

[Prof. Narain Chand Parashar]

J & K and the border States like Punjab should be given a high priority in respect of sanction of the new National Highways.

I urge upon the Union Government to sanction the development of Jalandhar Hoshiarpur-AMB-Nadaun-Hamirpur-Re-walsar-Mandi Road as a National Highway. It will link Punjab, Himachal Pradesh and J. & K beyond Manali upto Leh by the shortest and safest route and provide a link between National Highways No. 1 and 21. It would be a strategic highway for the defence of the country.

12.20 hrs.

RAILWAY BUDGET 1989-90 GENERAL
DISCUSSION -CONTD.

[English]

MR DEPUTY SPEAKER: We will now take up the next item, that is, Further General Discussion on the Budget (Railway) for 1989-90.

Shri Vakkom Purushothaman

SHRI VAKKOM PURUSHOTHAMAN (Alleppey): Sir, I support the Railway Budget presented by our dynamic Railway Minister, Shri Madhavrao Scindia, in this House for the year 1989-90. Sir, I must appreciate that the Railway Minister has a complete knowledge about what is happening in his Ministry and he has got a complete control or grip over the entire bureaucracy working in the Ministry as also the entire operations of the Railways. This position is seldom obtained in other Departments. Sir, the development achieved during the last four years in the Railways is tremendous. The Railway Minister, Shri Madhavrao Scindiaji is not present here. But he richly deserves a special bouquet from this House.

Sir, about the financial performance, he has stated that the surplus achieved was Rs:

84.29 crores against the budget estimate of Rs. 69 crores and this surplus has been reckoned after the payment of full dividend of Rs. 638.86 crores to the General Revenues. It is really remarkable and I congratulate him for this. Sir, railway is not a commercial concern. It is for the service of the common people. So, even by incurring heavy losses, the Government have a responsibility to provide the transport facility to all the people of the country and Railway is the best and the cheapest mode of transportation, especially in a vast country like ours. Once for a change, I would like to support Prof. Madhu Dandavate who said while initiating the Budget, that the Planning Commission should give a special consideration to Railways and sufficient funds should be allotted to meet the demands of the people to have more and more railway lines in various parts of the country.

Sir, the statistics given by the Minister in his speech showing that the Railway accidents in this country are declining very much may be correct, but, Sir, the people in Kerala shudder when they think of travelling in the train. The accident at Perumon which caused the death of more than 100 persons and injuries to more than 200 persons is even now a nightmare to the people of Kerala. Even after that, a series of accidents mostly derailing by goods trains took place. Of course, it has not taken away the human lives, but the fear complex is there. You know the press in my State is very sensitive and they are writing a series of articles one after another criticising the railways and the poor conditions of the track. I do not want to enter into that criticism, but the fact remains that the track in my State is really old and over-used by innumerable trains run over this track.

Sir, the Railway Minister has started an ambitious programme to wipe out the backlog of track renewal. That is good, I congratulate him, but I request him to give preference to the Railways in my States because of the innumerable accidents we had during the last one year.

Sir, during the last year as well as this year he has given so many concessions to the deserving people. And this year also he has given certain concessions to the old people, past 65. That is a good thing, but I want to submit before the Railway Minister that he is not going to lose much by giving concessions to the old people because no old man after 65 is going to travel alone in the trains a long distance of more than 500 kilometres. So, if he really wants to give some help to the deserving old people, he must reduce the minimum distance at least to about 200 kilometres.

Sir, as the time given to me is very little I am not going into the general things. I want to submit certain things regarding my State. First of all, I am thankful to the Railway Minister for giving special consideration for the Ernakulam-Alleppey Railway line and he has declared that it will be open to traffic during the next financial year. Immediately after the Railway budget is out, our Chief Minister of Kerala— of course, he will say anything and everything, I do not want to comment— has criticised the Railway budget and he has even said that the construction of the new Ernakulam-Alleppey line is also not going to be completed because sufficient fund is not provided for that. Of course, I admit that he does not know much about the budgeting and all those things, but I would request and Railway Minister to give special instructions to the concerned authorities to complete this work by the coming June itself, which I understand is possible. Sir, the full utilisation of this railway line will be there only if the construction of the line from Alleppey to Kayamkulam is also completed. Now I understand that you have completed doubling work from Madras to Ernakulam and the idea is to double it upto Trivandrum. This line Ernakulam-Alleppey-Kayamkulam is the an alternative for the double line. So, in order to ease the over-utilisation of the existing Ernakulam-Trivandrum line, this doubling work is to be completed as early as possible. So, this Alleppey-Kayamkulam railway line is also to be completed as early as possible. I request the hon. Railway Minister to pay some special attention to complete it earlier

than one year. There is a demand for doubling of the existing broad gauge line from Shoranur to Mangalore. This became all the more important, in the present context, since the Railway Minister has already approved the concept of West Coast line from Kanya Kumari to Bombay and as a result of that they have included in the Budget the construction of new line from Mangalore to Udupi. So, my request, in that context is, that this doubling may also be taken up.

I need not narrate the importance of Guruvayur Temple where even our beloved Prime Minister has visited more than once. Taking into consideration the importance of Guruvayur, a new line has been sanctioned in 1987, from Trichur to Guruvayur. It is only 24 kms. in distance. If the hon. Minister takes some special interest, it can be completed very shortly. I request the Minister to provide sufficient funds. There is demand to connect Alleppey and Thiruvalla by a new railway line. I request that orders may be given to conduct a survey about the feasibility of this line.

There are also so many other demands. I am not going into all those demands in detail. The people including the Chief Minister are complaining that no new line has been given and the State of Kerala has been miserably neglected. Some struggle has already started into State. I do not want to go into detail. Finally, I request the hon. Railway Minister again that this work on the line Ernakulam-Alleppey must be completed by June itself. We the people in Kerala are waiting anxiously to give a heroic welcome to the Railway Minister on the auspicious occasion of the inaugurations of this new railway line.

SHRI AMAR ROYPRADHAN (Cooch Behar): Mr. Deputy-Speaker, Sir, I am sorry that I cannot support this Railway Budget.

I would say about what happened on the 18th of February, when I had the opportunity to board the Shatabdi Express, the prestigious train and the fastest train of our country. On that particular day, I boarded New Delhi-bound Express. It was late by 35 minutes at

[Sh. Amar Roypradhan]

Agra Cantonment hand when it reached New Delhi, it was late by 45 minutes. I know about the punctuality of our trains, Hon. Members on this side and on that side are habituated to that. We are habituated to the delay in the train by 1 hour, 2 hours, 8 hours, 16 hours, 24 hours and 32 hours also. A few days back, one train was late by 32 hours. Of course, up to one hour late, it is all right; it is on time. So, when the Express came to New Delhi Station, I went to the Taxi Stand. There were so many taxis but nobody was ready to ply. Even I showed my identity as M.P. to the police but they could not pull up the drivers. At the dead of night, I walked to my residence, NORTH Avenue. This is the condition. But I do not like to Comment on punctuality and the time-table.

