

India will know. But why do you lower the prestige of Parliament ?

MR. DEPUTY SPEAKER : No, no.

PROF. SAIFUDDIN SOZ : Here you said how you administer these prices and how the position, that is the prestige of Parliament is reduced. I will give you an example.

MR. DEPUTY SPEAKER : It is not necessary. No.

PROF. SAIFUDDIN SOZ : Before the budget, you said that there will be no increase in prices of a car less than 1000 cc. But after the Budget was presented, the price of a Maruti Car will be up by more than Rs. 1000. Why ?

SHRI EDUARDO FALEIRO : We men are not here to act in a manner to decrease the prestige of Parliament, on the contrary, we are here to enhance the prestige of Parliament and it is precisely for this reason that we immediately accepted a discussion on this question in Parliament. We came here. I explained to you the reasons and on the question of administered prices it has been said for the last so many years. It is not a question of raising the resources for the Plan, it is not a question of raising the resources for the Government, it is a question of matching the public enterprises on the question of prices so that they may be commercially viable, so that they become self-sufficient and viable. And, all of us would like this to be done.

MR. DEPUTY SPEAKER : We take up the next item, Railway Budget.

SHRI BALWANT SINGH RAMOO-WALIA : One clarification I want to seek.

MR. DEPUTY SPEAKER : You can write to him and get the clarification. It is a discussion under Rule 193. Why are you raising the questions ? That matter is over. What can I do ?

SHRI AMAL DATTA : What can we do after the Minister has given the reply ?
(Interruptions)

MR. DEPUTY SPEAKER : The matter is over.

14.32 hrs.

RAILWAY BUDGET, 1988-89— GENERAL DISCUSSION—Contd.

[English]

MR. DEPUTY SPEAKER : The House will now take up the further discussion on the Budget (Railways). Shri Mohd. Ayub Khan to continue his speech.

[Translation]

SHRI MOHD. AYUB KHAN (Jhunjhunu) : Mr. Deputy Speaker, Sir, first of all I would like to congratulate Shri Madhavrao Scindia, the Minister of State of the Ministry of Railways and entire railway family for presenting such a good and balanced Railway Budget for the current year which is receiving laurels every where. I also support it. It not only show the competence of our Minister of Railways and his efficient rapport with Railway Officers and employees but it also reflects his honesty, hard labour and true dedication which led him to prepare such a fine and balanced budget. As a result thereof; our railway is now considered to be the best among any other railways of the world. We are proud of its functioning.

If have a glance over the progress of Indian railways during the period from 1940-41 till to date, we can easily assess the magnitude of progress made by Indian Railways since then. Indian Railways is also praised everywhere for its contribution made for promoting sports, especially hockey. I will appeal to the hon. Minister, through you, to make arrangements to give good training to Indian hockey team by railways, so that in the field of hockey also, India's name shines in the whole world. Railways should make arrangements for the training, maintenance, perks and pension etc. of the players.

There is no doubt that with the increase of communication facilities in railways, its efficiency has increased. But, when an aeroplane is in the air, it is controlled from the ground through radar system. Similarly running trains should be

[Shri Mohd. Ayub Khan]

controlled through a centralised station where facilities of radars or computers are available, this will give, at the one hand, the full knowledge of movements of the trains and at the sometime, there will be less danger of accidents. Secondly, I want that communication system should be provided between engine and cabin of the guard and also in the unattached coaches in order to provide more safety to passengers.

I am astonished and pained to see that even after 40 years of independence, the trolley meant for examining the railway line is operated manually by pushing them by men. I would like to request that practice of pushing them by men be stopped by replacing them with mechanised trollies. I request the hon. Minister of Railways that as the railways have given some concession in budget to the sportsmen, farmers and freedom-fighters, such concession should also be given to the ex-servicemen, mainly those who have got "Paramveer Chakra," "Mahavir Chakra" or "Vir Chakra". I am one among such freedom-fighters. They should be given some concessions by the railways.

One thing I want to say is that no differentiation should be done among first class, second class or air-conditioned coaches, being built now. Except the difference of conductor or reservation, second class coaches should be equipped with all the facilities available in upper class coaches, if we continue to make differences among the bogies it means we are still discriminating among ourselves. So we should provide all the facilities to the second class passengers also, as are being provided to upper class passengers. Every bogie should have an arrangement of first-aid, so that it could be easily available in case of any accident.

Now, I come to the point of railways services with regard to military. Availability of M.B.F.U. should keep pace with the expansion of military. M.B.F.U.s and bogies for army should be made available according to military's need. Movement of army from one place to another depends

on the availability of number of M.B.F.U. covers, kitchen cores and military coaches. All these arrangements should be standby on those army headquarters from where the army has to move. Secondly, our M.B.F.U.s are of very old type. Today, such M.B.F.U.s should be made in which our crews stay safely after the tank is loaded upon them and in case of air-attack, tanks could be off-loaded from the M.B.F.U. and reloaded safely. Railways should have their own police forces so as to ensure better safety.

Now I come to Rajasthan, Rajasthan is under a metre gauge zone which falls under north zone and that is why it is so backward. Rajasthan should be separated from metre gauge because Jaipur, the capital of Rajasthan, has not been joined to broad gauge yet due to it. So, I will appeal to you to join Jaipur with broad gauge and extend it up to Sawaimadhopur. Now I would like to say something about Jhunjhunu and Sikar. Ex Jaipur, Jhunjhunu and Sikar's distance up to Loharu is 250 km. and conditions of railways on this zone are worst. Constituency of our hon. Speaker Shri Balram Jakhar comes under this zone and while going to Jhunjhunu and Sikar, we, both of us, have found the first class bogies were unworthy of sitting. You have provided A.C. two tiers facilities in all the trains, but in Shekhawati Express you have not provided it is yet. This is the only train for Shekhawati, which goes to Jhunjhunu and Sikar in Rajasthan from Delhi. The condition is such, that after leaving this train at 7 o'clock in the morning, there is no other train for the next 24 hours for Jaipur. Why this discrimination has been done to us. So, we want a train for mainly Jhunjhunu and Sikar in Rajasthan, which runs from Delhi via Jhunjhunu, Sikar to Ahmedabad, so that the people of that district get the facility. Previously, this Shekhawati Express used to run from Jaipur to Delhi with all its composite coaches, but now a shuttle is attached to it at Bikaner. Due to this, the number of coaches has been reduced to ten coaches only. If you go from Loharu to Sikar, you will find the horrible condition of passenger at stations and you will be amazed to see how the people travel by standing on foot-board and screaming to get in the compartment.

ments and if we happen to travel in the same train, they enter into our compartment and say that you are our Member of Parliament, you can't arrange a coach for us? I will appeal to the hon. Minister to run Shekhawati Express with all its composite coaches from Jaipur to Delhi and not to take it to Bikaner by detaching half of its coaches at Loharu and number of coaches should also be increased, A.C. two tier should be also provided. We should also get a new train.

Now, I want to say with regard to goods trains which run from Dabra to Singhana for Khetri Project. There is rail line between Dabra and Singhana and a goods train runs on it for transportation of goods for the Project. When a goods train can run on this line, why some passenger coaches cannot be attached to it? The people of that area don't know what a train is. So, I will appeal to hon. Minister to attach passenger coaches to the goods train, which goes from Dabra to Singhana for transportation of goods of the copper project, so that the people of that area can travel in it.

Sir, Pilani and Udaipurvati come under my constituency. Pilani is an educational centre but it has no railway line. Udaipurvati, from where I belong is also without railway line. So, I will request to link both the areas with railway lines. Sir, in 1980-81, there was a strike in Ratangarh under Bikaner zone. Some people were dismissed from service due to that strike. I will appeal to the hon. Minister to take them back in service. There are mainly two people of my village, who are very poor. They must be reinstated. One is a fireman named Haneef Khan and the other is a cleaner named Imtiya-z. If you will help them, they will be able to maintain their families. I will appeal to the hon. Planning Minister to increase the allocation of funds for the Railway for ensuring its progress and laying of new railway lines and for conversion of metre gauge into broad gauge and for its all round development Railways are our national asset. We have to make more allocations for it for its smooth functioning.

[English]

SHRI N.V.N. SOMU (Madras South) : The presentation of the Railway Budget by the hon. Minister for Railways was synchronised with the accident of the Tamil Nadu Express resulting in one death and many injuries. Tamil Nadu Express met with accidents several times, at regular intervals. The Minister has given figures regarding reduction of accidents. I request the Railway Department to pay more attention to avoid accidents in this sector.

In the Budget the Minister has stated that he recognises the importance of improving train services between the southern parts of the country and the national capital. This idea came to the Railways only after 40 years of independence. I am happy at least now the Minister has got some mercy on the southern parts. The southern parts of the country are neglected; more particularly Tamil Nadu is the most neglected part.

In Bombay during 1987-88 36 new suburban trains were introduced. And now it has been decided to add another 22 services in the Bombay area I welcome this. But what about Madras? There is no whisper about the Madras suburban system. The commuters are already suffering and suffocating in the eternal crowded trains. Frequent delay of trains due to technical failure has now become a regular feature.

We were eagerly expecting that the MRTS would be implemented soon. But the amount allotted is very meagre. For the completion of the project by 1992 or 1993, it is imperative at an allotment of Rs. 15 to 20 crores should be made every year, without minding the State sharing of the cost which is a new concept.

The MRTS only will give some relief to the traffic congestion in Madras city and, therefore, I request the Minister to take some special interest to complete the project immediately.

Likewise, I have been pleading for a rail link from Villivakkam to Anna Nagar, distance of hardly 3 kms. A feasibility

[Shri P. V. N. Somu]

report was submitted by the Southern Railway to the Railway Ministry in 1984 at a cost of Rs. 2.8 crores. The need for the link has become very essential in view of the area in and around Anna Nagar developing into a thickly populated residential area. Moreover, the MMDA has also planned their wholesale market at Koyanbean which is in very close proximity to Anna Nagar. I would, therefore, request that this scheme also be taken up early as a part of urban development for the Madras Metropolitan area.

There were two passenger trains to cater to the needs of the pilgrims to Tirupati—Madras-Raichur and Madras—Tirupati. Both the trains were cancelled while the Madras-Trivellor electrified project was taken up. At present there is no direct passenger train to Tirupati. From Madras Central pilgrims travelling to Tirupati with women and children and heavy personal belongings find it difficult to tranship themselves at Arkonam and catch the Arkonam-Tirupati passenger. Now, that the entire track Madras Arkonam-Renigunta-Tirupati has been electrified, it may not be difficult to re-introduce at least Madras-Tirupati passenger in the interest of poor pilgrims who cannot always afford express fare. These two trains were running over-crowded for the past 30 years. There is no doubt that it will maintain the same rush as the train goes on pilgrim centres. Now that the third and the fourth track is in operation up to Pattabiram in Madras city, there is no difficulty in running trains on these tracks.

I request the Minister to issue orders to maintain *status quo ante* of above said trains, or it is better to extend the existing Arkonam-Tirupathy passenger train (193 and 194) to Madras Central.

Likewise, the Brindavan Express is the first superfast train in South India. In 1970 when this train started running, it took five hours and thirty minutes between Madras and Bangalore. Then the speed was reduced and now it takes 6½ hours. It is said that the number of compartments has been increased to 18, because of which the speed

has decreased. But the Tamil Nadu Express which is running with 21 compartments, maintains the same speed. The passenger train covers the distance between Madras and Bangalore in 7½ hours, whereas the Brindavan Express takes 6½ hours. Is it not ridiculous on the part of Railways to run the superfast train at such a speed? The Brindavan Express, which stops only at four places, takes 6½ hours. It is ridiculous to call it a superfast express. I request the Minister to consider this and increase its speed in order to maintain the Brindavan Express as a superfast express.

In many countries, Bullet trains are running. But in India, there are passenger trains running at a speed of 20 kms. per hour. Nowadays, buses are also running at 50 kilometres speed. I request the Minister to at least convert all the passenger trains into fast passenger trains.

There should be connecting passenger trains to the trains running on main lines. This arrangement should be done at all junctions.

There should be connecting trains to Main Lines from the Branch Lines. For example, there is no connecting trains for passengers alighting at Villupuram to go to Thiruvannamalai, Pondicherry and other places. Likewise, there is no connecting train for passengers from Pondicherry to go to Madras and Trichy. This should be provided immediately.

As far as Southern Railway is concerned, diesel engines and goods carriages are not allotted to Tamil Nadu. In Tamil Nadu, one-third of the engines are steam engines. It is high time that Tamil Nadu should be formed as a separate Railway Zone. Then only good trains and good engines will be allotted to Tamil Nadu.

Long distance trains running from Kerala via Tamil Nadu are not halting at stations like Salem and Tiruppur. This inconvenience should be removed immediately. All the long distance trains are passing through Tamil Nadu only by mid night. Passengers are suffering because of this. This also should be taken into consideration.

At present, Bombay-Hyderabad trains *via* Bangalore are running through Tamil Nadu only during mid night. When an important public leader from Coimbatore wrote a letter to the Railway Minister, asking for this, the Minister is reported to have replied that only the convenience of Northern cities will be taken into consideration and then only the Tamil Nadu cities and the Southern cities will be taken into consideration. I strongly condemn this attitude.

Though there is a train line between Coimbatore and Trichy, there is not sufficient frequency of trains. Trains are needed between these two cities during morning, day and night time.

Between Coimbatore and Madurai, there are not sufficient train services.

Though Neyveli has been developed into a big town, but there is no train service linking it with Tamil Nadu. This should be done immediately.

The Superfast Day Express which was running between Coimbatore and Madras, should also be resumed immediately.

The amount allotted to Karur-Dindigul line may not be sufficient to implement it before 1989. The Dindigul-Naniyachi broad gauge line is not executed. Export and import of goods will unnecessarily have to go round 250 kilometres *via* Kerala. This is wastage of time, money and energy.

The Passenger tickets hike is unwarranted. Passengers from Madras have to spend Rs. 12 more for a single journey within Tamil Nadu,

The increase in platform tickets also is not at all necessary. Sir, many decades ago, the cost of platform ticket was one anna and now it costs Rs. 1.50. Sir, at Royapuram in Madras City a road under-bridge was sanctioned in 1986-87. But it has not yet been taken up for construction. I request the hon. Railway Minister kindly to take up the construction of this road under-bridge immediately

Sir, at Villivakkam construction of an

over-bridge across the Railway line at the Western level crossing gate is very necessary. I would plead with the hon. Railway Minister to consider providing this facility immediately so that the people living in the area may have easy access to other side of the railway lines. Sir, last year, that is in 1986-87, the ICF had produced 850 coaches and this year that is, 1987-88, they have produced 950 coaches. The target for 1988-89 is 1005 coaches. For achieving the target of production of coaches, the ICF staff were given all-India passes. I would request the Government to extend the same good gesture this year also because they have achieved the target this year also. Another point is that Residential Card Pass to the railway workers should be extended beyond Tambaram and this facility should cover the distance upto Chengalpattu and also beyond Tiruvallur, that is, upto Arkonam and *vice-versa*. Now they have to pay 1/3 cost for this. With these words, I conclude.

