ensure that the returns go to the people only. Whether it is Andhra or whether it is some other State, we are all one. So, I request the hon. Railway Minister to set a pace in regard to the completion of the on-going projects. Particularly, with regard to this Bibinagar-Nadikudi project, he has promised that he will complete it within this year. We are happy about it.

Similarly, they have completed the lines from Jaggriapet Town to Jaggriapet, and from Vishnupur to Nadikudi. But they are very small projects. I understand there was a demand from the Government of Andhra Pradesh for taking up the circular railway line in Hyderabad. The suggestion is very reasonable also. The State Government is prepared to pay 25 per cent of the expenditure, the Urban Development Ministry has to share 25%, and the rest of it is to come by way of loan. It is going to benefit 50 lakhs commuters. It is in the interest of the Government, it is in the interest of the nation, it is not in the interest of the State alone. So, I wish the Railway Ministry to look into these matters, take up these projects and help Andhra Pradesh.

Sir no mention has been made about the component of foreign exchange involved in purchasing the wagons, coaches and railway engines. I do not find any reason why the Government of India or the Ministry of Railways should resort to importing some of these things when there is ample opportunity and technology available in the country to manufacture them. All that they require perhaps is to raise the resources by way of bonds and the people are prepared to contribute. Let them create employment for the people and generate more wealth, manufacture these things and not pledge the country to other foreign countries by way of loans. This is going to be a big burden. I am happy he has mentioned that backlog in the track modernisation will be completed by 1995. With a little more concentration. I am sure it can be reduced by 3 years or so. Similar is the case with wagons and railway electrification. Sir, they have almost completed electrification between Vijayawada and Kazipet and if a small stretch of electrification of railway track is done between Kazipet and Hyderabad, it will help the people residing in various villages and towns in and around Hyderabad and the people need not run to Hyderabad and increase the burden on the city. It will also help Government's intention to reduce urbanisation and improve the suburbs. This is one of the methods of doing it.

Sir, there are a lot of proposals like creation of Directorate of Passenger Amenities, Railway Container Corporation, Railway Catering Amenities, etc. They are quite welcome. But mere opening of these offices will not help. I wish the hon. Minister to concentrate on efficient functioning of these offices and take stringent action against those corrupt people and get the cooperation from everybody, no matter whichever party or area he or she belongs.

Sir, in regard to peripheral services, instead of increasing the staff on the permanent basis, the Minister should think of adding peripheral services on contract basis, by which the performance and efficiency could be increased with low cost. Much

of the budget is going to meet wages and salaries of the employees. If catering and passengers amenities, etc., can be looked after by the peripheral services to be arranged on contract basis, a lot of money can be saved as also efficient services can be rendered to the public. When we went to various places along with the Estimates Committee Chairman, we found that those services which are being run by the private contractors were economically viable and they could render efficient services. I would therefore request the hon. Minister to consider getting those works done on contract basis so that expenditure could be reduced as also amenities to the railway users can be increased.

Similarly, Sir, the hon. Minister must hold meetings annually at the Zonal Headquarters with the State Government officials, MPs and MLAs and the Railway Officers so that he can directly hear the complaints and grievances of the region and know what are the lacunae and loopholes in the administration and also functioning of the railways and take measures to plug those

loopholes as also redress the grievances of the people of the area. That would be an open court for solving the problems efficiently.

Sir, I find that the revenue earnings are more in Second-Class compared to the earnings in other upper-classes—as shown in the Budget Estimate (Revised). The amenities given to the Second Class passengers are very very less compared to other upper-class passengers. It is pathetic that the minimum amenities are not provided to the Second-Class passengers. I hope that the hon. Minister will look into those problems and do the needful so that the people get at least the minimum facilities during railway journey.

18.19 hrs.

The Lok Sabha then adjourned till eleven of the Clock on Friday, March 11, 1988/Phalgun 21, 1909 (Saka)