What I was astonished in the particular train was, it was announced there: We are welcoming you all— from the Central Railway. Why it was from the Central Railway? We have the experience in the Rajdhani Express. They say, Indian Railways welcome you. Why it is Central Railway here. I came to realise it only on the 23rd February, when the Railway Budget was presented, it was not a budget of the entire country but it was only for Madhya Pradesh. If Mr. Madhavrao Scindia is called the Minister of State for Railways, Government of Madhya Pradesh, then it would not be wrong. I can say that the entire North-Eastern region and the West Bengal region have been neglected and had been very much deprived of resources by this Budget. All these names of regions, the North-Eastern region, Silchar-Tiribon region, Lalaby-Bhairabi region, Bali-para-Bhalupong region and Dharmanagar-Kumarghat region, have been mentioned in the Budget. If you go through the last 10 years railway budgets, you will find all these names of the regions and it is a continuous process. But, in the particular North-Eastern region, you are doing nothing. You have shown step-motherly feeling towards North-Eastern region. North-East frontier railway is the most neglected railway in the country. There is not a single railway line which has

been electrified till today in the North-East frontier region even after 42 years of independence. This is the progress made by the North-Eastern region. In Malda-New Jalpaiguri section, double line was started but the progress of work is very slow. The allotment of money for that purpose is so meagre that it will take at least one hundred years to complete the double line from Malda to Gauhati. This is how you are treating the railway zone.

Regarding the trains, I must say that we are only to take care not to board the train because the trains are so much packed up that even in the chicken box, you will get some space but not in the trains. In those trains which come from Gauhati and other side even in North Bengal and from Cooch Behar to New Jalpaiguri, you will not get that much of space of stand even. What a worst condition?

You have allotted many trains. You have introduced 15 new trains. The frequency has been increased for five trains. But, in the North-Eastern region, not a single train is introduced. You are treating the North-Eastern railway and the people of North-Eastern region in such a manner that you should be shameful for it. You are moving in a political way and with such a sectoral view that you do not think that the entire country is yours. It is not only our interest. It is your interest also.

Regarding 165/166 New Bongaigaon-Howrah Janata Express many times Mr. Scindia said "All right. It will be done as soon as flood damaged rail track will be repaired." He wrote to me many letters. He said "All right. It will be done" and after that, now when I wrote to him he said, "No, no. It will not be possible. It will cost so much." I again wrote to him as to what has been done regarding the introduction of 165- New Bongaigaon Howrah Janata Express because it is the only Convenient train for North Bengal people to go from North Bengal to Calcutta. You have introduced many trains like the Cochin train, Trivandrum train and Bombay train but, it is of no avail to the people train

and Bombay train but, it is of no avail to the people of North Bengal. There are many trains from Delhi to Madras and to Bombay which go through the Madhya Pradesh region but not a single train stops there. What would be the condition of the Madhya Pradesh Railway passengers. Will it be good? It will certainly not be good. This is the condition which prevails at present.

Regarding the Balurghat-Eklakhi line, in this Budget, the hon. Minister has made an allocation of Rs. one lakh. But what is required is a sum of Rs. 42 crores and 85 lakhs. How much time would it take to complete this work? I think it will not be possible to complete this work within the 21st century. We will have to wait for the 22nd Century to come to complete this.

Regarding the Calcutta Metro Railway, so many things have been said. The hon. Minister has allocated a sum of Rs. 81 crore only. How much time the Government is taking? Upto last year, it had spent a sum of Rs. 645 crores and 26 lakhs. But it requires a sum of Rs. 863 crores and 37 lakhs. Therefore, still a sum of Rs. 137 crores and 11 lakhs is required for the completion of this project. If you allocate money in such a way, it will take much time. If the Government is late in completing this work, there would be escalation of price and it would cost more. It means the people of Calcutta will have to suffer more for the construction hazards of Metro Railway.

Regarding the Circular Railway for Calcutta, it has been state that there is no land available for this project and the West Bengal Government is not giving land for this purpose. The Circular Railway at present between Dum Dum and Princes Ghat does not look like a circular railway. At present it looks like just a 2nd day Moon. It is not in circular shape so to say.

I would like to pose one question to the hon. Minister now. What steps had the Government taken to complete the project? If you like to have the Circular Railway from Majherhat to Princep Ghat, then you have to

take possession of the Defence land there. You cannot have this over the Hooghly river. So, if you have to have this Circular Railway, then really you must take possession of the Defence land. The Ministry of Defence is your sister organisation. Are they making the land the available? I think it is not. But the hon. Minister is blaming the Government of West Bengal in this regard. On the other hand, the Central Government's own sister organisation is not making the land available to them. The West Bengal Government had already allotted the required land for the Railways. But this Government is not doing anything. More over, this Government is not eager to complete the entire circle of this Circular Railway. So, I do not support this Railway Budget.

MR. DEPUTY SPEAKER: Now the hon. Deputy Minister of Railway will intervene.

[*Translation*]

SHRI RAMSINGH YADAV (Alwar): Mr. Deputy Speaker Sir, the hon. Minister's attention needs to be drawn to some important points. If my turn comes earlier, he could reply to those points.

[*English*]

MR. DEPUTY SPEAKER : He is only interventining.

[*Translation*]

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MAHABIR PRASAD): Hon. Mr. Deputy Speaker, Sir, discussion on the Railway Budget has been going on in the House for several days. I thank you for giving me an opportunity to intervene in the debate.

Till now 23 hon. Members have expressed their views. I am sure their valuable suggestions will help us in our future efforts in improving railway services. I think the hon. Members who participated in this discussion. A number of hon. Members have criti-

[Sh. Mahabir Prasad]

osed the increase in freight rate and have expressed their concern in this region.

In this context, I would like to mention that my senior colleague hon. Shri Scindia had mentioned in clear cut terms while presenting the Railway Budget, that increase in parcel and freight rates had become necessary to offset the increase in the cost of inputs and mobilise additional internal resources to finance plan expenditure. I do not want to go into the details of inputs used in the Indian Railways. I am sure, all hon. Members will agree that such increases in freight rates improve the operational efficiency of the railways.

Sir, in this context I would like to inform the august House that in the first three years of the Seventh Five-Year Plan, there has been considerable improvement in the efficiency and overall performance of the Railways. There has been 27% increase in freight traffic and 19% increase in passenger traffic. In terms of net tonnage per kilometre per wagon per day, the increase in the broad gauge lines has been 26% and in the metre gauge, it is 29% which shows better utilisation of wagons. Not only, this manpower utilisation has also, gone up by 22 per cent. We have taken up modernisation projects for railway engines, wagon, coaches, railway lines are signal and telecommunication network.

SHRI SULTAN SALAHUDDIN OWAIISI (Hyderabad): Please speak in simple Hindi. The one which you are speaking is hard to understand... (Interruptions)

SHRI MAHABIR PRASAD: You are an Indian, As an hon. Member of this august House it is your duty to adopt the official language as listed in the Constitution (Interruptions)

[English]

SHRI. N.V.N. SOMU (Madras North): Mr. Deputy Speaker, Sir, I want to know from

you whether he is saying that non-Hindi speaking people should learn Hindi compulsorily. We have got every right to know from the Chair... (Interruptions). This is the Jawaharlal Nehru centenary year. What he said is that you must respect the feelings of the non-Hindi speaking people also.

[Translation]

SHRI MAHABIR PRASAD: Hon. Mr. Deputy Speaker, Sir, there are three main issues before the Indian Railways. These are new lines, gauge conversion, and ...

PROF. SAIFUDDIN SOZ (Baramulla): You are speaking very tough Hindi.