[Translation]

SHRIMATI PRABHAWATI GUPTA (Motihari): Mr. Deputy Speaker, Sir, Shri Scindia should have been present here, but he is not. Deputy Minister is present here, it is a good thing but it appears that Mr. Scindia has slipped away out of nervousness.

Mr. Deputy Speaker, Sir I congratulate the Railway Minister and the Deputy Railway Minister for presenting such a good budget here with core of my heart. There can never be a better budget than that presented here in the present circumstances. Mr. Scindia's budget speech contains two parts—in first part, he has narrated his achievements. Truly, his performance has been very good. But the second part of his speech terrifies us. In the face of it, it seems that his speech is very concise but of far reaching consequences. He has grievously hurt the poor public of the country. He has lavied taxes to the tune of Rs. 622 crore to strike a balance between income and expenditure. Freight charges have been increased, passenger fares and monthly season tickets have also been increased. He has not spared any thing. Well, had

[Shrimati Prabhawati Gupta]

he increased the fare of AC first class, AC sleeper only, we would have been happy. But you see, travelling in AC first class is now costlier than that in aircraft. High officials of Railway Board are present here, I want to know as to who will prefer travelling in AC first class to air.

Secondly, I want to say that you have set a good record in respect of goods transportation. Goods transportation has increased from seventy three million tonnes in 1950-51 to three hundred million tonnes in 1986-87. In the same way the number of passengers have also increased. The number of passengers has now increased from 1258 millions in 1950-51 to three and-a-half thousand million. You control a big public undertaking and you are a major employer also. As many as eighteen lakh officers and employees work in your department, out of them sixteen lakh persons are regular employees and remaining two lakh persons work on the basis of daily wages. You also made five year plans. Your yearly plan under the five year plan is of Rs. 2850 crores through which you have made good achievement. Your first five year plan which was made in 1950-51, had an outlay of Rs. 217 crore. You provided the amount of five hundred crore rupees in sixth five year plan and more than twelve thousand crore rupees in the seventh five year plan. It is your commendable achievement and you have provided a big amount in the various plans. I want to know whether you will be able to fulfil your aims and objectives in the seventh plan. I can provide all the figures, if you give me some time. You have kept Rs. 844 crore to replace the old track with new one, out of which Rs. 700 crore will be spent on projects already in hand and the remaining amount of Rs. 144 crore will be spent for rejuvenating the track. This amount is quite insufficient.

You should make a plan to make a light coach-train. At present, you possess the track of 100 to 110 pound per metre. It will be quite easy if you make the track of 130 pound per metre and you will not have to make a double line. I want to

know whether you have prepared or propose to prepare any such plan. You can have this work done in Rourkela and Bhilai itself. Why don't you make such plan when you have a number of competent engineers. It will decrease your operational cost and save your money and in the process you will be relieved of the burden of taxing zazia on people. You have done well, big undertakings are under your control and production work is being done. There is a coach-factory in Perumbur and engine factory in Chitaranjan and impressive work is being done everywhere. I have myself seen that more than 100 per cent production is being done there. Your economic condition is quite good. You will add Rs. 640 crore to the Central revenue in 1987-88, and amount of Rs. 69 crore has been increased after that. You had a surplus of Rs. 11 crore with you in 1985-86. Your financial position is quite satisfactory and your management is quite efficient. It is a matter of great happiness. . . . (Interruptions). . . I am praising from the very beginning. You are strengthening your financial position with your internal resources. You have tried to strike a balance very tactfully in the budget of 1988-89. For the provision of Rs. 622 crore, you have increased freight charges, passenger fares, season ticket fares and first class ticket fares. Three fourth areas of our country are facing drought and remaining one fourth part i.e. North East Bihar is affected by floods. You must help the drought affected people and you have given a big relaxation (Interruptions). . . . You have given concession to the widows of the persons who were killed by the extremists and terrorists to the extent of 75%. Why don't you give them cent-percent concession? Mr. Scindia, there are still many villages in the country, where the women have not even seen a train. You must do something for them as well as for the housewives also. Besides, you should extend the relaxation for another one year for the freedom fighters. We do not know whether you have raised through executive order or not. We are happy that you have given relaxation to many people. I want to make a request to Shri Scindia. Our sister Shrimati Vidyawati Chaturvedi is

also present here, if you don't take other-wise. I should say you brother about Madhya Pradesh only and the entire work is being done in the Central Railway only.

AN HON. MEMBER : This is not the case . . . (Interruptions) . . .

SHRIMATI PRABHAWATI GUPTA : Work is being done in Itarasi, Riva, Veena, Satna and Jhansi.

(Interruptions)

[English]

MR. DEPUTY SPEAKER : Order, Order. Only Shrimati Prabhawati Gupta to speak.

(Interruptions)

MR. DEPUTY SPEAKER : Don't waste your time.

(Interruptions)

[Translation]

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MADHAVRAO SCINDIA) : Now we have our Deputy Minister from Uttar Pradesh. So U.P. will also get facilities.

SHRIMATI PRABHAWATI GUPTA : You should think about Bihar also. I want to know from Shri Scindia if he could see Bihar anywhere in the map of India. You must see Bihar also.

SHRIMATI VIDYAVATI CHATURVEDI : Whether you see Bihar or not but must see Shrimati Prabhawati Gupta.

SHRIMATI PRABHAWATI GUPTA : Whether he sees or not, but Shri Scindia has a pleasing personality. You should be impartial also. Besides Madhya Pradesh, you should see Rajasthan, Bihar and the entire India. You have provided only one line from Samastipur to Jai Nagar.

[English]

SHRI MADHAVRAO SCINDIA : I would just like to clarify one thing. As far as railway line per thousand km in

this country is concerned, Bihar is far above the average. Madhya Pradesh is below that.

[Translation]

SHRIMATI PRABHAWATI GUPTA : Bihar has been utterly ignored in this budget. You promised to provide a broad gauge from Samastipur to Darbhanga. But see what have you given ? You have provided a meagre amount of Rs. 1000 only. It is like a drop in the ocean. What are you doing this ? I demand from you to pay special attention to Bihar from where Mahatama Gandhi started freedom movement. Shrimati Gandhi laid down the foundation of Wagaha-Chhataun Railway-bridge in 1973 and lakhs of people gathered there from the Eastern part and Uttar Pradesh. Shrimati Gandhi promised to get it completed within five years. I demand here on behalf of the people of eastern Uttar Pradesh and Bihar to get it completed within six months. A lot of amount of money has already been spent on it. Three or four crores rupees has been spent and the stones, bricks etc. which were brought there, have been missing. Today the situation in north Bihar is more critical. Till the trains run at fast speed and also there is expansion of railways, progress cannot be achieved. Economic development goes alongwith development of railway lines.

15.00 hrs.

I want to say one thing that rail-cum-road bridge should be built in Patna. Till this is done, development of this area cannot be achieved. We have been demanding it for a long time. When Shri Kedar Pandey was our Minister for Railway, he had arranged a survey and proposed to convert metre line from Muzafarpur to Narkatiaganj into a broad gauge.

Sir, there was only 34 k.m. long rail lines in our country in 1853. Today we have 61,813 k.m. long rail lines. This is an astonishing achievement and you are managing such an extensive rail system. I urge that metre gauge from Ranchi to Lohardaga in Chhota-Nagpur area should be converted into broad gauge. It is an tribal inhabited area. Unless the metre line is converted into broad lines, economic

[Srimati Prabhawati Gupta]

development will not take place there. Economic development of that area will lead to the economic development of the country.

With these words, I welcome this Budget and urge the hon. Minister that the demands submitted by me now should be fully attended to and fulfilled.

CH. LACHCHHI RAM (Jalaun) : Hon. Deputy Speaker, Sir, I support the Rail Budget submitted by hon. State Minister of Railway. As well as, I praise our popular Minister of Railway that he has run this very extensive railway system efficiently for more than four and half years in such a young age. Babu Jagjivan Ram had run this department for 6 years. You deserve congratulations for it.

15.02 hrs.

[SHRI ZAINUL BASHER *in the Chair*]

Increase in fares and freight charges is inevitable with the increase in expenses to run the Railways. The decision taken by you not to increase fares upto 50 k.m. for weaker section appears to be not adequate. This should be raised at least upto 100 k.m. because poor people do travel upto 100 k.m.

You have raised the rate of platform ticket by $1\frac{1}{2}$ times. It already costed one rupee which was on the high side. Platform ticket should not cost more than one rupee. So proposed cost of Rs. 1.50 should be decreased to one rupee. It is not proper to increase its rate to Rs. 1.50. You should not increase the rate of platform ticket.

Sir, some changes in goods freight by railway can lead to sufficient increase in rail income. Railway godowns have been provided at every railway station which were originally constructed for loading of agriculture produce. But production of foodgrains has since then gone up by ten times. Therefore, there is a great space shortage to store the goods in these godowns. If the godowns near foodgrain market are expanded, transportation of

goods by rail can be increased substantially. You have 5 lakhs 31 thousands rail wagons. If these wagons remain mobile, sufficient quantity of goods can be moved by rail.

Due to lack of space for storage of goods at station godowns, non-availability of wagons in time, failure to transport the goods fastly lead to goods traffic by trucks. Income of railway will be substantially increased by paying attention to this aspect.

I specially thank you for paying special attention to the recruitment of persons belonging to the scheduled caste and scheduled tribes against their reserved quota during the last year. I hope that you will keep paying attention in future also.

There is some leniency in checking of tickets in running passenger trains. As such, number of passengers travelling without ticket is on the increase. There exists a lot of corruption in first class and air conditioned travels too, Railway income is bound to increase if attention is paid to check them.

There are no proper catering arrangements on most of the railway stations. Jhansi railway station has earned a very bad name on this count. Purees cooked in sub-standard edible oil are sold at Rs. 25 a kilo and a half cup of tea containing milk for name sake at Rs. one. Railway union run the contract to supply food stuffs there which does not let improvement in catering arrangement due to high handedness. This should be changed and some good contractor should be entrusted with these arrangements.

Sir, I want to draw your attention to the problems of my constituency with regard to railway. You have done very commendable work for big cities and long distance-passengers, but you should also pay attention to backward areas.

My constituency is adjacent to the constituency of the hon. Minister. There is a Kanpur-Jhansi 250 km. railway line. The condition there is the same as existed during British time, it has not undergone any substantial change. Four to five

trains used to run on this line earlier, now there are about eight to ten trains run on that line. Due to single line, almost all the trains run late, two superfast trains also run on this line, now-a-days they also do not run in time. I have urged many times that this 250 km. single line should be converted into double line. Two superfast trains, which run on this line, do not keep time due to single line. So there is a necessity to pay attention towards it.

The two superfast trains which run on this line, stops at Urai and Ate station to meet catering requirements. Bombay-Lucknow mail (933-934) passes four times a week and Gorakhpur Kochin mail (912-913) passes once a week, but both these trains stop at Urai and Ate stations on either side to meet catering requirements but the passengers have been deprived of the facility of buying ticket and boarding the trains from that stations. Therefore, I urge that both these trains should stop at Urai station and passengers should be provided with the facility to purchase tickets. Sir, Heavy industries are flourishing in Urai now. Passengers travelling long distance visit this place frequently. Therefore, both these trains should stop at Urai and facilities to purchase tickets both ways should be provided. This is public demand of our constituency.

Sir, on the basis of public demand, Andhra and Kerala superfast trains stop at Gawaliar. Similarly, public demand of our region should also be accepted.

Sir, Chapra-Jhansi Mail used to reach Urai at 8 O'clock earlier and reach Jhansi at 10 O'clock which connected many trains bound for Delhi. Now, there does not exist even a single train which connects the trains bound for Delhi at day time. So Chapra-Jhansi Mail should be run at old timings so that travel to Delhi by day trains become feasible.

In this region, there is a great production of foodgrains, oilseeds and pulses in Garotha. Due to non-availability of railway line and other easy means of transport, farmers have to sell their produce at low prices. This region is surrounded by rivers on all sides. During rainy season it is transformed into an island. A rail line

from Mowranipur to Urai *via* Kotra should be laid in this region. An old demand for laying a rail line from Ate Coanch to Gwalior and from Urai to Jalon also exists.

Hon. Lal Bahadur Shastri had got a survey of Urai, Jalon, Coanch railway line done, but shortage of funds was stated to be the reason for not taking up the job. At present, railway is taking up much expansion, therefore construction of these lines should be actively considered. Sir, now I want to draw your attention towards an urgent affair. Adjacent to our Urai railway station towards the south a long pacca highway of Uttar Pradesh called "Vilraya Panvari Marg" passes through railway chowki. To the West of this chowki, Urai city is situated and there are market places, F.C.I. Ware House, godowns of pulses, rice mills on the other side, Heavy traffic of tractors, trucks, buses, bullock carts passes *via* this chowki at all times of day and night. Eight to ten trains run on this line. Due to closure of chowki gate huge traffic remains static on both sides. Therefore, it is very essential to build an over bridge here. To construct such a bridge, state Government has to share half expenses, which the state is unable to contribute. I urge that you should contribute more amount from your own resources, only then it can be possible to construct this over bridge.

Now, I want to draw your attention towards beautification of our railway station. Due to heavy rush of traffic you have built a second platform at Urai station, but this platform is at lower level and without shade. The surface should be raised and the platform should be provided with shade cover. The floor of platform number one has become also very old. Water gets accumulated here and there on the platform during rainy season. It should be beautified by laying Jaipur stones. Second class waiting room at the station is bound by the iron rails. During summer and the rainy season, it becomes difficult to sit there for the passengers. A wall should be erected on the west side and toi-let should be provided. New type sitting chairs should be installed. There is only a small room for the station

[Ch. Lachchhi Ram]

superintendent. It serves as his office-room also and a number of cupboards are placed therein. Office and the station superintendent should be provided with separate rooms. Entire platform number-1 should be covered with shade. Due to increase in the length of trains, some platforms have been extended by clearing the adjacent low space. Their level requires to be raised, they may be made pacca and be provided with fencing. Rest house for first class passengers should also be beautified. It remain congested with unauthorised persons due to lack of proper supervision. Many people visit Urai due to various industries coming up there. They face many hardships due to non-availability of a good rest-house. So a good rest-house should be provided. With these words, I conclude and I am very grateful to you that you provided me time to speak.

[English]

DR. KRUPASINDHU BHOI (Sambalpur) : Hon. Chairman, first of all, I must congratulate the Hon. Minister from the core of my heart. At the same time, as a Member from North-Eastern State, I want to chant a *Shloka*:

Ganga, Sutudari, Yamuna Dinadya
Yashya Prasutin Paripalayanti,
Yuvram Sita Charan Prasutah
Same Priyo Bharat Bhavaya Deshah.

The country where the rivers like Ganga Satluj, Yamuna etc. flow relentlessly making the land fertile, the land which has been blessed with the birth of Lord Ramachandra and Sita, that is our country named India.

[English]

SHRI NARAYAN CHOUBEY : What has it to do with "Vasudhev Kutambkam"?

DR. KRUPASINDHU BHOI : In this context, Minister has to take cognisance of unity and integrity of the country. For that reason, first, I want to say about my State so that the bell does not ring.

The Minister has introduced more than

17 new trains from the 1st of May. I am very happy to say that a new express train has been introduced in Orissa from Sambalpur to Bhubaneswar which will take sixteen hours to reach Bhubaneswar. But, by bus, we are reaching Bhubaneswar within five to six hours. In this context, what is the use of this train? Definitely, I will welcome it. We will use it. Now from Bhubaneswar to Sambalpur it takes only five to six hours by bus and only four to five hours in car.

You must have heard that Orissa is known as Kalinga. In Kalinga Chanda-shoka became Dharmashoka—preacher of violence to preacher of peace. For that reason many ex-railway ministers have thought it fit to add to the ancient culture and ethics the Kalinga superfast train. Kalinga which means the Cart wheel is the emblem of the Tourism Department. This emblem is also there in all the air conditioned bogies. Our Prime Minister riding that cart wheel, which is our ancient culture, is going to take this country to the 21st century. But the professional bureaucrats have advised the South Eastern Railways and they have withdrawn that train. Will the Minister consider to reintroduce this superfast train so that the West Orissa and the Chattisgarh region which is the backward-most region of the country will be benifited much more?

The Chattisgarh-Waltair link express was introduced before by the Railway Minister. It is just working like a coronary by-pass to link the down trodden poor Adivasis, Harijans of Waltair, Bholangir, Kalahandi, Koraput, Sambalpur and Chartisgarh region to national Capital Delhi. That is going to be taken away by the South Eastern Railway. Will the Minister convince us and confirm that this train will not be disturbed?

Then I am coming to the stress laid by the President in his speech on the regional imbalance. I quote :

"The Eighth Plan must provide for...the maximisation of employment opportunities and the vigorous reduction of regional disparities."

This should be taken in the first instance. Orissa is the place where Mahatma Gandhi has taken up much work. This is the State where there are very poor people. People are very backward in this region. Maximum regional disparity is there here, so we have to link it back. The most important of the infrastructure to have economic upliftment is the Railways. After independence Orissa had got only 100-200 kilometres of railway line.

When the Prime Minister Smt. Indira Gandhi visited Japan and was perambulating in the School one kid asked her as to which is the 'rhub' of India. Smt. Gandhi said it is Orissa. All the mineral wealth that is present in India, you will get the maximum from A to Z in Orissa. Coal reserves are the highest in Asia, i.e. Ib Valley which is called the black diamond. Only in Orissa you get 170 million tonnes of chromite. More than 10 billion tonnes of iron and manganese reserves are there in Orissa. And all types of atomic minerals also exist in Orissa. All the Indians are proud of Orissa, not only Orissa, but the adjoining parts of Adivasi and Harijan areas of Bihar, West Bengal and the Chattisgarh from where the Minister also hails. Unless and until we develop these areas, it is impossible to have our economic growth in toto. So may I request the hon. Minister and here I would like to recall the speech of ex-General Secretary, AICC and now Prime Minister Shri Rajiv Gandhi who laid the foundation stone in the field of freedom fighter Veer Surinder Sai. He laid the foundation Stone for Divisional Headquarters and also laid the foundation stone of Sambalpur-Talcher railway line to link Chhatisgarh with Pradip port from where we are exporting minerals and other goods. There particularly Shri Rajiv Gandhi said :

[Translation]

We want to finish work of this division within 5 years and this Sambalpur Talcher Railway line is also likely to be completed in the Seventh Five Year Plan period so that its benefits become available to the people of this region as early as possible.

[English]

The estimate for Sambalpur-Talcher railway line was Rs 56.8 crores. Now the estimate will be much more but this railway line will not only benefit Orissa but also Chhatisgarh region. It will also benefit the tribal pockets of Andhra Pradesh and Orissa. From Damanjori Alumina Smelter aluminium can be transported to Talcher.

Uptil now for this railway line Rs. 11 crores have only been spent. I request the hon. Minister once again to get this railway line completed as early as possible. It is the cheapest railway line. The South Eastern Railway staff has confirmed that it is the cheapest railway line and it should be completed at an early date.

I have written minimum fifteen times about the Railway Division to the Railway Minister. In the recent past he has replied to me and I would like to quote :

"The work of setting up of a Divisional Headquarters at Sambalpur was sanctioned during 1985-86 at an estimated cost of Rs. 4.5 crores. A provision of Rs. 5 lakhs was made for this purpose in 1985-86. The proposed Division will have jurisdiction over sections (572 kms) to be transferred from Chakradharpur and Waltair Divisions of South Eastern Railway."

Now in this connection I would also like to quote from a letter dated 1st February, 1985 received from his Department. It is a letter from Shri N.M. Balasubrahmanyam, Director Efficiency Bureau and I quote :

"Sub : Formation of a new Division with Headquarters at Sambalpur."

In continuation of my wireless message dated 20.11.1984, I would like to inform you that the Board have approved the jurisdiction of the Sambalpur Division as under :

Bondamunda-Jharauguda	109 RKMs
Bondamunda-Hatia	157 "
Bondamunda-Barsuah	68 "

[Dr. Krupasindhu Bhoi]

Bimlagarh-Kiriburu	41	RKMs
Rourkela-Biramitrapur	28	"
Jharauguda-Bolangir	167	"
Bolangir-Titlagarh	62	"
Titlagarh-Kantabanjhi	33	"
Talcher-Rajathgarh	73	"
Total :		738 RKMs

Though Mr. Ghani Khan Choudhury said the Division will comprise of 1100 RKMs yet your Department has confirmed that it is 738 RKMs and in your letter you say it is 572 RKMs. So how it is not truncated. I would like the hon. Minister to clarify this. I have quoted the reply of his Department. In that it has been confirmed to the State of Orissa that it is not 572 but it is 738 RKMs. In that context, he has also reaffirmed that Sambalpur-Talcher railway line will be included and another area would be examined. We have urged about this.

At the time of the ex-Railway Minister, Sri A.B.A. Ghani Khan Choudhury, this region was getting some preference. The present Minister hails from our neighbouring State. He, of course, comes from Madhya Bharat. Chhatjgarh area of Madhya Pradesh, western Orissa, tribal belt areas of Bolangir, Sambalpur, Kalahandi, Phulbani, Keonjhar, Mayurbhanj, Chota Nagpur are the worst pockets. Adivasis and tribals are living there. These are economically backward areas.

I must congratulate the hon. Minister for his dynamic work which has been narrated in his Budget speech. At the same time, if the economic condition of the people living in these areas is improved through infrastructural facilities, then the Minister will be thanked by the downtrodden and the poorer people of these areas.

I hail from Orissa. I would like to spell out our ancient culture and heritage. Lord Jagannath does not belong to Puri, does not belong to Orissa, does not belong

to India or Asia but belongs to the whole world. It means Juggernaut Jagannath.

"Sarvey Bhavantu Sukhinah,
Sarvey Santu Niramaya
Sarvani Bhadrani Pashyantu
Ma Kaschid dukhad Bhavet."

While the hon. Minister replies to the debate, I am sure, he would utter the name of Jagannath. His bureaucrats would also like to expedite their works throughout the country in the name of Juggernaut Jagannath so that discrimination towards the areas inhabited by the poor people is not there.

"Sarvey Bhavantu Sukhinah
Sarvey Santu Niramaya
Sarvani Bhadrani Pashyantu
Ma Kaschid dukhad Bhavet."

[Translation]

Harijans and Brahmins should dine in one plate. We all are Indians, we are all one.

[English]

SHRI NARAYAN CHOUBEY (Midnapore) : Sir, I rise to take part in this debate by opposing the hike in passenger fares and hike in goods freight. Though I have some praise for the Railway Minister, I also criticise him for some failings. Of course, it is laudable that our loading has gone to 307 million tonnes. It is a good performance. The number of passengers has also increased. On 31.3.86, it was 3,483 million. But on 31.3.87, it is 3,580 million. It is some good performance. But the way it is being trumpeted, it seems such things never happened in the world and as if it is our great achievement. I think, our Minister will be having certain balanced attitude if he wants to continue his success.

I can tell you that freight carried in USA, USSR and China is today even much more than you carry in India. I want to point out some places where our railways have lost some fields. Iron ore export during 1986-87 was 14.17 million tonnes. It has now gone down to 14 MT. In the case of fertilisers, it was 14.53 MT in 1986-87.

It has come down to 13.50 MT during 1987-88. For other goods, the figure was 37.43 MT during 1986-87. During 1987-88 it has come down to 36 MT. I am sure, the Government of India is not going to give away this market to the private transport operators. Actually, in this period there has been more shortage of passenger vehicles in the Sixth Plan, the passenger vehicles were 27825. On 31.3.87, it was 27664. A large number of passenger vehicles have come down and also the number of wagons. On 31.3.80, it was 405183 and on 31.3.87, it was 354018. Naturally, both wagons and coaches have come down. In the meantime, the railways carry more freight, more passengers and the railway men who have been compelled to do more jobs are not getting anything more. Good-bye to the passenger amenities. Sir, you are from UP. You know what passenger amenities we are getting. The conditions of railway stations in Bihar are very bad. If you go to Banaras, kindly look at the platforms in such a station where the metre gauge train starts. Gentlemen like him and people from the Railway Board never go by trains. They always travel by car or planes. So, they cannot see all this. They are having retrenchment indirectly. Previously, every coach had one conductor. Recently, orders have been passed that three coaches will have one conductor. That means people can get in at any place and anybody can get in anywhere and there is nobody to protest against it. You have your seat reserved and another man can occupy that seat. There is no meaning in reservation.

There is no light, no water and no cleanliness in the trains. We cannot depend upon the cleanliness from the railway cleaners. Small boys of 10 to 12 years of age get into the train without ticket with small brooms and they just clean the bogies and get 20 or 25 paise. This is the condition in which we are now travelling with all good praise for the Railway Minister.

Regarding the catering system, I differ with the casserole system. Again and again, we are told that this casserole does not suit us. I want this Government or Minister to have public opinion. You

You must consume one type of food because some relative of some big man has a factory at some place to manufacture this. So, we are compelled to have it. This system must be taken away. I hope the Government will take this into consideration.

I do oppose the hike in the passenger fares without giving them any amenities. I beg to submit that the maximum earning comes from the second class passengers and the maximum suffering is faced by the second class passengers. In the suburban side, in 1987-88, the first class passengers gave Rs. 29.42 crores and the second class passengers gave Rs. 200 crores. Similarly, in the non-suburban section, the first class passengers (AC) gave Rs. 87.88 crores, the first class passengers gave Rs. 175.61 crores and the second class passengers gave Rs. 1591.51 crores. The maximum earning comes from the second class and also the suffering. In such a situation, there should be no enhancement of the passenger fares in the second class.

One good thing has been done, i.e., track renewal. But Even today 19,000 kms. are yet to be renewed but the money that has been sanctioned is inadequate. In 1986-87, you have done 2949 kms track renewal. In this year, you are supposed to do 3000 kms. You will not be able to fulfil. I think the rate of work is so slow. Again in the next year, you are going to renew 3000 kms. The money sanctioned last year was Rs. 810.19 crores and this year, you have sanctioned Rs. 862.74 crores. I want to question one thing that with the hike in price of steel, will you be able to even go near to what you want to reach? I want the answer. You are renewing tracks every year, but in the meantime more tracks are getting old and obsolete. What is the proportion of that? You have claimed that by 1995 you will be able to complete the whole backlog. What will be amount of old track still remaining for renewal?

THE MINISTER OF STATE OF THE
MINISTRY OF RAILWAYS (SHRI
MADHAVRAO SCINDIA) : The track
arising is about 2300 kms a year. We
renew 4000 to 4200 kms per year. We

[Shri Madhavrao Scindia]

take care of the new arisings and wipe out about 2000 kms of the backlog per year and therefore, by 1995 we should be able to do this.

SHRI NARAYAN CHOUBEY : Then, what is the plan of the Railway Ministry regarding Metro ? You have reduced the amount this year as compared to the money spent last year. Now we are hearing that you are going to take away Metro from the Indian Railway system and some new system is going to come up for the Metro. I hope this will not be done.

Then, Moderanization. I am very much for moderanization, but with the infrastructure of a semi-feudal and semi-capitalist, not advanced society, to think of brining Japanese railway system or French railway system is very unreal. You will fail. Anyhow, there is a big *ghapla* in this moderanization scheme. New machines worth crores of rupees are being brought at the expense of foreign exchange and these are lying idle. I have given you the specific example of Kharagpur Workshop. I can again tell you. The pneumatic hammer, the material handling equipment and the magnetic loading equipment have not been put to use. What amount of material has been carried by this machine. I made a complaint and you sent some officers to that place. But, as is the method of the working of the Railway Board, those officers never met us. They made enquiries from the railway officers and came back. Rather the main point became who informed the M.P. and the Minister. That became the point for the enquiry officer, not what wrong had been done. Even in Jagadhari workshop such things have been happening. Machines were bought which could not be put into use for more than one and a half years and now those are not functioning properly. I appeal to you to have this matter gone into seriously. It should be examined what sorts of machines are required and whether those machines should have been bought or not. Or is it something like Bofors ? One man goes to London, Japan and France and then something is brought which is not suitable for our purpose. I think, you will look into it.

I give you another specific example. Nine new cars have been brought in the Kharagpur Workshop in the name of moderanization. Those could have been purchased from some other fund.

Then, at Kapurthalla you are going to produce new coaches. Well and good. But I would like to know the cost of a Patiala coach compared to the coaches coming out of Perambur. I am told that this is much more. Why ? You are importing new coaches in the name of prototype coaches. How many such coaches have been brought and what is the cost and whether such coaches could have been built in Parambur or not ?

You have also brought a large number of locos. I would like to know whether we could have waited for these locos to be built in Chitranjan Works or not.

I would like to have categorical answers to these questions.