SHRI MAHABIR PRASAD: We want to pay special attention to passenger amenities. The hon. Ministers want the railway schemes to progress smoothly...

PROF. SAIFUDDIN SOZ: Let me also understand what he is trying to convey.

SHRI MAHABIR PRASAD: To take up these works, we need additional funds. That is why we have raised this matter in the House. Despite limited resources, the Planning Commissions has made allocations in the best possible manner. Most of the hon. Members who spoke here complained that new railway lines are not being laid in their respective constituencies. They also put forward some suggestion for expansion. We have to attend to important projects within the limited resources at our disposal. Today what Indian Railways need most is modernisation and renewal of tracks. We would like the hon. Members to ...

PROF. SAIFUDDIN SOZ: Gandhiji and Pt. Jawaharlal Nehru both had said that we should speak simple Hindi.

SHRI MAHABIR PRASAD: Am I is act as a lecturer of Hindi?

PROF. SAIFUDDIN SOZ: We must also know what you are speaking.

[English]

We want Hindi which is understandable by common man in India.

[Translation]

SHRI MAHABIR PRASAD: You are not following my point. The hon. Deputy Speaker will decide it. If you are not able to follow, you should switch on the simultaneous interpretation system and use the head-phone.

SHRI VIRDHI CHANDER JAIN (Barmer): He has rightly suggested that you should speak in Hindustani.

PROF. SAIFUDDIN SOZ: You should speak simple Hindi which is understandable by common man in India.

[English]

That is why Mahatma Gandhi had said that we should speak Hindustani, that is Hindi and everybody should understand it.

[Translation]

SHRI MAHABIR PRASAD: I was saying that...

[English]

PROF. SAIFUDDIN SOZ: I respect Hindi as Rashtra Bhasha. I speak Hindi, but he is speaking Sanskritised Hindi.

[Translation]

SHRI RAMESHWAR NEEKHRA (Hosangabad): Shri Soz speaks high class English which many persons are unable to understand.

PROF. SAIFUDDIN SOZ: You should speak simple Hindi before us.

[English]

MR. DEPUTY SPEAKER: Whether

Sanskritised Hindi or Hindustani, I don't know. When he is speaking Hindi, it is Hindi. He has got the right to speak in Hindi.

[Translation]

SHRI MAHABIR PRASAD: Mr Deputy Speaker, Sir, my point is that we are willing to concede your demands for extension works, construction of under-bridges, over-bridges or new railway lines but in the first instance we must ensure and improve punctuality, security and safety in railways and of this purpose we have to modernise and renovate the system. We do not say that we will not undertake development work, we want to prepare and implement new schemes also. We in the railways take the country as a whole. (Interruptions) Now I will take up the suggestions given by a number of learned Members. Firstly, the hon. Learned Member, Prof. Madhu Dandavate has thrown light on two-three points. His first point was that the bearers working on commission basis should be made regular railway employees. I want to tell the august House that this work is being done in a phased manner. During the period from 1978 to 1988 services of approximately 1490 commission bearers have already been regularised. Recently in January 1989, 429 new posts have been earmarked to absorb them. The services of remaining 1272 commission bearers are also proposed to be regularised.

The second point raised by Prof. Madhu Dandavate related to safety as to how the Warning System could be improved. I want to inform you that automatic warning system has been introduced on suburban section on Western Railway where E.M.U. trains are operated. This work has been completed on 60 kilometre long Church Gate-Virar section. This work is in progress on suburban sections of Central Railway, which will cover a total length of 76 kms. including Bombay V.T. Kalyan Section, the main line and Harbour Branch line. Sanction has been accorded for providing automatic Warning System on New Delhi, Agra, New Delhi Mugalsarai and Mathura-Bombay Central

[Sh. Mahabir Prasad]

Sections, total length of which is about 2200 kilometres and tenders have been issued for the purchase of necessary equipment and material. Thus if we are able to procure necessary equipment and material, the automatic warning system is likely to become operational in about three years.

Prof. Dandavate made a very valuable suggestion for introduction of welded rails on large scale in the interest of safety and conservation of energy. It can also reduce the cost of laying of new tracks and replacing the old ones. In this connection, I want to tell you that first welding of joints of rails was taken up. Out of about 49,895 kilometres long railway lines laid upto 31.3.88, welded rails were used for 15,000 kms. By the end of 1988-89 this figure is likely to go up to 51,000 kilometres. Out of which length of welded rail will be 16,000 kilometers. Every year about 1,500 kilometre long rails are being welded. Thus, I have thrown light on the three suggestions given by the hon. Member, Prof. Madhu Dandavate.

13.00 hrs.

An hon. Member from Kerala, Shri K. Mohandas and Shri Purushottaman, who spoke just now, charged us of discrimination, which is not correct. Similarly, the hon. Member Shri Pradhan said that it was a budget for Madhya Pradesh. I want to make it very clear that this is not the budget for Madhya Pradesh. We do not make provisions in Budget on provincial or regional basis but the transport needs are the basic consideration. Therefore, it is totally unfair to allege that the present budget is a Scindia Budget or Madhya Pradesh Budget... (Interruptions)

[English]

SHRI AMAR ROYPRADHAN: Mr. Deputy Speaker, Sir, I would like to ask him whether even one kilometre of electric line has been proposed for the N.F. Railways.

You have done nothing for the N.F. Railways. You have not introduced a single train in this budget... (Interruptions)

[Translation]

SHRI MAHABIR PRASAD: I consider you as a very well-behaved member, why are you feeling agitated? It will be better if you listen patiently. Our hon. member Prof. Parashar was present here but now he has gone out. Our hon. learned member Shri Ajay Mushran had raised a question about railway employees. I want to bring it on record in this House that I congratulate the railway employees for the progress made by the railways which would not have been possible without the co-operation and dedication of all the junior as well as senior officials. Therefore, I want to congratulate them.

As regards provision of offices, railway colonies, health care and schools for the children of railway employees, I want to tell you that we had provided for an average expenditure of Rs. 20 crores per annum during the Sixth Five Year Plan which was increased to Rs. 47 crores in the Seventh Five Year Plan and now in 1989-90 and allocation of Rs. 65 crores has been made for their welfare so that we could provide maximum benefits to them. Yesterday, the hon. Member, Shri Ajay Mushran had pleaded for opening of maximum number of schools and Central schools for the education of children of railway employees. Through you, I want to inform him that although education is a state subject, we open schools for children of railway employees at places wherever the number of railway employees is quite large. These schools are run by the Railways. At present, 684 educational institutions are being run by the railways, comprising of one degree college, 7 intermediate colleges, 85 higher secondary schools, 29 middle schools and 562 primary schools. These schools are for the welfare of the children of the railway employees. I want to thank the Ministry of Human Resources that they conceded our demand for central schools and 59 such schools are being run

through Indian railways and efforts are being made to establish more such central schools.

I want to tell another thing through you. In 1988, a model school was opened in Jaharipani, Mussoori and outstanding children of the railway employees are admitted to this school. Thus, we are striving hard to provide maximum possible amenities to the railway employees and undertaking measures for their welfare.