Then, shortage of spares and materials in the Workshops continues unabated even today. Kindly have a look at it. There is a lot of shortage of material at the Kharagpur Workshop because of which the production cannot take place. After a long movement, the Kharagpur Electro Locomotives POH has come into being but it is still limping. It is only producing 2 to 2.5 locos a month; you have not reached the figure of four so far. Then, there is a quarrel for domination between the mechanical department and the electric department of POH of electric locos at Kharagpur. Kindly have it settled once for all. Kindly settle it for once so that this POH business at Kharagpur does not limp any further.

Sir, the theft of the railway property go on unabated. In hurry a new RPF Act has been passed which takes away certain rights of the RPF personnel. And now the RPF people cannot be controlled by the GM and DRM. The IG and DG want to control the RPF. So, naturally the railway property is being lost and nobody is going to see it. I hope you will see to it and restore the right to organise the RPF people. It will help you. It will not bring any disastrous effect on the railways.

I wrote certain specific cases of corruption of some big RPF officers. You enquired into them and then replied to me that my allegations are not fully substantiated. When I had send these specific cases to you to enquire into them, I had said that these are partially substantiated. I would like to know that even on the partial substantiation of my allegations, what punishment did you award to such persons against whom I had made allegations. Moreover, I understand that if you want to be on the railways you cannot get witnesses. If you want to get witnesses then you may have to lose your services. I told you on your face that you as a Railway Minister are a casual labourer but the Chairman of the Railway Board, the Member (Mechanical), Member (Electrical), and the RPF people are the permanent people. You and I may not stay.

SHRI RAM SINGH YADAV : Sir, it is objectionable and unparliamentary remark and it should be expunged.

SHRI NARAYAN CHOUBEY : I only said 'Casual Labourer'. O.K. I withdraw the word labourer.

SHRI SAIFUDDIN CHOWDHARY : Is 'labourer' an unparliamentary word ?

(Interruptions)

SHRI RAM SINGH YADAV : You are a Member of Parliament. Are you a casual labourer ?

(Interruptions)

MR. CHAIRMAN : There is nothing in it.

[Translation]

SHRI NARAYAN CHOUBEY : Does it make any difference ? We are temporary and they are permanent employees. You are also temporary. You will lose your job but they will not.

[English]

SHRI RAM SINGH YADAV : That is another thing. Human being is temporary but you cannot say anything. . .

SHRI NARAYAN CHOUBEY : Is human being temporary ? He is permanent.

SHRI RAM SINGH YADAV : There is no question of permanence. You must have some courtesy and manner.

[Translation]

SHRI NARAYAN CHOUBEY : It is all right; Leave it.

[English]

Sir, I would like to tell you once again that in the Commercial department there is a lot of corruption, particularly in the Claims Section. What is claimed generally is much more than what is lost. I can tell you, Sir, that some officers who had been in the Railways as CCS after their retirement work in such firms who make more claims than the real and decrease the real demurrages. CCS, South-Eastern Railways is one such person.

MR. CHAIRMAN : You please conclude.

SHRI NARAYAN CHOUBEY : Sir, in the Personnel branch there is a lot of corruption particularly in Kharagpur workshop.

MR. CHAIRMAN : You please conclude, Choubeyji.

SHRI RAM SINGH YADAV : Sir, he should not take the name of the officer who is not here.

SHRI NARAYAN CHOUBEY : I have not taken the name of any person. That officer is noboby in the Railways

(Interruptions)

AN HON. MEMBER : He is making a general statement.

SHRI NARAYAN CHOUBEY : I would like to mention another thing. The grabbing of railway line is going on unabated throughout this country. We are aware of it. Since for the last 4 years you have stopped giving land to the railwaymen or authorised persons, some people are taking advantage of it. Total grabbing of railway line is taking place. The RPF is

[Shri Narayan Choubey]

silent on it. The police is silent. I do not know what will happen to the railway line. I hope you will look to it.

MR. CHAIRMAN : Only five minutes time was given to you and you have already taken more than 15 minutes. How much more time do you want to finish your speech ?

SHRI NARAYAN CHOUBEY : You have started some new trains but nothing from Calcutta. Actually the budget has done no justice to eastern India. The new trains have been started from Bombay, M.P. and Gwalior. While you have given 36 suburban trains to Bombay, Calcutta has been provided with only 11. And then again you are going to give 22 electric suburban trains to Bombay and only 8 to Calcutta. I hope you have been to Calcutta and you have noticed the difficulties faced by the people there. You kindly look into it. I am glad that you have started a new train, the Taj Express with 140 Km/hr speed. That will go beyond Gwalior. He has detached eight bogies from the Rajdhani Express and added some more new bogies and now you are going to have a New Taj Express with a speed of 140 kms. per hour. Whereas for Digha-Taluk line, you had allotted a sum of Rs. 3,96,59 thousand last year and now it has been reduced to Rs. 2,99,58 thousand. If you go at this speed, this project will not be completed in another 25 years.

Now, I will make some formal demands for the Railways. Kharagpur-Panskura third line is a must for the people. Howrah-Panskura fourth line is a must. A new terminal for S.E. Railway at Shalimar is a must. Double line between Barasat-Borgan is a must. Purulia-Kotsile Broadgauge line promised by late Shri Kedar Pandey has not been done. I don't know what he will do now. A new train between Kharagpur-Mughalsarai via Patna is a must.

A new passenger train from Tatanagar to Kharagpur is a must. Asansol-Puri

Train should be restarted. Steps be taken for improving amenities for Giri Maidan.

Regarding Safety aspects, I do not want to say anything. I want to say something on the Railways. . .

MR. CHAIRMAN : Now you conclude. Choubeyji you must now conclude. You have been allotted five minutes initially and now you have already taken more than 20 minutes. What else do you want.

Nothing will go on record.

(Interruptions) **

MR. CHAIRMAN : I have already given enough time to you. What more you want? You must listen to me. I must tell you that this is not fair.

SHRI NARAYAN CHOUBEY : One more minute. He was saying that he has sanctioned a sum of Rs. 18,29,55 thousand for medicines for railwaymen. I have divided it by 16 lakhs. It comes to Rs. 114 per ..

MR. CHAIRMAN : Nothing will go on record.

(Interruptions) **

KUMARI MAMATA BANERJEE (Jadavpur) : I rise to support the Railway Budget presented by our hon. Minister Mr. Madhavrao Scindia. I need not explain in detail how the Railway is playing a very vital role throughout the country. He deserves congratulations for his bold step which he took in these hard days. He deserves congratulations because the Railways have achieved a brilliant performance in regard to freight which is more than the target fixed.

The financial performance of the Railway Ministry in 1987-88 is also very satisfactory. Indian Railways is one of the important organs of the Nations' inland transport. Indian Railways are today Asian's largest and the world's second largest system under a single management. I would like to congratulate all the Railway staff and the employees because they played

a major role for the people of the flood and drought affected areas. In 1986-87 also, the Railways have crossed a new milestone of 300 million tonnes—loading 307 million tonnes—against a target of 294 million tonnes. This is 25 million tonnes more than in the previous year. I would also like to congratulate the Minister, because in 1987-88 the Railway Ministry introduced 64 new trains, and increased the frequency of eight existing trains. In addition to the 36 new suburban trains introduced in Bombay during 1987-88, it has been decided to add another 23 services in the Bombay area. In Calcutta, in addition to the eleven new suburban trains introduced during 1987-88, eight more trains are proposed to be added this year.

I would also like to congratulate the Minister for Railways' performance in the field of sports. But I would like to make some observations on some important issues also. In the case of passenger traffic, it is proposed to increase the second class ordinary fare by 50 paise per ticket at the lowest slab, progressively rising to a maximum for distances beyond 150 Kms, upto Rs. 3. The price of the platform ticket is also to be increased by 50 paise. Also, the increase in the fare of second class monthly season tickets is to range from Rs. 4 to Rs. 8 per month. In other words, where normally 60 single journeys are undertaken in a month, the monthly ticket holder will pay for about 8 to 17 journeys more. I am not supporting this because this increase, specially in the second class fare for the ordinary people, and the increase in the monthly season ticket charges will affect common people—farmers, workers and the vendors who are coming from rural areas.

Our Minister is very efficient, sincere and dynamic. He has done a lot for his Department, no doubt. But I would like to tell him this : our Finance Minister, in his recent Budget, has given some incentives to the farmers. So, why should the Railway Minister also not support the farmers' cause and help them by not increasing the second class fare for the ordinary people, and by not increasing the monthly fare ? Otherwise, it will affect the common people.

I know our Minister is a good doctor in his Department. He is an efficient doctor. He always gives effective medicines. But this time we see that he has given some heavy doses to the people. (*Interruptions*) Sometimes the Minister gives a good treatment.

I know the difficulties of the Government, I know that Government did not increase the fare for four years. I know and appreciate it. But he has now given a heavy dose to the ordinary people. It will affect the passengers, and if the passengers (common people) suffer, how will the country survive ?

So, I would request the Minister to reconsider his particular proposals, and take the people of this country into confidence. I would like to point out that the Finance Minister has given so many incentives to the farmers: like Jaladhara, Kutir Jyoti and Daridra Narayana Sewa. So, we want some Darindra Narayana Sewa from the Railway Minister also.

Now about the Metro Railway in Calcutta. It has been stated that it is proposed to hand over this Metro Railway to a statutory body of the State Government. If it is handed over to the State Government or to any statutory body under the State Government, it will be a wrong thing. You know, everybody knows the performance of our State Government. Their miserable performance is known to everybody. So, don't hand over this Metro Railway to the State Government. Please keep it with you, Sir. Otherwise, whatever the Metro Railway has done so far, it will go to the dogs. So, I request you not to hand it over to the State Government. You keep it with you.

This Metro Railway is now running between Esplanade and Tollygunge, and work will be completed upto Dum Dum at the earliest. In the meantime, I would like to request you to consider the extension of the Metro Railway from Tollygunge to Garia,

16.00 hrs

It is in my constituency. I think there is a proposal from the government side

[Kumari Mamta Banerjee]

also. The difference in distance is only 6 miles, but it will affect the people and also the earnings of the railway through this.

The hon. Railway Minister may recall, during the year 1983-84, when Shri Ghani Khan Choudhury was the Railway Minister, at that time, some volunteers were appointed to work. But after that, they were not working. Already the High Court has given some instructions to continue the work of these volunteer and they should be asked to go on working. These volunteers have given good results to the railway and help the railway in revenue earning. I would request the hon. Railway Minister to see that they should continue to work.

The casual workers in the railway have been working for the last 15-20 years, but they are not getting the benefits which other employees are getting because they are not regular; and it is also not possible for the railway to make them regular at a time. So, I request you to regularise them part by part because it was the commitment of the government. If a worker has been working for the last 15-20 years and if he is not getting the full benefits, it is really very surprising. So, I would request the hon. Railway Minister to look into this matter seriously.

The hon. Railway Minister's attention has been drawn towards the Rajdhani Express running between Calcutta and Delhi. The services rendered by it are really appreciated; they are working really very hard. I appreciate them, but, at the same time, in AC Two-tier you have curtailed one attendant; from two attendants, you have reduced it to one. It is causing a lot of inconvenience to the passengers. So, I would request you not to curtail it.

AN HON. MEMBER : This is nothing.

KUMARI MAMATA BANERJEE : This is nothing for you, but this is something for me because we are travelling by this train. I have come to know about this point from a passenger. So, it is my moral

duty to tell the hon. Minister. I would like to thank you, your Ministry staff and also the railway staff because they are really working very hard for the country. I must thank Shri Narayan Choubey also because he has appreciated something in your budget as no other opposition member has done. I heard the speech of Shri Basudeb Acharia yesterday. He had stated so many points. But he did not appreciate any work of Railways. I do not know what is the fate of Metro Railway and the circular railway in Calcutta? I would request the Railway Minister to see that they should be completed as early as possible. At the same time I would also request him to see that Digha Tamluk-Baj-Baj-Nam-Khanna and Balurghat Aklakhi—and Mr. Saifuddin Chowdhary has requested me to tell you—regarding Bandal Kutwa should be completed as early as possible. (Interruptions) In common interest I will support you. (Interruptions) For Bandal-Kutwa, I request you to see that this should be completed as early as possible.

Shri Basudeb Acharia opposed the railway budget all along; he did not appreciate any work done by the Railway Ministry. I am telling from the core of my heart that the Railway Minister is really a very efficient Minister. Whenever we ask for any help from him, he always comes forward to help us. But as far as opposition members are concerned, whenever we give any proposal, they will criticise it for their political purpose.

On behalf of the PI(M) people, not CPI people—I appreciate CPI; I do not appreciate CPI(M)—I would request the hon. Railway Minister to please introduce one train from CPI(M) Party office, Calcutta, to China to communicate their political and other activities from China. Thank you.

[Translation]

SHRI JANAK RAJ GUPTA (Jammu) : Mr. Chairman, Sir, even if the hon. Minister of Railway introduced trains made of gold, the opposition will criticise it. It is their nature and also their duty. If they do not criticise, they will forfeit their right

to sit in the opposition and nobody will recognise them as an opposition.

Mr. Chairman, Sir, the Budget presented by the hon. Minister is a balanced one and that of people's oriented. It deserves to be praised. The facilities being extended to the passengers and others work done by the hon. Minister for the convenience of the passengers speak of his capability. I congratulate him and his staff for their efficiency. He will emerge successful in extending the facilities whatever he wants to give. I will be failing in my duty if I do not vent my feeling for his personal staff, his Private Secretary and other staff who work in a spirit of co-operation and do not let others feel the absence of the hon. Minister when one calls at them. It is not for any of my personal work that I am praising his staff. We have got railway reservation facilities at Parliament House itself and our requirements in connection with reservation are fully met here. I am praising his staff for the help they extend to the general public.

I would like to bring a few points to the notice of the hon. Minister about which several of the hon. Members have also drawn his attention. These are regarding hike in railway fares. The general public feels the pinch of hike when the second class fair and the cost of platform ticket is increased. I am also of the view that these are a bit higher. I shall be thankful if these are reduced with a view to lessening the burden on public.

The second point that I would like to say is about my State. I am grateful to the Government for providing huge sums of amount for undertaking the laying of railway link from Jammu to Udhampur in Jammu and Kashmir State. But I do not think that the work will be completed in next 10 years with the speed at which it is progressing. I would, therefore, like to submit that the Government should provide as much funds as would be necessary for completing the work at the earliest possible and benefiting the people.

Mr. Chairman, Sir, a large number of tourists visit the State of Jammu and

Kashmir and a large number of people come on a pilgrimage to Vaishno Devi and Amarnath. But not a single fast running train is available for these places. There is not a single train running between Delhi and Jammu and back which leave the stations in the morning. I would, therefore, like to make a suggestion that the "Shan-a-Punjab" train running upto Amritsar may be extended further. This will go a long way in ameliorating the difficulties of pilgrims coming to Vaishno Devi and of those who visit Kashmir for sight seeing. Our hon. leader and Prime Minister, Shri Rajiv Gandhi visited the State last month. He has stated that survey will be conducted from Udhampur to Kajikund in the Kashmir valley for laying railway line. I also want that the survey should be conducted in order to assess the estimated expenditure and the time by which train services could be introduced in the Kashmir valley. It will be beneficial to the people of the State and the incoming tourists. It is a good thing that a mention has been made in the Budget speech about introducing daily superfast trains to all State capitals from Delhi. But it is unfortunate that Jammu has not been covered under this programme. I would like to submit that Jammu should be provided with the same facilities as is being provided to other State Capitals in the matter of train services. Presently, train running in Jammu region remain overcrowded. Earlier the Himsagar Express was running between Trivandrum and Jammu. The reason for cancelling this train is not known. This service should be restored for the convenience of the passengers. In Jammu and Kashmir. More stress is laid on tourism. There are a number of beautiful tourists places in Jammu and Kashmir where the Mughal emperors enjoyed their rest and spent their leisure. I would like to suggest that train services should be introduced in the Kashmir valley from Jammu via Rajouri and from Mughal road via Supainya. It is a good line, and the survey of this line may please be conducted. While it will promote tourism in the State, it will be beneficial to the defence forces personnel also. Jammu is a very important city and is the winter capital of Jammu and Kashmir. The railways should have one

[Shri Janak Raj Gupta]

of its zonal offices in Jammu so that the people need not go to other places. The first zonal office of the railways is situated at Firozpur in Punjab and it is completely out of the way. If a zonal office of the railways is opened in Jammu, it will be beneficial to the people in a big way. With these words I thank you.

SHRI LAL VIJAY PRATAP SINGH (Sarjuga) : Mr. Chairman, Sir, the Railway Budget is not only praiseworthy but also an exemplary one. An hon. Member was just now talking about its permanent and temporary effects. Out of my own experience I can say that there is good co-ordination and understanding between the hon. Minister of Railways and his department. I hardly felt this kind of co-ordination in any other department. I would like to commend the hon. Minister for presenting such a good and clear Budget. Everything in the Railway Ministry is good. They have good programmes and good schemes. But I have not been able to understand as to the criteria being followed while fixing the priorities. I shall be happy if the hon. Minister explained this point in the Budget. I listened to the speeches of all the hon. Members very attentively. Every Member has made one or the other demand. But it is hardly possible to meet all these requirements from this small and limited Budget. The Railway Ministry undertakes planning and the Planning Commission also underlines the priorities for the Railway Ministry from time to time. They also advise the Railway Ministry as to the work on which they should exercise effective control. It appears that the Planning Commission has pointed out to the Railway Ministry that passenger traffic being more, the earnings from passenger traffic should come to 55 per cent. But actually it comes to 27%. They have therefore, advised the Railway Ministry to promote goods traffic and not to lay any new line. I am personally not agreeable to this proposal. What I feel is that the Railway is a big department in our country. It is the second largest in the world and the biggest in Asia. The Railway network should be expanded in India in all directions without any discrimination so that it could achieve forefold

developments. Mr. Chairman, Sir, wherever the railway net work was expanded, the area prospered and the regions lagged behind where this development could not take place. I would like to know the reasons for the works started 40 years back as yet not completing. It is alleged that the State receives a major portion of the Central Budget. But not a single paise has so far been spent in my Parliamentary constituency. The construction work which had been started during the British days for laying railway line between Bishrampur and Bakhahdih has been withheld for unknown reasons. A number of small bridges have already been constructed on the line and a very small portion remains to be completed. The reason for not extending the line may please be explained and the work started immediately. If there are any difficulties in laying this line, it would at least be laid upto out district headquarters i.e. Ambikapur so that the backward areas could make some progress.

The hon. Deputy Minister of Railways is present in House at the moment. Sir, through you I would like to draw his attention towards a backward division of Madhya Pradesh. Though some passenger trains are running in the region, most of the trains are goods trains and these are being utilised to transport raw materials. There is a branch line from Anuppur to Bishrampur in my area. Train No. 407/428 run from Katni to Bishrampur. I submit that if one coach each for Bhopal and Bilaspur is attached to this train, it will be beneficial to a large number of passengers. As it is, 6 coaches are lying unutilised at Bhanavendragarh station. If two more coaches are connected with them, a new shuttle train could be run and a large number of people could be benefited. Secondly, there is a need to change the timings of train No. 408. It should be so arranged that this train meet the trains coming from Bilaspur and Bhopal and lift the passengers of these trains. It will also be more beneficial to people travelling to and fro Bhopal and Bilaspur. This train halts at Katni for 12 hours. If it is extended upto Jabalpur, it will be beneficial to people attending High Court

there. There is full justification for its extension upto Jabalpur and there is no question for the Railways facing any bigger financial constraints in this connection. If our hon. Minister shows some courage and issues necessary directions to his Department, then these changes can easily be brought about for the benefit of the people of our area. These changes will positively help in the development of our area.

There are a large number of collieries in our area and the coal extracted from there is widely utilised in the various parts of our country. I do not want to raise any regional question here. The people of our area feel that in spite of the fact that a huge quantity of coal and other raw materials are being extracted from the area but in return no facility is being given to the people there and no proper attention is being paid towards the development of that area. This feeling is causing great resentment among them. Keeping in view that this area supplies a huge quantity of coal and raw material to the whole country and provides passengers and freight traffic to the railway department on a large scale, I would demand from the hon. Minister through you, to expand railways as much as possible so that the backwardness of that area is removed. That area cannot develop rapidly unless railways are expanded there. I hope that besides giving attention to the issues I have raised here, the train running from here to Vishrampur will be extended to the district headquarters. With these words I offer my thanks to the hon. Minister once again and extend my support to the railway budget.

[English]

SHRI K. MOHANDAS (Mukundapuram): Mr. Chairman, Sir, this year's railway budget is very hard on the long-distance second class passengers. For the distance beyond 750 kilometres, the total increase together with the increased reservation charge would be Rs. 18 per ticket. The Minister seems to have gone in for a non-inflationary method of raising revenue. But who are those long-distance second-class passengers? Majority of them are low salary earners who visit their near and

dear ones once in a year from far corners of this country. So, whether the budget is inflationary or non-inflationary, the Railway Minister has made another big hole in their pockets.

Indian Railway is the biggest public sector undertaking in the country. The public sector undertakings are run not merely for profit but they have certain social objectives. One is to remove regional imbalances and provide employment to our people in different parts of our country. Indian Railway has a total track length of 106,615 kilometres and 61,813 route kilometres. The wide variation in the length of rail lines in different States is quite revealing. Gujarat has 5553 route kilometres and Madhya Pradesh has 5781 route kilometres, but Kerala has only 921 route kilometres when the population of Kerala constitutes 4 per cent of the total population of the country. This disparity has greatly affected the economic development of Kerala. I am sorry to say that Kerala has always been neglected by the Railways. With prolonged persuasion and pressure, the coastal line between Ernakulam and Alleppy was sanctioned. In the normal course, work should have been completed last year itself. But it dragged on and on and even this year's allocation shows that it will not be completed at least in the next two years.

About Rs. 12 crores more on the present estimate will be required to complete this project. Similarly for the construction of Trichur-Guruvayoor line, only Rs. 2 crores have been provided. This line requires Rs. 17.17 crores and no time frame has been fixed for the completion of this line. In this connection, I want to make a suggestion.

Now, this line is sure to become one of the most profitable one due to the over increasing number of pilgrims. Why don't you construct such lines within the shortest possible time? From the point of view of revenue, that will be the wisest step which any Government would take. Prepare a list of such lines and make adequate provision for this early completion. Otherwise it will drag on from year to year and the cost will keep increasing and the public will

[Shri K. Mohandas]

have no benefit. Therefore, I strongly urge upon the Minister to make adequate provision in the budget for the quick completion of the Trichur-Guruvayoor broad-gauge line.

Sir, there were three trains running between Delhi and Kerala. The Kerala Express was a bi-weekly train which was converted into a daily train but then the other two have been cancelled. This has created a lot of problems for the people of Kerala, particularly the people of Malabar Region. People in this region wholly depended on Mangala Express as it was a very convenient train. With the cancellation of this train a lot of problems have come up. Difficulty in getting accommodation in the Kerala Express is a common experience which is going to increase in the coming months. Whatever statistics the Railway Ministry may show to justify the cancellation of the two trains the travelling public feel that their miseries have increased many times. Malabar has suffered the worst kind of neglect at the hands of the Railways. If there is a shortage of coal somewhere in the country, the passenger trains running in this region will be the first to be cancelled causing untold hardship to the general public. The tragedy is that once these trains are cancelled, they are not easily restored even if the shortage is over. Therefore, the people of Malabar deserve a little more sympathy from the Railways. I would repeat my demand that the Mangala Express should be restored without any further delay.

There is computerised reservation system in major cities in India. This system should be extended to State capitals at least immediately. There are complaints about corruption in reservation. In Trivandrum I am told there is a racket involving the railway staff who corner the berths and sell them at a premium. Bona fide passengers will keep waiting in the queue and those who are willing to pay extra will get the reservation. Therefore, firm steps should be taken to check this corrupt practice. There should be periodic checks by the higher officers to ensure that bona fide passengers are not put to any hardship.

Catering should be improved in the long distance trains. There are complaints about low quality food being served in many trains. For example, in the Kerala Express there is an improvement only in the container and not in the food. After all, they are charging high rates, so they should provide quality food to the passengers. Similarly, the Railway Ministry should seriously consider posting a doctor with adequate medical facilities in long distance trains. This will be a real service to the passengers. Our aim should be to make the travel more comfortable.

Finally, Sir, I would request the Minister to pay a little more attention to the railway development of Kerala. This State has been neglected for long, where a young man is the Prime Minister and another young man is in charge of the Railways. The young men and women of Kerala want to contribute to the building of the nation. You give them an opportunity by setting up at least one major railway undertaking and taking up some of the most important lines.

[Translation]

SHRI RAMESHWAR NEEKHRA (Hoshangabad): Mr. Chairman, Sir, I rise to support the Railway Budget presented in the House. I congratulate the Railway Minister, the Deputy Railway Minister and all other officers and staff who have given a proof of their competency by bringing about efficiency in railways to handle movement of goods to provide facilities to the railway passengers and to make arrangements for catering.

I do not want to repeat all these things. I would, however like to urge upon the Minister through you that if the recent increase in the fare of second class is withdrawn the people would feel relieved as in the case of the General Budget presented by the Finance Minister. The common man will be thankful to you if the increase in the fare is withdrawn. After all our aim is to provide railway facilities to our common people.

Similarly lower grade workers, who have to travel 10-20 and 50 km in order to reach the places of duty would be affected

by the increase of Rs. 4 to 8 in their monthly passes. I would be quite good if this increase is also withdrawn.

I extend my thanks to the Railway Minister for providing concessions to the deserving railway passengers this time, especially a 50% concession has been given to the people awarded by the President, I would, however, request that it should be 100 per cent. Besides, those teachers who have been granted state awards should also be given this concession, so that they also may be thankful to you.

Mr. Chairman, Sir, I want to request the hon. Railway Minister through you that the record, which has been set in the goods' transport, should be maintained in future also. Workers at small stations feel troubled with the recently adopted new rack loading system because sufficient quantity of goods are not available for rack loading at these stations.

There is heavy production of pulses in my area of Narsinhpur and Hoshangabad. Agriculture is the main occupation of the people of this district. It provides pulses to the whole of the country. But these cannot reach in time due to the non-availability of wagons. It causes a great problem for us. I would request that the rack loading system may be continued for cement factories, textiles and FCI but lose wagons should be made available for goods' transport at small stations. It will be beneficial for the farmers also.

Recently many facilities have been provided at big stations but the same have not been provided at small stations. Platforms at these stations are small and low. Besides, they do not have sheds and the passengers cannot get any accommodation for staying there. If these facilities are provided at the stations at Jabalpur-Itarsi Section the people will definitely get sufficient relief.

Similarly, I want to say that the contract system for selling eatables on Railways has neither helped passengers to get foodstuffs at lower rates nor it has benefited the Railways. The contractors grant sub-contracts to different people at various stations. For example, they charge Rs. 100 each from a Pan walla and a fruit seller, Rs. 200

each from a tea stallman and toy-seller. So I request that the contract system should be abolished and these stalls should be allotted to the educated unemployed. It would be a revolutionary change and would help us in doing away with the huge commissions involved therein.

The Mahanadi Express running from Durg to Bhopal has started running for four days a week, *via* Jabalpur. If it starts running *via* Jabalpur daily, it would be very convenient for the passengers and also would increase the Railway income.

The Hawrah-Bombay Mail, which used to halt at Kerelia station 20-25 years ago, has now stopped halting there. This facility should again be provided to the passengers. I raised the issue of developing the Itarsi station as a model station earlier also. I would request the Railway Minister to consider this issue. Itarsi is in the middle of our country through which people from all sides, whether it is the eastern, western, northern or the southern side, have to pass. Its development as a model station will further improve the image of our railways and also provide a facility to the passengers of that area.

Similarly, when the hon. Railway Minister visited Hoshangabad, he had declared to build a road over-bridge. But nothing has been done since then in this connection. I request you to expedite this matter and build an over-bridge there as soon as possible.

There has been a constant demand in our area for a Jabalpur-Ahmedabad train. The people from Gujarat have to come there and the whole trading is done there. A proposal for introducing a train from Bhopal is under consideration. Instead of running this train from Bhopal, if it is started from Jabalpur, then it would be a big facility for the people of Mahakaushal.

Similarly, a proposal for the conversion of Jabalpur-Gondia line into a broad gauge one is pending since long. I would request the hon. Minister to pay attention towards it.

Besides, I would like to point out that the Bhusawal-Katani Passenger train, which

[Shri Rameshwar Neekhra]

runs on such a long route, is usually empty and late for six hours. I would urge the Minister to convert this train into a fast passenger train from Bhusawal to Itarsi and from Itarsi to Katani, there will neither be any additional expenditure nor any extra track. Moreover it will not get late due to its long route. . . (Interruptions). . . There will be no need to increase the number of coaches and thus it would give a great relief to the passengers.

Similarly, I would request to halt the Superfast Express running from Bombay to Varanasi at every station of Mahakaushal.