A number of honourable and learned members viz. Prof. Parashar, Dr. Chandra Shekhar Tripathi and several other members gave their suggestions in the House regarding passengers amenities. We are engaged in a constant exercise to improve the amenities for our valued railway passengers. We provide drinking water, accommodation, electricity and qualitative catering facilities on railway stations. In this connection, I may tell you that an average sum of Rs. 15.8 crores per year has been allocated for the purpose in Seventh Five Year Plan while an allocation of Rs. 5.1 crores only had been made in the Sixth Five Year Plan. In comparison to 1988-89, 30 percent more expenditure is to be incurred in the year 1989-90 and an amount of Rs. 25 crores has been allocated for passenger amenities in the Budget for 1989-90. I want to assure the House that the Government is eager to further improve passenger amenities, sitting, drinking water and catering facilities at railway stations. We are working hard to provide maximum to the passengers.

I want to say a very important point in this House. Computerised reservation is a very good facility and it was first started in Bombay, New Delhi, Madras and Calcutta. It is our endeavour to further extend this facility so that maximum number of the people could get reservation easily. We are also trying to introduce computerised reservation for return journey as well. We are making all possible efforts to improve the facilities in this regard. Shri Ram Singh, an hon. Member asked me as to what has been done regarding reservation for harijans. I

want to inform this House that railways is a public enterprise employing 18 lakh people from top to bottom and efforts are being made to fulfil the reservation quota for the candidates belonging to scheduled castes and scheduled tribes.

AN HON. MEMBER: It has not been filled.

SHRI MAHABIR PRASAD: I also admit it that it could not be filled. But, I agree with you. I would like to tell all the hon. Members that our young Prime Minister Shri Rajiv Gandhi wishes that more and more benefits should reach to the adivasi and harijan people. Their quota in jobs should be filled. Sir, we want that centuries old exploited and suppressed people should be uplifted through a continuous process of development. I would like to assure the hon. Members of the House that Railway Ministry has been making their all efforts to remove these lapses. With a view to look into the cases of complaints and reservations, we have opened complaint cells at zonal and Divisional levels.

SHRI R.P. SUMAN (Akbarpur): Are you taking steps to clear the backlog in regard to the recruitment to group A, B, C and D category of posts?

SHRI MAHABIR PRASAD: Sir, I would like to inform the hon. Member that since March, 1988, we have achieved the reservation target of 18.61 percent for Scheduled Castes and 5.16 percent for Scheduled Tribes. Regarding the recruitment to group A, B, C and D category of posts, I would like to inform that for group A, the recruitment is made through U.P.S.C., group B posts are filled by promotion and for group C and D direct recruitment including reservation quota, is made by the Railway Recruitment Board.

In the end I would like to say that I am sorry to note that some hon. Members of this August House have expressed their opposition to Hindi. I am an India. I respect of Hindi, Indian railway functions with this spirit that

[Sh. Mahabir Prasad]

India is one and the entire country is one. To strengthen the unity and integrity of our country, we welcome each and every individual of the passengers and we want our railway to go ahead on the path of progress to provide maximum facilities to its passengers. I think all the hon. Members of the House who participated in the discussion.

13.13 hrs.

[English]

MESSAGE FROM THE PRESIDENT

MR. DEPUTY SPEAKER: I have to inform the House that the Speaker has received the following message dated the 7th March, 1989 from the President:

"I have received with great satisfaction the expression of thanks by the Members of the Lok Sabha for the Address which I delivered to both Houses of Parliament assembled together on 21st February, 1989".

We shall adjourn now to reassemble after Lunch at 2.15 P.M.

13.14 hrs.

The Lok Sabha adjourned for Lunch till fifteen minutes past fourteen of the Clock

The Lok Sabha re-assembled after Lunch at Eighteen minutes past Fourteen of the Clock

[MR DEPUTY SPEAKER in the chair]

RAILWAY BUDGET, 1989-90 GENERAL DISCUSSION—CONTD.

[English]

MR. DEPUTY SPEAKER: Shri Ganga Ram.

[Translation]

SHRI GANGA RAM (Firozabad): Mr. Deputy-Speaker, Sir, I rise to support the Railway Budget for 1989-90 presented in this august House by the Hon. Minister of State of Railways. I congratulate him for presenting a very good Budget. The performance of the Ministry of Railways is praiseworthy and its credit goes to the hon. Minister of State, the hon. Deputy Minister, officers and staff of the railways. I appreciate them very much for their dedication sincerity and efficiency. This is the fifth budget presented by hon. Shri Scindia which is a rare honour for a minister. Financial position of the Ministry of Railways for the year 1987-88 has been quite encouraging. There has been a surplus of Rs. 84.29 crores as against the budget estimate of Rs. 69 crores. This surplus has been achieved after making a contribution of Rs. 638.86 crores in the general revenues. Passenger fares have not been raised in the budget which has been welcomed by the public. Freight rates are proposed to be increased by 11%. Rates for other goods and parcels are also to be increased by 11%. Although increase in freight rates would mean an increase in prices of essential commodities which will in turn affect the life of the common man, there was no other way out to mobilise finances. The hon. Minister was probably compelled to do so by prevailing circumstances otherwise this year he would not have increased the freight rates by 11%. Somehow the public shall have to bear with it. On the occasion of Nehru Centenary year the budget proposes a concession of 25% in rail fares for renowned sport coaches, war-veterans and aged persons of 65 years or above for the purpose to long journeys beyond 500 kms. It is my suggestion that senior citizens having vast experience and expertise in a particular field should also be given a concession of 50% like the people of other special categories. The distance restriction should also be brought down from 500 kilometres to 100 kilometres. Sir, I have been stressing it because the aged persons rarely travel Chanakya has also spoken about it that journeys inflict strains beyond descrip-

tion. In spite of it society should give due respect to the aged. As a poet says "when old age came it was given the language of experience and education. Which ultimately benefits the society itself. I want to give one more suggestion that hon. Minister should kindly consider to issue first-class railway passes valid for all trains to all ex-M.Ps. Other proposals in the Railway Budget include introduction of new trains in different regions, increase in frequency of several trains, extension of services of five trains, provision of 27 additional E.M.U.S. in the Bombay area and improvement in the hawage capacity of some trains. Some more new railway divisions are proposed to be opened during the next financial year wherein 191 kilometres of railway lines will be laid. But it is unfortunate that no new railway line has been proposed for the backward areas of Agra division. Since 1985 I have been demanding a railway line from Agra to Baha in the Chambal Valley for the development of this area. But the hon. Minister has not paid any attention to this demand. I once again request the Government to accept this proposal for laying a new railway line. The slow progress of electrification of the Agra-Tundla railway line also needs attention. At present Avadh Express operates between Agra and Lucknow which has now been extended upto Kota and Gorakhpur. So the residents of Agra do not have any convenient and fast train. I would like to make suggestion that in view of the importance of Agra and Lucknow a super-fast train should be introduced connecting these two cities. The condition of the Avadh Express is deplorable. I would like to suggest that this train should be run on a 'loop' line to replace it with a better train for the public. There are already a few number of first class coaches available from Agra on the Avadh Express. I would like to submit that reservation quota for Agra in first class coaches should be kept at a minimum of 20 berths. There is a long-standing demand for the provision of a half of the Gomti Express at Tundla. This point should be seriously considered and a five-minute halt of this train should be provided at Tundla. Sir, Firozabad has been declared a separate district now.