The Railway Minister has set up a claim Agency to dispose of railway claims quickly. I offer my thanks for the same. Besides, I request that if a provision for a job for one son of every devoted worker is made, it would inspire them to do the railway work in a more better and efficient way. If it is not possible, jobs must be provided for each of the sons of the employees who have worked devotedly for 45-50 years. It will increase the efficiency of the employees and they will devote themselves to the work.

In the end, I want to say that Jagannath Puri is a religious station. Similarly there is a station named Gote Gaon in our area for which people of every section have demanded a change in its name to Shri Dham station.

With these words, I congratulate the hon. Railway Minister for presenting such a balanced budget in the present circumstances.

SHRI RAM BHAGAT PASWAN (Rosera): Ms. Chairman, Sir, I rise to support the Railway Budget of 1988-89, presented to this House. I want to specially thank the hon. Minister of Railways for providing many new trains and broad gauge lines in the country, but it is clear from the Budget that the officials concerned have not given any attention to remove the regional disparity. On the one hand a provision has been made for many trains, superfast-trains and broad-gauge lines, but on the other no attention has been paid to the backward areas which

according to the Government policy, are to be accorded priority in so far as development work is concerned. As Shrimati Prabhawati Gupta has also said, Bihar has been totally neglected. On the basis of the facts it can be proved that how the trains, which were previously running in Bihar and the proposals for construction of the lines in the priority list from 1980 to 1986-87, now have been cancelled. Those trains, which were running from the capital to the whole of north Bihar after crossing 22 districts, have also been cancelled, Mr. Chairman, Sir, I want to refer to all the lines. One of them is Sakri-Hasanpur line, which was inaugurated by late Shri Lalit Narayan in 1974 and work had also been started there. This line was there in the priority list of 86-87, but it has been cancelled in this year's Budget so the people of north Bihar are very much resentful. It is another thing, if funds are not provided, but its removal from the priority list is an injustice to the people of North Bihar. It is upto you to lay this line or not, but its removal from the priority list is not justified. Similarly the Darbhanga-Samastipur broad gauge line was also inaugurated by late Shri Lalit Narayan Mishra, when a bomb was placed there and he had then given an assurance for starting the work. During Shri Kedar Pandey's ministership, the earth-work had also been started. It is also in the priority list, but there is no news about it. Besides, 14 trains have also been cancelled. Provision for only one train from Samastipur-Jainagar has been made which does not make any difference. The Danapur Express which used to run on the Danapur-Samastipur broad gauge line, has also been withdrawn. The Pahleza Express which used to run on Hajipur-Jaynagar section having connection with the capital, has also been cancelled. The hon. Minister of Railways has said that there the bus service is good and the travelling by rail is not economical. The bus service there is in the hands of private people. I want to say that by stopping all these trains, railways are incurring a loss of Rs. 22 lakhs everyday, which is going into the pockets of private people. On the one hand the Railways are losing this revenue and on the other, they have done injustice to the

people of North Bihar, which does not seem right.

Mr. Chairman, Sir, I want to point out to the hon. Minister that Bihar has produced many freedom-fighters; and great saints. Late Pandit Jawahar Lal Nehru and late Shrimati Indira Gandhi used to and now our hon. Prime Minister Shri Rajiv Gandhi have a soft corner for Bihar, because it is a very backward state. It does not seem good that in spite of all this, Bihar is being neglected like this. I request that all the trains that have been cancelled, should be restored. Besides the Danapur Express a Maazdoor Express should also be introduced. Now-a-days, workers go by sitting on the roofs of trains which sometimes cause accidents. I, therefore, request that Maazdoor Express should be introduced from North Bihar to Banaras and from Banaras to Punjab for the benefit of the workers.

Mr. Chairman, Sir, I also want to say that no punctuality is observed in railways. The trains become late for three or four hours at the starting points. From Samastipur to Jaynagar or from Darbhanga to Patna, buses reach in three hours, but if any person goes by train, it takes 18 hours. Even ticketless passengers do not board this train. Those who have to go from one station to another, only board this train and the common people does not like to go by it. I also want to point out to you that the trains coming from the western; southern and eastern sides to Patna, have no connection with North Bihar. The trains come to Patna between 8 to 10 o'clock and the Danapur Express leaves at 5 o'clock so the passengers have to wait for 8 to 10 hours to board another train and many passengers go by bus. The next train reaches there at 5 P.M obviously who would like to wait for 5 to 6 hours. The officers concerned do not bother about the public convenience and argue that railways are incurring losses on these trains. If trains are run like this, we will have to incur losses. Trains should be convenient. I would like to point out that the people have to pay charges for express trains running as passenger trains to the North Bihar which stop at every station. This is an injustice to the public. Railway officers

should look into this matter and rectify this situation

I would like to give one more instance of injustice being done to the passengers of North Bihar. There is no first class coach in any train after Samastipur. One has to travel in second class even if he possesses a first class ticket purchased from other places. This may please be enquired into. When first class fare is charged, first class coaches should be provided. But it is not so at Samastipur.

I would like to point out more things in respect of the North-Eastern Railway. The works like construction of staff quarters, electrical wiring, etc. which used to be done departmentally are now being got done through contractors. In place of cane benches, plastic benches are being provided which are inconvenient for the passengers and less durable. I request that we should revert to the old practice of getting these jobs done departmentally.

I would also like to refer the cases of irregularities being committed in the Railway Recruitment Boards. The quota reserved for the scheduled castes and the scheduled tribes not being filled. It is said that there is paucity of applicants, if applicants are there, they say they are not fit and even if they are found fit they are not appointed soon. This is why I suggest that every Railway Recruitment Board should have one representative of scheduled castes and scheduled tribes so that their interests may be secured by filling the quota reserved for them.

I have already referred to the Sakari-Hasanpur railway line which was inaugurated in 1974 by late Lalit Narayan Mishra. The passengers of this area going towards the north have to cover a distance of about 40 to 50 miles to catch a train. Similarly, there are no railway lines for the East and the South. There only some survey and earth work has been done. This work should be taken up on priority basis. The construction work of the Darbhanga-Samastipur Broad Gauge line should be undertaken without any delay.

Moreover there is accute shortage of power at the stations in Bihar causing many

[Shri Ram Bhagat Paswan]

accidents and thefts of goods of passengers. This is atleast true of the North-Eastern Railway. This is why every railway station there should be provided with an emergency light. The route would become shorter if a railway bridge on the Ganga is built. For this purpose survey work has already been completed but the work has not yet been started resulting in a loss of Rs. 50 lakhs every month. If it is built, the Railway Department would recover its cost within 2 or 4 years. It is said that there is a paucity of funds. But I want to point out that if it is built, the people will be able to go upto Nepal from Jainagar and this will enable Railways to earn a lot of revenue. That area has all the resources for development of industries and agriculture and also infra-structure for development of railways. Any region without railway facility cannot make any progress. There the people feel that they have been deprived of the benefits of national progress. Four crores of the people of North Bihar are deprived of the benefits of development of Railways. They have got a few trains. There are many such stations which have one train in the morning and the other in the evening.

Railway journey is very inconvenient for the people of this area. The capitalists there are now running many buses instead of one bus as in the past and thus are grabbing the revenue which should have been earned by railways. Therefore I urge that the trains which have been cancelled, be reintroduced.

No attention has been paid yet to the railway line from Lahoria Sarai to Kuteswar the survey of which has already been completed. The poor population of this area running into millions of people have to move from place to place frequently. If this line is completed, the people inhabiting the area between Saharsa to Darbhanga will be highly benefitted. There are three rivers in that area. It takes 2 or three hours to cross one river. The people there will be highly benefitted if bridges are built over these rivers and railway lines are laid. This is a long standing demand of the people of that area. There-

fore, I urge to construct railway line from Laheria Sarai to Kuteshwari.

Earlier the meals served in the trains used to be highly fresh, sufficient in quantity and simple. Now the food is supplied in foils and the cost of foils is also included in the cost of the food. The food is said to be fresh but nobody can say as to when it has been prepared. We can find out only when look at it closely. I have come to know that the supplier of this food is a relative of some Railway officer. A number of complaints have been lodged. I urge to supply the food as earlier by stopping the supply of food in foils.

In north India contracts for canteens are also awarded to big capitalists, especially belonging to South India. Under the Twenty-Point Programme, these contracts should be awarded to unemployed graduates, especially women and Harijans. But it is not so. These contracts are being awarded to capitalists in violation of twenty point programme. The Government should see that these contracts are awarded to unemployed graduates under the Twenty-Point Programme. No capitalist wants to help the poor people.

The people of my parliamentary Constituency Rasera have been demanding a retiring room for a long time. It has now been declared a sub division owing to which more than one lakh people visit this town. Therefore a retiring room is essential there.

Mr. Chairman, Sir, there is a new town inhabited by thousands of people who have to go to Samastipur to get tickets. This is highly inconvenient to them. Lakhs of labourers would be benefitted if G.L. is made to halt there. You can confirm that people have to go to Samastipur to have tickets. Lakhs of these labourers would be benefitted if this facility is provided to them at Rasera.

I thank you for providing me an opportunity to speak and support the Railway Budget.

17.00 hrs.

[English]

SHRI BALWANI SINGH RAMOO-
WALIA (Sangrur); Mr. Chairman, Sir,

while taking into account the Railway budget presented by the Railway Minister I had earlier expressed my views that it is quite clear that though the Railway Minister has put up all his honest efforts to make the budget of maximum public utilisation and pro-public yet he could not touch some important aspects regarding further expansion of the Railways and also providing more facilities to the general public. The priority should have been given to solve the menace of over-crowding in the Railways.

In the trains coming from Bihar and Bengal to Punjab a large number of women workers travel and everyone knows there is over-crowding in this section. Sometimes the genuine passengers fail to catch the train due to overcrowding.

Similarly there are general complaints regarding mismanagement in the reservation area. Though a very serious effort has been made to streamline the reservations with the introduction of computer system yet I suggest further efforts should be made to have maximum utilisation of computer system in all the major cities and the stations of Amritsar, Bhatinda, Ludhiana and Ferozepur should be included in this computer reservation system.

I would like to put maximum thrust on five points relating to Punjab. First, no sufficient employment opportunities are provided to the local people in Kapurthala Coach Factory. This factory was announced by the Prime Minister at Shahid Bhagat Singh's Samadhi at Ferozepur where he said: For providing better employment opportunities to Punjab people I am sanctioning a coach factory. So the coach factory came into existence but the local people are not being given employment. So the coach factory has failed to meet the basis object announced by the Prime Minister. Further a huge quantity of foodgrains is transported from Punjab to the rest of the country. I would suggest that Ferozepur-Delhi-via-Bhatinda and Amritsar-Jalandhar-Ludhiana-Delhi tracks should be electrified on top priority basis.

Sir, 34 passengers died in a bus-train

accident at Tarn Taran in 1982. All these persons were political prisoners. They were being shifted from Amritsar jail to Bhatinda Jail. On the way, an accident took place. 34 people had died. There is a general resentment among the people I would impress upon the Government that this issue is becoming a political issue in many areas of Punjab as to why no compensation has been paid to the next-of-kin of these 34 people killed at Tarn Taran. The Government should make it clear why they are not finalising their cases even after six years.

In Punjab, there is a railway crossing on the Kotakpura-Muktsar road. Kotakpura is a junction. At this place, the railway crossing remains closed for more than 30 minutes and sometimes even up to an hour. I would urge upon the Minister to take immediate action for providing an overbridge at that place.

You will recall that some trains were cancelled in the wake of the exercises which were to be taken up by Indian Army about a year back. At that time, most of the trains going to Punjab or passing through Punjab were cancelled. Some trains have been restored. A very strong resentment is prevailing among the people of Sangrur. Unfortunately, the train from Madras to Jammu via Sangrur-Jakhal-Sunam was cancelled and restored thrice a week. When I wrote 3-4 letters, the train was totally cancelled. Instead of taking into account the letters from the representative of that area, the existing facility of train running three days a week was also withdrawn. The hon. Minister has given me a verbal assurance that this train would be restored immediately. However, I would, once again through you, stress upon the Minister for restoration of this train. With these words, I conclude my speech.

DR. PHULRENU GUHA (Contai) : Mr. Chairman, Sir, I stand to support the Railway Budget, of course, with some comments and suggestions.

The Railway Budget has done well to exempt farmers and their produce from the fare increase. It has given concessions to deserving citizens, such as, widows whose

[Dr. Phulrenu Guha]

husbands died at the hands of terrorists, Arjuna Award winners and teachers who have won service awards in the field of education.

A new venture of railways is much welcome. Railway passengers on a short visit in Delhi need not despair about hotel accommodation any more. Indian Railways itself will provide board and lodging facilities to them. In this connection, I request the Minister to consider to give concessions to young people who come to Delhi for interviews or different examinations because most of these young people come from very poor families.

I request the Minister to have similar hotel accommodation in other metropolitan cities as soon as possible.

I do not mind the increase of railway fare in airconditioned first class, two tier AC or first class but I feel very strongly about the increase of fare in the second class so much. Uptill now, upto 50 kms. the fare is Rs. 3 and after 51 kms., the fare is Rs. 4. but now it is Rs. 4 to Rs. 6 respectively. The second class travellers are mostly low income groups. This increase will be too much for them. I request the Minister to consider this point.

I would like to point out another increase, that is, monthly tickets. 98 per cent of the monthly ticket holders come from very low income group. I request the Minister to reduce the increased amount and give some relief to these low income groups. In this connection, I would like to point out that local trains from Scaldah and Howrah in West Bengal are always so full that it is very difficult for the passengers with tickets to get a seat. You will be surprised to know that they have to stand and travel a number of times from Howrah and Scaldah for long distance which may be for 3 to 4 hours since they have no place to sit. In this connection, I would like to point out that most of these passengers are ticketless when the compartments are full of people. So, the Minister should take a strong step to stop ticketless travel because not only the ticket holders are

facing difficulties but the Railways is loosing a great deal of money because of ticketless travel.

Another point which I would like to point out is that there are large number of people speaking Bengali in certain parts of Bihar. In these stations, the sign boards existed in Bengali but these sign boards were erased. I feel that this is not justified. The Railways must use some discretion and general rules cannot be used always everywhere.

Sir, I am horrified to see the allocation of Rs. 2.99 crores for Tamuk Dighe line. The line was sanctioned with a total cost of Rs. 77.13 crores and the allotment upto 31.3 88 is Rs. 3.96 crores. The allotment for this year is Rs. 2.99 crores. The cost will increase no doubt but if in this way the work of this line is continued, it will take 23 years to complete that line. Do you mean to say that one generation has to wait for that line to be completed? I would like to point out that after the disturbance in Darjeeling, Dighe is the only place in West Bengal now where people can go for holidays. I must demand that the allotment must be increased and the Railway must decide to conclude this line as soon as possible. Construction of railway lines are not only facilities for communications but also generate economic activities in that area where the lines are constructed. Therefore, it should be seen that sufficient allocation is made for the construction of on-going railway lines. There are number of on-going projects. The first phase of Howrah-Amta and Bargachia-Chauptana were completed. But this year only Rs. one crore have been sanctioned as token money. The Calcutta Metro Railway was started in 1972 and we do not know when that will be completed. I strongly urge upon our young, energetic, dynamic, and active Minister to see that the on-going projects are completed without any further delay.