So we cannot ignore it. The condition of this railway station is deplorable. At least four sheds and good waiting rooms should be provided there. Even the drinking water facility as this station is not satisfactory. It is necessary that provision of stoppage for some trains is made at Firozabad. The Kalka-Mail does not stop here. The up and down Deluxe and Neelachal Express should be made to stop here. Everybody nearly 200 persons from Firozabad have to go to Tundla to board these trains. this cause a lot of hardship to them. For Firozabad there is a quota of only two berths in second class 3-Tier of Toofan Express. This quota should be increased to ten. Similarly reservation quota in the Kalka Mail should also be increase. Previously there was a quota of 10 berths in the Magadh Express and Unchahar Express. But now this has been reduced to five. In Janta Express they have quota of two berths. It should be raised to twenty. The quota of two berths in Sangam Express should also be increased to ten.

In the end I would like to congratulate the hon. Railway Minister, the hon. Deputy Minister and the entire railway staff once again for this fine budget. I hope the Indian Railways will make a rapid progress.

[English]

MR. DEPUTY SPEAKER: I would like to inform the House that already I am having 82 Members from the Congress Party on the list to speak. So, the problem is that I cannot accommodate all the members within the time left at our disposal. so, I request all the members to take 5-6 minutes each strictly. You put forward your points in brief; only then I can accommodate all the Members. Otherwise, it is impossible for me to give time to all the members to speak. Therefore, please do not come to me and put pressure for getting time to speak. After five minutes, I will ring the bell; then within one minute you can conclude your speech. After that, if any member goes on speaking, it will not go on record. I am telling you that I will be very strict about it. If you want to take 10 minutes each, then you have to reduce the number of

[Mr. Deputy Speaker]

speakers. Only then I can give to 10 minutes each. But if you want that this debate should be over by tomorrow and 100 members from the Congress Party and 20 members from the opposition Parties should also be given time to speak, then how it is possible to accommodate all the member. You calculate it and then tell me.

SHRI GIRDHARI LAL VYAS (Bhilwara)

: There are not 100 members.

MR. DEPUTY SPEAKER: The member who has to speak, he will come and speak and then go away. Therefore, most of the members will speak and go away. Their purpose is over. Like that, everybody will come, speak and then go away. Then how to help everybody? I know that you will also leave after some time. So, I will give each member 5-6 minutes to speak. You have to adjust your speech within 5-6 minutes. Every member is interested in speaking on this Railway Budget because it is an important thing. I can understand that this year is a special year in which you have to speak on this Budget to attract the public. Therefore, I will accommodate every one. So, I hope every member will try to finish his speech within 5-6 minutes. That is all I can say

DR. KRUPASINDHU BHOI (Sambalpur): "Sah Navvatu, Sah no bhhunaktu. Sah Viryam Karvavahai, tejasvi-navdhitamastu. Ma vidishava hai" (Upanishad)

The word "Sah" is meant for both of you i.e. yourself and the hon. Minister. It means come here with a sympathetic corner to give equal facilities to all of us. Do not create malice within us. I welcome this Railway Budget. Railways are the life-line of the nation without which the process of development would come to a standstill. There has been no change in the infrastructure which was provided by the Britishers in India for the transportation of minerals and other raw material from this country. What is the argument raised by the geologists of the Rail Ministry with the Planning Commission?

And does the Planning Commission have any geologist on its staff? Once when Shri-mati Indira Gandhi was on a visit to Japan, a child asked her

[English]

"Which is the 'RHUR' of India? Mrs. Gandhi laughed and said, "RHUR of India is Orissa".

[Translation]

The Government should frame a short-term and long-term policy. The short-term policy should envisage the ways of mobilising funds for the development of backward areas. This is possible only the developing railway lines in the areas which are rich in diamonds, gems, atomic minerals and the nickel deposits which is 17,000 tonnes. The Planning Commission should have geologists on its staff to find the best way to mobilise resources and to see how to exploit minerals in the far-flung areas. That shall also be the implementation of the Report of the Pandey Committee. Therefore, I will request the hon. Deputy Minister in the Ministry of Railways to convey it to hon. Shri Madhavrao Scindia to appoint a Geologist who will enlighten you about the areas abounding in mineral deposits and where it can be more profitable to lay new railway lines. This point should be discussed by the Planning Commission also.

Calcutta has been the headquarters of South-Eastern Railway and Eastern Railway since the British days and it has now become the headquarter of the third zone i.e., of the Metro-Railway system. I want to demand that the headquarters of South-Eastern Railways should be shifted from Calcutta to Sambalpur so that it can feed Madhya Pradesh and Orissa in a better way and benefit Bihar as well. There are huge mineral reserves in Orissa, Bihar and Madhya Pradesh because of the Gondwana land and old formation of rocks in this region. The extent of resource mobilisation which can take place here, is not possible in any other area. The Railways have substantial

earnings from the Steel Plants in Rourkela, Durgapur and Bhilai but these areas are not getting proportional attention of the Railways. If the headquarter of the South Eastern Railways is shifted to Sambalpur it will provide considerable help in the development of the economically backward regions. I had made a request to you earlier also in this regard and I cannot understand as to why you are not willing to shift the headquarter to Sambalpur.

Thirdly, there are several religions and historical places in Orissa, Bihar and Madhya Pradesh. Till this step motherly treatment in the matter of Railway facilities is continued with our region, you may ask to prepare any number of project Reports, South-Eastern Railways will not allow them to be proved economically viable. The hon. Minister has all the figures regarding economic viability of different regions and if he does not have, I can provide the relevant figures. But you should shift the Railway headquarter of South Eastern Railways from Calcutta to Sambalpur. As regards Railway division, I will refer to it on some other occasion because it will take a lot of time. We have been the victims of mischief there as well.

The Hon. Prime Minister laid the foundation stone of Sambalpur-Talchar Railway line on 14 September, 1984 and hon. Shri Ghani Khan Chowdhary was also present on this occasion. Rs. 28 crores have been earmarked for this project this year. It will benefit Nabal-Talmer-Anugul but Sambalpur will not receive any benefits. As such, a very meagre provision has been made for Sambalpur Rarhakul railway line. I cannot understand as to why such a meagre provision has been made in the Budget for a railway line which can make you earn profit of Rs. 500 crores. This area is rich in atomic minerals, diamonds, gemstones and other precious stones deposits. I want the hon. Minister to clarify the position in his reply. These minerals are being smuggled. The Hon. Prime Minister had accepted the jurisdiction of Sambalpur division to be 1100 kms and hon. Shri Ghani Khan Chowdhary had agreed to allocate Rs.

30 crores but I received a letter from the Railway Ministry on 2 February, 1985 in which the jurisdiction of our division was reduced to 738 and 172 kms and Sambalpur-Talcher line was truncated. The South-Eastern Railways is behind this clique and which I think is a grave injustice and cannot be tolerated. I want to request that you should maintain the status of 1985 and make allocations in the Budget accordingly. I know that many hon. Members from Orissa would like to make submissions on this point but you will not provide them with the opportunity to do so. You should pay attention towards Chattisgarh area of Madhya Pradesh and Orissa which is very backward. The people belonging to the areas where the railway coverage is 44 to 45 percent are making demands for more railway facilities whereas Orissa's share is only 13 percent in this regard. I want the hon. Minister, Shri Madhavrao Scindia to explain as to why Chattisgarh and Orissa have remained neglected. I would demand that Kalinga Express which was discontinued should be reintroduced because in the absence of any other fast train, the people of Western Orissa are facing a lot of inconvenience. Similarly, Chattisgarh-Waltair link train should also be reintroduced and a two-tier A.C. coach from Waltair to Delhi Via Raipur should be attached to it. A separate boggy should be attached to Sarnath Express from Tittagarh to Allahabad so that the Hindus are able to go there directly on auspicious occasions. I have been demanding it since long and you have given me assurance as well but no action has been taken so far. The survey of Bargaj, Raipur and Bolgor Khurdi railway lines should be conducted this year. If all these points are not clarified in the reply, the hon. Members from Orissa will walk-out during the reply by the hon. Minister to the debate.

[English]

SHRI BIMAL KANTI GHOSH (Serampore): Mr. Deputy-Speaker, Sir, I rise to support the Railway Budget. There are many good proposals in the Budget, for which I am grateful to the Hon'ble Railway

[Sh. Bimal Kanti Ghosh]

Minister. There are many proposals for the construction of new railway lines but unfortunately, West Bengal is practically deprived of new railway lines. Even the approved works have not yet been taken up for implementation.

With profound grief, I may submit that implementation of 14 years old approved project for construction of BG railway line in lieu of Howrah-Amta-Champadanga (74 KMs) and Howrah-Sheakhala (17KMs) Light railway track is not yet completed. Only 24 Kms of new line from Santragachi to Bargachia (S.E. Rly) was opened in 1984.

I may also submit that this proposed project of new BG lines does not mean a new railway line, but just a replacement of earlier Martin's light railways net work which connects the entire rural and semi rural belts of two districts of Howrah and Hooghly. In spite of our all persuasions, even your present Budget does not reflect any ray of hopes for early implementation of this project during the ongoing Budget period.

This project was launched by our late Prime Minister Smt. Indira Gandhi 1973. It has been assured by or late Prime Minister and present Prime Minister repeatedly in public gatherings that this project will be completed soon. Nearly twenty five lakhs of people are suffering for the non-implementation of this project, since then although the foundation stone was laid by our late Prime Minister Smt. Indira Gandhi.

I think you are also aware that I have been consistently persuading the Railway Ministry and personally requesting you for immediate implementation of this pending project.

With profound grief, I may submit that during 1985-86, 1986-87 and 1987-88 Railway Budgets, atleast a token allocation of Rs. 1000/- was shown against Howrah-Sheakhala Section of Eastern Railway while during 1988-89 and 1989-90 Budgets, no

provision has been indicated. On the other hand, Howrah-Amta-Champadanga (S.E. Rly.) project shows only a token provision of Rs. 1000/-. Looking at the provision kept, it is evident that this project is also neglected thoroughly.

In view of all the explained circumstances, may I request you to take up the construction work immediately and complete the work by 1990-91.

I sincerely hope that you will do justice to the people of the area by beginning its implementation within the financial year 1989-90.

I would like to say that for the projects, Balurghat-Eklaki; Lakshmikantapur to Nam Khana and Tamluk-Digha, only a small amount is kept. If this rate goes on, it will take thirty of forty years to complete the scheme. Moreover, I would like to emphasise that Sheoraphuli Tarakeswar line (Eastern Railway) should be extended upto Vishnupur via Arambagh. Also Bandel-Katwa electrification project is absolutely essential. This project should also be taken up immediately.

There are the most urgent problems of West Bengal. I request the hon. Railway Minister to consider our most important requests so that the hardships of the people there may be removed. I request the Railway Minister to look into these matter any do the needful at the earliest.

I have been hearing about constraint of resources for the last 14 years. But people there say that it is beyond their toleration. So they are under hardship. Their hardship must be removed. In a welfare state like ours the desire of the people must be fulfilled. Therefore, I hope and firmly believe that the Railway Minister will be kind enough to look into the matter and solve the problem or the people of the area.

SHRI N.V.N. SOMU (Madras North): I am thankful to you for having given me this opportunity to speak.

This Railway Budget does not look like the Indian Railway's Budget. This Budget looks like the Railway Budget for Madhya Pradesh only. Southern States, more particularly Tamil Nadu, are neglected.

Patry allocation to the Madras City rapid transit system and Karur-Dindigul-Madurai-Maniachi-Tuticorin project marked the continued neglect in the Railway Budget. Rs. 9.85 crore allocation from Rs. 105 crores for MRTS for 1989-90 will not help even to meet the cost escalation. Only funding at a level of Rs. 25 crores per year will help complete phase I from Beach to Chepauk by the targeted date 1990-91 and ease road traffic from Paris corner to Central Station areas.

Worst treatment is given to Karur-Dindigul-Madurai-Maniachi-Tuticorin new broad-gauge line project. with the allotment of Rs. 4 crores only to Dindigul-Madurai segment, this will be completed only after a decade at this rate of funding. The project is pending for the last seven years. Now its cost may even go upto Rs. 114 crores. The low priority to this project affects the backward region of Tamil Nadu. Even the Railway sources are reported to have expressed disappointment at the meagre allotment for the broad-gauge line from Dindigul to Madurai. They said that it was the project which could bring greater development to the region and Tamil Nadu itself if completed. When such is the condition, I request the hon. Minister to allot some more funds both to Dindigul-Madurai segment and the Madras Rapid Transit system as immediately as possible.

With regard to providing a road under-bridge in my constituency in Madras North at Rayapuram Railway Station, I have raised this issue in this august forum several times and also in the Railway Consultative Committee and in the Zonal Consultative Committee meetings. The Minister of State for Railways, Shri Madhavrao Scindia, was kind enough to concede to my request and he wrote to me on 13th April, 1986 as under:

"Dear Shri Somu,

During the Meeting of Informal Consultative Committee of MPs for Southern Railway Zone held on 9.8.85, you had raised the matter of providing an over-bridge at Rayapuram. You will be glad to know that after finalising the details with the Tamil Nadu State Government the Railway has included the work of providing road under-bridge in lieu of special class level crossing No.5 at km 2/3-4 on monegar Choultry Road between Washerman Pet and Rayapuram Stations in Madras area in their 1986-87 annual programme."

It was included in the 1986-87 programme. Now 36 months i.e. 3 years have gone and still the scheme is to see the light of the day. I request the Government to implement the assurance given to the Member of that area. I need not describe it, Mr. Deputy Speaker, Sir, because you also belong to Tamil Nadu and you know that patients coming to the Government Stanley Hospital in Atrayapuram area have to wait for four-five hours because the level crossing is closed. Even there was an occasion when a patient died on the cycle rickshaw itself. A pregnant woman gave birth to a child when the level crossing was closed for hours together. Such calamities should be averted. So, I request the Minister that the assurance given by him three years ago, should be implemented immediately.

During the last three years, time and again I have requested about the level crossing at Korukkupet area of Madras North where there are long time closures of the level crossing. It is closed for six-seven hours together, resulting in heavy traffic problem. Madras North is an area where many factories are situated, particularly public sector factories. Therefore, it is high time that the Railways should provide a subway near Kurukkupet railway station.

There were direct passenger trains

[Sh. N.V.N. Somu]

from Madras Central to Raichur and Tirupati. The trains were cancelled with an assurance that reintroduction of the trains would be taken up when the Madras-Arakonam section is electrified. But the trains are yet to be restored. The authorities should be instructed to reintroduce the above-said two passenger trains for the poor travelling public going on pilgrimage.