The Ministry of Railways have made a provision for issuing first-class passes to freedom fighters for one year more. They were given last year and that has been extended for one more year. In this connection. I would suggest that this facility

should be provided to all the freedom fighters for their life time, no matter if there are certain limitations, because the freedom fighters are getting old and many of them will not live long. The Government should consider that and extend this facility to them.

With these few suggestions and requests, I support the Railway Budget for 1988-89.

[Translation]

PROF. NIRMALA KUMARI SHAKTAWAT (Chittorgarh) : Mr. Chairman, Sir, the Railway Budget for 1988-89 presented by the hon. Minister of Railways is development and modernisation oriented. I welcome it. There could be no Budget better than this one in the prevailing circumstances.

Although it is a fact that fare and freight rates have been increased a little bit but this increase is insignificant in view of the new initiatives taken for the rapid development and modernisation of Railways. It is the first time when a provision for free passes or passes on half rates is being made for promising players, brilliant teachers and war-widows. This is being praised everywhere. I also consider it proper and welcome it.

17.18 hrs.

[MR. DEPUTY SPEAKER *in the chair*]

Mr. Chairman, Sir, the railways are not only a means of transportation but are also vital for our economic development. If railway facility is extended to those regions, where this service is lacking, doors of its development will open up. Keeping this in view, I would request the Planning Commission to allocate more funds to railways. Railways is the only public sector industry of our country which is earning profits. Everyone is related to railways in one or the other way. Therefore, Mr. Deputy Speaker, Sir, I would like to request the Prime Minister and the Planning Commission to increase the budgetary provision for railways. While thanking the hon. Minister for Railways I would like to invite his attention towards the Budget speech in which he has mentioned

that the work of the Chittorgarh Kota Broad Gauge Line will be completed this year. This was the long standing demand of the people of that area which is now being fulfilled. We also demand that a train "Meera Express" should also be introduced in that region. By doing so the long lasting ambitions of the people of that area will be fulfilled. For this, I would like to request that the train running on Chittorgarh-Kota Railway line should be christened as "Meera Express". Sir, construction of an overbridge is also very necessary on Chittorgarh line for the smooth running of traffic.

Sir, If we look at the expansion, you will find that a few railway lines have been laid in Rajasthan in comparison to those laid in other states. There has been a little change in the condition which was there during the British period. The capital of Rajasthan, known as the 'Pink City', is a centre of attraction for tourists, But there even a broad gauge line has not been provided, Sir, the capital of Rajasthan can very easily be connected with a broad gauge line by linking a little gap from Sawai Madhopur to Jaipur. In the southern parts of Rajasthan comprising the most backward tribal areas of Banaswara and Pratapgarh, the people have never seen a railway train there. Therefore, I would like to request that a provision should be made for providing railway facility to these tribal areas atleast in the forthcoming Eighth Five Year Plan if not possible in this year or during the current plan. If the existing railway line from Udaipur to Bari Sandari is extended up to Chhoti Sandari, Pratapgarh, Banswara and Damoh. The problem of this tribal areas can be solved.

Sir, I would like to refer to the Chetak Express, about which I have been complaining in this House for the last many years terming it as a Khacchar Express, and request that its performance should be improved and it should be made the Chetak Express in a true sense. It is very kind of the Minister that a diesel engine has been provided for this train. A provision has been made for renewal of old tracks. In this connection, I would like to request that this work should be started from this area, so that the complaints about occur-

[Prof. Nirmala Kumari Shaktawat]

rence of accidents and the inconvenience faced by the people due to slow speed could be removed.

I have also made a submission which has perhaps been forgotten, that this train links different tourist spots like the Pink City, Jaipur, City of Khawaja, Ajmer, a city of Valour and Worship, Chittorgarh and the city of lakes Udaipur. Airconditioned coaches have been provided everywhere for the convenience of tourists but perhaps this train has been forgotten in this respect. Therefore, I am to submit that please do not forget it and provide this facility along with other facilities which the Government is going to provide so that the native and foreign tourists may come there. Its speed is very low and timings are also very odd. According to the time schedule, its arrival time is 2.30 P.M. but, Sir, it is generally late and arrives there by 4.00 P.M. and sometimes by 5 o'clock in the evening. In this way the whole day is wasted. Therefore, I am to submit that while finalising a new time table it should be seen that this train reaches Delhi by 10, 10.30 or 11.00 a.m. so that the people of this backward area are able to return by the same evening after disposing of their work during the day and have not to stay in Delhi.

Sir, the number of coaches has not been increased in proportion to the increase in the number of passengers with the result that the passengers have to travel on the roofs of trains which causes frequent accidents and different types of inconveniences. Along with this some of the compartments are in such a deplorable condition that by travelling in those compartments we feel as if we are riding a camel. The inhabitants of Rajasthan sit on camels and the Government have also given them such compartments which give them the pleasure of camel riding. There are so many compartments in the train which runs from Delhi to Ahmedabad via Jaipur which require urgent improvement. I would like to make a submission that when the Government is going to link Chittorgarh with a broad gauge line, then at least one coach factory should be installed in Chittorgarh. Then the decentralised industries

will flourish there and the people of that area would be able to get employment.

Sir, I have some minor complaints. The Government has cancelled very important trains in this area and it has been said that this has been done owing to non-availability of water due to drought. I do not think that water is not available even for trains. Even if it is so then the Government should run trains by diesel. A number of trains which used to run from Udaipur to Chittorgarh and from Ajmer to Ratlam have been withdrawn. I would request that these trains be restarted so that the people's inconveniences may be removed. I have one more submission also that the Pink City is run on 3 days upto Udaipur. . . . (Interruptions).

Besides, catering and drinking water facilities are also lacking in the trains. Containers are not kept there as a result of which a lot of inconvenience is caused to several passengers. Attention should be paid towards it.

The passengers who carry their luggage and baggage with them, have to face a lot of problems at different places. Have you ever used trollies for luggage in Railways as are used at Air Ports. Of course, this is being done so at Madras. This experiment should also be made at Calcutta and other big railway stations.

I would also like to submit that the gates at many Railway crossing in villages are very inconvenient because these are unmanned and remain closed for hours together. With the result that even if a patient dies, he cannot be taken from one side to the other side of the crossing. We should, therefore, have manned railway crossings.

The Ramganj Market is a stone area and the Kota stone is famous throughout India. I have requested several time that the Frontier Mail must have a halt at the Ramganj Market because it is a headquarter. The Government should give its attention towards my request. With this. I thank the Hon. Minister of Railways for submitting a balanced budget.

SHRI MOHD. MAHFOOZ ALI KHAN (Etah) : Mr. Deputy Speaker, Sir, I am very much thankful to you for giving me time to speak, otherwise, I might have deprived of this opportunity as I am to go out of the station.

Our new hon. Deputy Minister is to-day present in the House. While welcoming him in the House, I would like to tell him a very sad story. One should not make a baseless criticism. Although I am in the opposition yet I will definitely say whatever is true. As a Minister of Railways, Scindia Sahib has done his job very excellently and courageously. As compared to other Ministers he devotes more time, is more committed to his work and whatever he does after giving full consideration to any matter keeping in view the position of the people.

I have been crying for the last three years for a halt station at Gangagarh but now the hon. Minister has given us that halt station and I would like to thank him for this. The people of that area have been demanding a halt station at Gangagarh since the pre-independence period but their demand remained unfulfilled. Even our previous hon. Deputy Minister of Railways Shri Sohan Lal Mishra could not meet this demand. It is very fortunate that with the help of Shri Scindia a halt station has been provided at Gangagarh. On behalf of the people of Gangagarh I would like to thank Scindia Sahib for removing the difficulty of the people of that area by making a halt station at Gangagarh. But apart from this I would, however, like to complain that the Railway authorities did not give any information to the Member of Parliament of that area about the opening of a halt station, we came to know from the public that a halt station was going to be opened on 23rd February. Therefore, I reached there, I had a strong desire to get that halt station inaugurated by Shri Scindia but my wish remained unfulfilled. Perhaps, it may be possible that after this budget we may get an opportunity of getting something inaugurated by Shri Scindia Sahib.

So far as the Budget is concerned, barring some shortcomings, the budget is on the whole a good one. It should not be

taken otherwise that I am talking about the shortcomings of the Budget because I merely belong to Opposition. The fact is that I have great praise for Mr. Scindia and I am not only saying this in his presence. I am of the view that criticism should be based on facts and it should not be only for the sake of opposition.

I would like to say that there is no objection in raising the fares of the First Class and the airconditioned class because only rich people travel in these classes but the fare should not have been increased for the 80% poor population which live in the countryside. Any Minister's popularity depends on the facilities he provides to the general public and the peasant class. If facilities are provided to these classes, they will praise you. So far as cleanliness is concerned, there has been a great improvement. Previously there used to be a lot of filth on stations and in trains, but now no such filth can be seen there. I am also a Member of the Railway Advisory Committee. I had raised this question in the Committee also. I thank Mr. Scindia for giving enough attention towards cleanliness.

On the Barhan-Etah railway line in my constituency, the engine runs in the reversed position and its compartments are also in a deplorable condition. This line has been built during the Deputy Ministership of Shri Mishra. But after this no attention has been paid to it. Now the attention is paid towards big cities such as Ahmedabad, Bombay and Calcutta. Some attention should be paid towards Branch lines also. We should find out why we are earning less income from these areas and how these areas can be developed? The Barhan-Etah line is still running on a loss because it has not been extended further from Etah. I would like to request Mr. Scindia to get it surveyed and get this line extended upto Farrukhabad which is 95 kilometers away from there. There are many big towns and markets along this line. Therefore it is a good proposition from the commercial point of view. A line which goes from Farrukhabad to Shahjahanpur via Gola Gokarannath may also be linked with this line. This is a broad gauge one, therefore, you please get it surveyed and it would be better if you may please

[Shri Mohd. Mahfooz Ali]

get it sanctioned. The fact is that the amount which is granted by the Planning Commission is inadequate. I think, Shri Scindia has many expectations. But he is helpless because the requisite amount of money is not granted by the Planning Commission. I request the Minister of Planning to allot more and more funds for Railways.

Along the Etah-Farrukhabad line, there are Baghwala, Kartala, Parsaun, Dhoomari, Jaira, Aliganj, Nawabganj towns and markets. This line must be extended. If there is some hindrance in further extending the line then coaches for Delhi, Allahabad and Lucknow can be attached at Tundla to the train running on Barhan-Etah line.

I have myself travelled from Jaunpur to Balamu and found that the engines of the trains running on this line are without light and there is no arrangement at Etah for reversing the position of engines. This is very strange.

The Kasganj Station of N.E. Railway has been there from the time of Britishers. It is a junction. It should be modernised after getting a survey conducted. There is also a scheme for its electrification. Hence I request you kindly to bring about improvements in this station.

Secondly, I have been writing again and again about Ballupur Halt situated between Kasganj and Farrukhabad on N.E. railway but every time it is said in reply that it is not economically viable. How can you expect income before hand. Income will start only when the halt is provided. At present the tickets are sold through an Agency system under which tickets for small stations are available, whereas tickets for far off places are not available. That is why they show less income. I will like to request that Ballupur which is situated between Daryoganj and Runai Railway Stations on Kasganj-Fatehgarh Section of the N.E. Railway, be made a full fledged station only then its income will go up. From there sweet potato, mangoes, guavas and khurasan are sent. It is a very big market of Khurasan. It is produced only at Ballupur in India.

The public lives on one side along the Naglachhagu-Daryoganj-Narasa Railway line and their cultivation on the other side. The track there is on a higher level therefore the people want that some arrangements be made so that they are able to bring their produce from the other side conveniently.

Besides this, gates are required to be provided at railroad crossing near the Ballupur station. But it is said that for this funds should be provided by the State Government but I ask why these should be provided by the State Government? If there is no barrier and our bus crosses then it may cause an accident. For this purpose the Minister has claimed eighty thousand rupees but this amount will not be enough. Therefore, I request him to fulfil these two demands and we will remember him for ever. We are pleased with him otherwise also. The Gangagarh halt has already been provided. But I request you to fulfil these remaining two demands. We have been requesting for a train 57/58. Finally my request is that a halt should be provided for the Lucknow-Kasganj Express either at Daryoganj or Patiyari Station. There should be some formula for providing halts for trains. At some places halts have been provided and at others these have not been provided. At least every train must be stopped at Tehsil Headquarters. I will be highly thankful if the train now starting from Kasganj is started from Farrukhabad. Thank you very much for allowing me to speak.

SHRI BANWARI LAL PUROHIT (Nagpur): Mr. Deputy Speaker, Sir, I rise to support the Railway Budget. I am thankful to the Minister for introducing a new train from Nagpur to Bombay from 1st May. I request that it should be run daily. It should be kept in mind.

Mr. Deputy Speaker, Sir, this is but natural that nobody likes an increase in fares. But there are certain limitations in this respect. I do not think that there was any other alternative with the hon. Railway Minister except to increase railway fares in the circumstances when the rates of coal, wages and salaries are increasing. In the circumstances the increase in fares is

quite justified. But as other hon. Members have stated it had been better if [Second Class fares should have not been increased. This demand of the people must be kept in mind because it is the poor who travel in the Second class. They should not be further burdened. I have no complaint if there is an increase in the fares for the first class, air-conditioned class and the Chair car.

I remember very well that with the coming of Mr. Scindia as a Railway Minister a terror was created, discipline was enforced and the people had started saying that the trains have become very punctual but now-a-days we find some slackness. Something will have to be done to bring about improvement in the situation. For example, we started from Nagpur to attend the budget session, the AP Express was late by half-an-hour. Though when we rang them from our house then we were told that it was reaching at right time but after reaching the station it was found that it was late by half-an-hour and in response to a further enquiry we were told that it would make up and reach Delhi in time. Actually the train was running late by an hour and in response to our further inquiry, we were told that this would be made up by the time it reaches Delhi. The train was supposed to reach at 7.30 a.m. and we were hoping to reach at least by 10-00 a.m. But the train reached here at 11.00 a.m. and we came here direct from the Station. At that time the translation of the President's Address was being read and we consoled ourselves for being able to hear at least that. Thereafter the G.T. Express was late by two and a half hours on the 26th day of the last month. This gave us an opportunity to inspect the station. I want to submit that according to the announcements made on the station not a single train from Delhi was reaching in time. I heard it myself on 26-27 February, 1988. All trains were late by half-an hour to two and a half hours. What I mean to say is that attention should be paid towards this matter. Trains should take as less time as possible. I think the administration has become somewhat lax and attention should be paid towards this matter so that the situation may improve.