Sir, the Ambattur industrial estate is the biggest one in our country and this is in my constituency. The workers from this area and the workers of Avadi area are finding it impossible to reach home when their shift ends at mid-night. A train from Avadi to Madras Central at midnight would help the workers who are now stranded at the platform till four a.m.

Turning to Railway employees, I join the Minister in congratulating them for their devotion to duty. I hope the Minister would do well to maintain cordial relationship with the workers and ensure industrial peace.

May I also suggest that the reputed Railway Hospital at Perambur is in need of facility to scan the patients at the hospital itself. The ambulances are in very much short supply to bring sick employees to the Hospital. As a gesture of appreciation of the services, could the Railway Minister not offer free health services to the retired Railway employees?

The staff of the State Government working at Tiruvallur in Madras Division are receiving House Rent Allowance for a long time. The Railway staff working at Tiruvallur are not being paid this HRA. They are only in few numbers. Payment of HRA to them would not cause much financial strain on the Railways. Therefore, I request that HRA should be given to the Railway employees working in Tiruvallur, as is being given to the State Government employees.

I do not know why the plan for running direct suburban trains between Tiruvallur

and Ennore is not put into action. It was first explained that the stretch from Vyasarpadi to Kurukapet on Madras Division was yet to be electrified. Now that every segment of suburban section is electrified, please introduce immediately direct suburban services between Tiruvallur and Ennore. By doing this, the Railways would earn the gratitude of the industrial workers of the two complexes, that is, Ambattur and Ennore.

Lastly, I would request that all the Express trains running on the South-West line of the Southern Railway in the up direction of Madras Central should stop at Villivakkam and at Perambur also, to enable passengers to get down and reach their destination. At present, they are needlessly reaching Madras Central and returning to Villivakkam and Perambur. This will avoid city congestion to some extent.

[*Translation*]

SHRIMATI MANGRAMA SINGH (Banka): Mr. Deputy Speaker, Sir, while supporting the Railway Budget 1989-90, presented by the hon. Minister of State in the Ministry of Railways, I want to submit a few points. In the current budget the hon. Minister has made no increase in the passenger fare which is a very big achievement and I want to congratulate the entire organisation of the Indian Railways and the hon. Minister for it. The Indian Railways has done extraordinary work and has made several achievements for which the credit goes to the whole organisation and the hon. Minister.

The Indian Railways stands second among all the railway systems of the world and enjoys the first position in Asia. Our railways connect Kashmir with Kanyakumari and Maharashtra with Bengal and thereby becomes the most effective means of national unity and cultural integration in the country. It is the best evidence of our national unity and integrity. It has united the whole country. Therefore, howsoever much we may applaud the Railways it will not be enough. Two Ministers of Railways have

earned good reputation for their insight and understanding and for which I want to congratulate them. The Railway Department has earned a profit of Rs. 24 crores this year and it will earn profits worth Rs. 140 crores in future. The Railways achieved it despite the heavy odds which it had to face during the past years and in this context the severe draught conditions and floods can be mentioned. The alertness and understanding with which the railway employees helped in transporting relief materials from one place to another is indeed creditable and in this way the Indian Railway have taken a concrete step to provide relief to the people. Therefore, I want to congratulate them once more for it.

It is a matter of common discussion that freight tariff has been enhanced. However, exemption from this increase has been provided to certain commodities like salt, fruits, food grains, fodder etc. I want that exemption should also be extended to kerosene and diesel. Kerosene is an essential item in the rural areas. The people living in rural areas can afford to reduce their salt consumption but they cannot do without kerosene. Electricity has still not reached many villages and they have to use kerosene lamps. Besides, it is also used as the cooking fuel by many people. I would, therefore, like to make special request to the hon. Minister to exempt diesel oil also from freight increase along with kerosene. Diesel is very essential for agriculture. The freight hike of diesel oil will directly affect the farmers. Therefore, I want to request the hon. Minister to pay attention to this matter.

In this Budget, particular attention has been paid to the weaker sections and to the rural people. Freight rate hike will result in high inflation rate. But the Railways can control this situation because of its strong system. It is the responsibility of the Railway administration. The Railway employees and the public to cooperate in this matter. Now I would like to draw the attention of the hon. Minister of State in the Ministry of Railways to certain points. It seems as if Bihar has remained neglected so far as the Railway

Budget is concerned. A train from Katihar to Delhi has been introduced which will benefit the people of Northern Bihar. But it will not benefit Central Bihar at all. A train from Asansol to Dhanbad has been introduced but people cover this distance usually by bus. I had demanded a train from Asansol to Varanasi to be introduced which will benefit the people of Eastern Uttar Pradesh. Workers working with coal mines and steel plants are facing a lot of inconvenience in going to their place of duty. A bi-weekly train must be introduced for their benefit. You have increased the frequency of two trains. When Eastern-India company was established there were two commissionaries, Bhagalpur and Patna, in Bihar. But there is no direct train from Bhagalpur to Delhi. I want to submit that Bhagalpur is a very important city from the point of view of business because the tussler industry is located here. People come to this place from Delhi, Madras, Bombay, Calcutta and other cities for business purposes.

Vikramshila train running from Bhagalpur has been discontinued and now-a-days its five bogies are attached in Patna for Delhi in Magadh Express, Vikramshila should be extended up to Delhi with adjustments in its time Schedule. The train should reach Delhi at 8 A.M. and Bhagalpur at some convenient time. Hon. Minister Sir, the people of Bhagalpur are facing a lot of inconvenience. The air conditioned sleepers attached to Magadh Express for Patna are disconnected there and it becomes a big rush in 1st class for Bhagalpur. Therefore, A.C. sleeper should be extended upto Bhagalpur. Earlier when requests were made in this connection, it was replied that there is no place for A.C. sleepers to be stationed at Bhagalpur.

I want to say one more thing. The railway land has been given to the State Government for constructing Bus Stand there. I don't know why this was done. When they had no land, why this land was given to Bihar Government. I hope that you will take back your land and will make special arrangements for the train to be stationed in the yard

[Smt. Manorama Singh]

at Bhagalpur.

Today, new lines are being laid. The members elected from Bhagalpur in 1952 had requested for laying a rail line at Madar Hill but till today no such line has been laid. A survey was conducted for extending the line beyond Madar field but the same routine reply was reviewed that it is not feasible. This is a backward area. Prof. Madhu Dandavate had mentioned in his speech that unless the rail lines are laid in backward areas, their condition cannot be improved. The rail lines should be laid at places where these are needed. There are coal mines in Lalmatia and a N.T.P.C. project is coming up at Kahalgaoon. If a rail line is provided there, it will facilitate transportation of coal from mines to the project site. Instructions should be issued to conduct a survey so that this scheme may be implemented.

I would like to make another submission that is the loop line at Bhagalpur should be doubled. This project should be undertaken and adequate funds should be allotted for it. Doubling of this line would result in saving time and will provide a facility to the people. The loop line should be doubled up to Gaya. The electrification work from Sitarampur to Mugalsarai should be included in this year's plans, specially when you are taking up the electrification programme for Hawara to Bombay. The construction work of Diesel Loko-Shed at Jamalpur was started last year. I am sorry to say that how the foundation stone was laid there when the land acquisition process was not complete. The Government propose to phase out steam locomotives. But I want to know as to what will be the fate of 4 thousand employees in Jhajha. There should be a diesel shed at Jhajha. Hon. Prime Minister wants that people should rise above the poverty line. It is, therefore, necessary to construct a diesel-shed at Jhajha for the benefit of the people living there. Arrangements should be made to provide the facility of 'Yatri Niwas' at places of pilgrimage where it does not exist. Catering service in trains should also be

improved. Bed rolls, bed sheets and blankets etc. are provided in trains. Blanket should be provided with a cover as without it looks very unhygienic.