I want to submit one more point. All

trains are overcrowded. Nagpur is situated in the middle of the country but in the trains coming from the South and bound for Delhi, the reservation facilities are very inadequate. The people are not able to get reservations. In view of the 18 lakh population of that city, you should conduct an inquiry into the inadequacy of seats for reservation. I want to submit that all Delhi bound trains from Nagpur and in trains bound for Madras, Bombay and Calcutta the number of reserved seats should be increased. You have reduced the number of bogies in the Express trains on these routes which is creating difficulties for the people. It is your duty to remove the difficulties of the people. Hence, you should provide more facilities in these trains. I know that resources are limited but I want to state that this is a Department where not even one rupee we invest goes waste. I also want to submit that we should increase the sources of investments available to us. We may ask for loans from the Planning Commission or we may raise it from abroad, but it is essential to make a lot more investments in the Railways. We will not be able to serve the people with the limited resources available to us and the new investments will not result in losses. Whatever is invested will bring us profits.

I want to cite an example in this regard. The Indian Airlines and Air India are constructing large hotels for the benefit of their passengers. You can also do the same for your passengers. Land is available with you and you will only have to get the buildings constructed. My request is that a scheme for constructing such buildings should be prepared to enable the people to get waiting rooms etc. at subsidised rates. This project should be taken up on a war-footing. It will provide considerable facilities to the passengers.

I want to congratulate the hon. Minister for introducing the computer system for reservation purposes. This has reduced corruption to a large extent but these computers should be installed everywhere. In the Railway Budget, there is no provision for installation of computers at Nagpur Station and I want to request to go in for computerisation at the earliest

[Shri Banwarilal Purohit]

I want to tell you that for the last 3 years I have been helping people who have been visiting me from Nagpur in getting the tickets issued to them but that problem has been solved now. As computer facilities are available in Delhi, no one comes to me for tickets any longer. As a result, the irregularities which existed earlier have been removed. Therefore, I want to request that arrangements should be made for going in for computerisation at Nagpur and in other big cities. Nagpur has been a mini Capital of the country and the capital of Madhya Pradesh. Hence, computer facilities should be provided there.

I want to make one more submission. I want to thank you for declaring Nagpur as a Model Station. The work there was to be started early. But it has not begun so far. Allocations have been made in the Budget and it has been passed by the Railway Board but the work has not yet started. The General Manager says that the Railway Department is not doing it. I think that this work will be done only when orders are issued by the Minister himself.

Nagpur has been facing one problem for the last 20 years and the solution of which will not involve much expenditure. The Nagpur Defence Factory is located 20 to 22 kms. away from Kamthi. Railway lines are already there and are used for transporting defence goods. On behalf of the labourers and the poor people I demand that a shuttle service should be introduced there. If such a service is started, it will help the poor people considerably. You should definitely pay attention towards this matter.

Finally, I want to make a submission about the welfare of the employees. The high ranking officers do not pay attention to the difficulties of the workers. A Railway employee died there. He was a Guard. His widow was given employment after 3 years and that too of a sweeper. Her late husband was a Guard. She said that if she was not fit for class III post at least she should be given a class IV post. But she was given only a sweeper's job. This was the sort of inhuman behaviour which was meted out to her. The person who

served you for years and died in service, his family was not taken care of and its future was left to God. You must pay attention towards this direction.

One final submission which I want to make is that Varrur is a very big wholesale market for oranges. We demand that Varrur and Passduna should be connected by railway. Oranges are rotting there because facilities for transporting them to other places are not available. You must pay attention to this matter and help the farmers.

SHRI KAMMODILAL JATAV (Morena): Mr. Deputy Speaker, Sir, I thank you for giving me an opportunity to make my submission and I support the Railway Budget presented by the hon. Minister for the year 1988-89.

Along with it, I have to make one submission. Prior to 1947 only steam engines were there. Coal was used to run trains in those days. Whenever trains would run against the wind, smoke would blacken the clothes of all the passengers. But the Railway Department has made much progress during these 40 years. We have diesel as well as electric engines now. Our former Minister of Railways such as Pt. Kamalapati Tripathi, late Babu Jagjivan Ram, others and our present Minister of State for Railways, Shri Scindiaji deserve our congratulations and praise for the progress which the Railways have made. Many hon. Members have stated that the recent hike in fares has not been proper. But this increase would be utilised for the benefit of the employees for improvement in the condition of the platforms and for the Railways in general. Apart from that it will help in providing various other facilities.

“Kan kan jore man jure
khate nibte soye
Boond boond so ghat bhare
tapkat beete soye”

By collecting small amounts of grain, maunds get accumulated and the same gets finished when we eat it. Similarly, hike in railway fares will be utilised for several important purposes. It will be utilised for the benefit of the employees, for further electrification and for the

improvement of a large number of stations. Therefore, I want to submit that the increase in fares is not a very significant issue.

Now I want to point out some problems of my own constituency. The Railways had increased the number of trains last year and this year also many more trains are being added. For example we have new trains from Bombay to Varansi, from Nagpur to Bombay, from Katni and Chopan, from Hyderabad to Sirpur Kaghaznagar, from Samastipur to Jaynagar. Apart from that new railway lines are also being laid. For example, from Kota to Chittorgarh, Kasur to Dindigul, Kaliparra to Gamavi. The hon. Minister deserves our appreciation for it.

I want to submit that a metre gauge line has been laid for Chopan in Gwalior Shivpur area. I want to request the hon. Minister to convert it into broad-gauge one. The Minister deserves to be congratulated for providing a diesel engine and a rail car here. But this is a metre gauge line. We are living in the age of Science. I, therefore, request the hon. Minister to transform this metre gauge line into a broad gauge one. It will benefit the people of that area. From there, Swai Madhopur and Parra also should be connected. It will provide for the flow of traffic between Bombay and Gujarat.

I hail from Morena area the Gwalior Division. I want that a shuttle service should be started between Gwalior and Mathura as we have in Delhi. Those who are deprived of the railway facility, will be able to get it.

I want to submit that lakhs of acres of land is lying waste in the Chambal area. I demanded last year also and I do the same this year as well that a railway coach factory should be set up there. You will not find so much of land lying unused anywhere else in the country.

The railway quota of Harijans and Adivasis is never fulfilled. Now that our hon. Deputy Minister has taken over the charge of Railways, I want that this quota should be fulfilled.

I am also to submit that the Harijans and Adivasis should be provided with stalls

for eatables and shops. I have never seen their stalls or shops anywhere. Once I got an information from the department of Railways in Jhansi asking me to send applications of Harijans or Adivasis. I did send the application, but I have not received any response till date. I do not know what happened to it, I, therefore, want that this quota should be fulfilled.

With these words I thank you for the time you gave me.

[English]

PROF. SAIFUDDIN SOZ (Baramulla) : I want to speak on Railway Budget for half-an-hour, but I know that there is a constraint of time. Therefore, I will have my say within a few minutes.

Mr. Deputy Speaker, Sir, because of the thrust of reforms in the Railway Budget and modernisation—I wish Mr. Scindia were here but anyway we have all the respect for Mahabir Prasad ji; He has been a respectable colleague and he will communicate to Scindia Sahib also—I said, it is a good budget. When the media man consulted me after the Railway Budget was presented, I had said some other things but he flashed only 'the best budget, a good budget'. I committed myself to that remark but there were some other things also which I talked to him. But he flashed that this is the best budget. There were two editorials in Jammu against my remark, but still I committed myself that it is a very good budget.

There are certain areas which have not received his attention. I agree with many colleagues here that Mr. Scindia is a very able Minister, but some of the areas have not received his attention, and now through Mahabir Prasad ji, I want to communicate to him. There is no time but some of the things I want to mention. Particularly I want them to respond to our suggestions because they do not lose anything. They have presented a budget. Now they will say from A to Z it must stand. This is a wrong policy. They should consider the suggestions and I would wish that they should change the things that we want them to change. For instance, there is ticketless travel. Despite their reforms, despite their modernisation, there is ticketless

[Prof. Saifuddin Soz]

travel. There was no need to raise the fare for the second class. They have not gained much and I would call it—again I say Mr. Scindia should have been here—*Gunah-e-be-lazzat*. It is a sin that they have committed, without [getting any thrill in life. What do they gain by increasing the fare for the second class? For the first class they may increase. So, I would plead with the hon. Minister very strongly that he should still think about it. He should cancel the hike in fare that he has proposed in the Budget, for the second class. My State will particularly be happy. Because of the psychology, we get lot of tourists for Vaishno Devi. The increase may be very small; I have not calculated it. But why do they do it? They don't gain anything. They can improve the quality of life in India in so many areas without spending any money. We are not a poor country that way, we only spoil resources. So, they can have railway reforms without increasing the fare for the second class. I request him to kindly do it. I can speak on this giving so many examples but there is no time.

Then, I wanted to attract his attention to the late running of the trains. On the very first day when the media man came to me, I said about late running of trains. Now Mr. Scindia and his colleague can put his foot down and say that no train will run late. I travelled once from Moscow to Leningrad. We were told that the train will leave at 8 o'clock. According to our own way, we came out of the room and went to the lobby, and we were there by 7.30 for nothing. It was five minutes to 8. My colleague Mr. Satyasadan Chakraborty was also there. I said: "It is a strange country. It is five minutes to eight and they say that the trains run on time". He said: "The train will run on time. This is my second visit to Moscow." Four minutes to eight, a coach came. The railway station was very close. We reached the station at one minute to eight, and when we entered inside, a lady conductor came with 4-5 glasses of tea. I think, we were 4-5 persons. There are lady conductors and we should have lady conductors here also because they are more responsible. So, she came with five glasses of tea and at eight

exact, the train started. Because of your thrust of reforms in the Railway Budget, I have welcomed it. Why don't you do it?

The Jhelum Express runs five hours late or six hours late from Delhi Station. We do not want to travel by this train. Your Mail is on time, so can Jhelum Express be on time.

So, curb this ticketless travel, save money, remove the hike in the fare for second class and oblige us, oblige the whole country because it will generate a psychology. They have no respect for the common man. He feels touched. It is a small increase.

18.00 hrs.

Sir, about the increase in freight I am not saying anything. I welcome it. But I say that it is a genuine increase. You can't raise the resources. So far as freight is concerned, it is paid by the traders and not often by the common man.

Then, Sir, what a dirty atmosphere in the bogies and at the Railway stations and our toilets are very unclean. They are in most unhygienic condition and this condition should be removed. Then, Sir, there is cheating going on in the Northern Railways. As we stay in the restaurants at the Railway Stations, they serve us food and snacks but they don't give us the bills when they charge from us. Even on my asking, they did not give the bills. So, Sir, you please institute some enquiry or vigilance to go into this matter. But so far as South, West and Eastern parts are concerned, they are all right. But in Northern Railways especially the trains running between Jammu and Delhi, in this sector, there is a lot of cheating going on. No bills are given.

As far as Jammu and Kashmir is concerned, I may remind you what the hon. Prime Minister said on 9th February 1988 at Rehas. I have been requesting as also other colleagues are requesting that Udampur-Jammu railway line should be completed very quickly. It has been going on for 9 years. Now the hon. Prime Minister said that "we shall complete this Jammu-Udampur link in four years". I know the honesty behind the remark made

by the Prime Minister. But I would request you kindly to stick to that commitment. Allot a sizeable fund during this year. I don't see the sense of urgency of completing the work. Then, Sir, the survey work between Srinagar and Udampur should be completed very quickly. Of course, it is not a difficult thing to have a railway line between Udampur and Srinagar because you can have tunnels. Modern science and technology will come to your rescue and you can construct the railway track. Sir, a survey has since been completed between Kashipur and Baramulla. Why don't you have a railway link here and that will be a step towards fuller broader and very good integration. You must do that.

Lastly, Sir, we want a day train for Jammu. At present all the trains are running to Jammu during night time and we have been requesting the Railway Minister, Shri Madhavrao Scindia that we should have a day train. Now, Tinsukia mail has been cancelled. We want that Kerala Express should be extended to Jammu and we want a change in the Jammu Mail. It leaves Jammu at about 3 O'clock. I have been requesting the Railway users' Committee that this Train should leave at 4 O'clock and reach Delhi at 6 O'clock because reaching at 5 O'clock is not a good time. So, Sir, change the Jammu Mail train timing. Thank you very much.

[*Translation*]

SHRI JAI PRAKASH AGARWAL (Chandni Chowk) : Mr. Deputy Speaker, Sir, I would like to congratulate the hon. Minister for presenting the Railway Budget. Besides, I also quickly want to make a few points. In the Budget you have stipulated a schedule for spreading railway network for connecting different States and for laying new railway lines. But you have not mentioned whether any step is being taken to reduce the 16-18 hours long time spent in the journey between big cities like Delhi and Bombay. The distance between Delhi and Bombay and that between Osaka and Tokyo is the same. But there it takes only 8 hours to reach from one place to the other. Are you going to take any steps in the future to reduce this time or not? Japan has started a bullet train

through the medium of super conductivity, with the help of which the same distance will be covered within less than half of the time. Are you going to pay attention towards this, and if so, then how long will it take to achieve any results? If any conclusion has already been reached then would you please oblige the House by telling the same. The class IV employees living in railway colonies are leading a miserable life and are living in very inhuman conditions. Their houses are in a dilapidated condition and there is no facility for water or a community centre. If you have raised the fares so much, you should also pay attention to the welfare of employees. There are no schools for their children and even their electricity and water connections are disconnected for many days. The employees are just thrown out as soon as they retire from service. You should formulate some plan in consultation with the Local Government under which these retiring people may get housing facilities from the housing societies by making 10-20 per cent reservation for them, so that after retirement they may not have to worry about the accommodation problem for their families. On behalf of the exporters I demand that in order to attract more goods a concession amounting to 30 per cent of the freight should be given to them on the consignments which are sent from one place to another. I also want to submit that a number of people come to Delhi for attending to their day-to-day jobs. We intend to make a National Capital Region and in that we should make a provision for trains which take less time so that the people coming to Delhi and going outside Delhi have to spend less and less time on the journey.

[*English*]

MR. DEPUTY SPEAKER : The House stands adjourned to re-assemble tomorrow at 11.00 A.M.

18.0 hrs.

*The Lok Sabha then adjourned till
Eleven of the Clock on Thursday,
March 10, 1988/Phalguna 20,
1909 (Saka).*