Finally, I want to congratulate you for the efficient running of trains and wish for their successful operation in future. With these words, I support this Budget.

[English]

SHRI H.N. NANJE GOWDA (Hassan): Mr. Deputy-Speaker, Sir, with a heavy heart, I am participating in this discussion. The Railway Ministry is so important that it should have been headed by a Cabinet Minister. But even the Minister of State has not taken the discussion in this House seriously because of his continued absence yesterday and today.

Any way, we all speak about unity and integrity of the country. But we have not identified which are the enemies. There are two enemies one is regionalism, another is communalism. This Railway Budget is a God given opportunity for the Government to create a feeling of oneness in the people of all regions. But unfortunately that has not been done. I have seen in this House for the last 9 years that in the case of Karnataka, this has always been neglected for the last 2/1/2 decades. No work worth the name has been executed. You cannot paralyse a portion of the human body because the man cannot be healthy in that case. So also, if they paralyse a portion of the country without providing proper facilities and progress in the field of Railways, then it is not a healthy sign. This only encourages regionalism. Nobody took Bal Thakrey or NTR seriously a few years back. They became very important because they could whip up regional chauvinism. We, the Karnataka people very much want to be in the national mainstream. Do not drive us to that. We the elected Members of Parliament, particularly from the Congress Party, because we are more in number here, own an explanation to the people of Karnataka. I have been receiving letters after letters from many organisations

telling that time may come when they would make Dharna before our houses. The situation is serious. You people do not realise because nobody reads the local newspapers here. It is all Delhi edition or Bombay edition. They do not read Bangalore edition.

Former Maharajas have always been known for generosity. Of course, Shri Scindia is no exception. He is very generous to his subjects. But he thinks, his subjects are limited to Madhya Pradesh. The point is, it is his responsibility to create a feeling of oneness in all the regions of the country.

Now, I want to give some constructive suggestions so that if they are implemented, the people of Karnataka feel happy because we deserve better treatment. In the South, we have lost all the States. This is the only State where Janata Party or Congress Party or Janata Dal, which is in the national mainstream is in power. Do not drive the people of Karnataka outside the national mainstream like Andhra Pradesh.

SHRI M. RAGHUMA REDDY (Nalgonda): We welcome your suggestions

SHRI H. N. NANJE GOWDA: We do not want NTR or Bal Thakrey in Karnataka.

SHRI M. RAGHUMA REDDY: Definitely they will come.

SHRI H. N. NANJE GOWDA: When hon. Member, Shri V.S. Krishna Iyer asked a question about creating a new South Western Zone with its headquarters at Bangalore, our hon. Minister stated the constraint of funds. How much fund is required? There are three divisions already. Four districts are attached to Palghat, Sholapur divisions and it deserves a separate zone. At least, this is the minimum expenditure. You are not spending anything extra. Building is ready. Everything is ready. Kindly expedite action of creating a new zone because the Railway Reforms Commission also recommended it and the Government approved and accepted it. Either you implement the recommendations of the Railway Reforms

Commission or throw them away in the waste paper basket.

We have got Wheel and Axle plant and Diesel Loco Shed at Krishnarajapuram. I am very sorry to say that though the State Government has given land and everything to Krishnarajapuram Diesel Loco Shed, not even a single Kannadiga is employed there. All are outsiders including the Class IV staff. In the Wheel and Axle Plant, a few Kannadigas are there. Even the 1% of the employees who are there are forcibly sent out or made to resign. We entertained high hopes when the Railway Recruitment Board was formed. Now it is headed by a non-Kannadiga who hates Kannadigas. You can imagine the fate of the recruitment made by this Chairman. There is Petroleum Refineries at Mangalore. Petroleum Ministry is planning the drawing pipeline from Mangalore to Arisikere for loading the oil to the small gauge tankers and then bringing to Bangalore and then transfer it to the broad gauge tankers. The railways have already examined it. I do not know whether the hon. Minister is aware of it or not. The Mangalore-Bangalore railway broad gauge is to be converted. It will cost less money and it will save the maintenance change of pumping to the 3,300 feet height. I wish you travelled once from Hassan to Mangalore. It is a very picturesque and panoramic view that I cannot imagine anywhere in the world. Such a beautiful scene and such a height are there. That is also of tourist importance. If you are having constraint of funds for this purpose, you can ask the Ministry of Petroleum. Instead of pipeline, they can give the money to the railways. The railways can take up this broad gauge. Repeated surveys were conducted on Kottur-Harihar railway line but no work is started. Nothing is provided except for Mysore-Bangalore conversion. You have provided Rs. 50 lakhs for Mangalore-Udupi and Rs. 66 lakhs for Chitradurga-Raidurga lines. It will be sufficient only for establishment charges. You cannot retrench them. You want to keep them. So, you provided some nominal funds. Mysore-Bangalore line was to be completed by the end of 1978. Now we are in 1989. You have given Rs. 17

[Sh. H.N. Nanje Godwa]

crores. It may take another five to six years at this rate.

Regarding circular railway in Bangalore, Bangalore is one of the fastest growing cities in the world. It would be difficult to take up this work after some years. You may have to spend ten times, if need be, if you take up this work after some years. The situation will become so complicated after ten years.

I have some more points. I will send a note to the hon. Minister.

PROF. N.G. RANGA (Guntur): Mr. Deputy Speaker, I wish to be as brief as possible. Agricultural labour is one section of our society which has been very much neglected by the railways. I have already given a note to the hon. Minister. I would like to suggest that special steps should be taken at all those stations from which during peak agricultural seasons, workers start from one State and then go to another State where there is regular seasonal employment and for these people special steps will have to be taken in order to see that sheds are provided for shelter and security also and then bathing facilities, sanitary facilities and first-aid facilities also should be provided. In addition to all this, they must be provided special carriages from those areas wherefrom they start to those areas and from which they would return once again. Till today no special steps have been taken to help them. It does not need much expenditure on the part of the railways but it is a matter of humanism and I hope this simple facility would be provided by the Government in all the States.

15.09 hrs.

[SHRI N. VENKATA RATNAM *in the Chair*]

For instance, now from Bihar and Uttar Pradesh labourers go to Punjab, Haryana and sometimes even to certain parts of Rajasthan also. From Orissa labourers go to all these States and especially to West

Bengal and Assam and from Andhra Pradesh, from the delta areas to the dry areas and so on. Wherever different crops are to be harvested or where some other demands are coming up for more and more labourers, migration of labourers take place and they must be given special consideration and protection.

There is the question of improvement of facilities for Second-class passengers. Last year also, I raised this point. Special steps are being taken now in order to help them in regard to shelter, in regard to booking facilities and in regard to sanitary facilities also. Fans and sanitation facilities within the carriages and more and more Second-Class carriages have also to be provided in order to help these people. There is demand now from every side of the House and from all the States for more and more Railway lines etc. Wherefrom are the funds to come? The hon. Minister finds it impossible to persuade the Planning Commission to place more funds at their disposal. Years ago when Shri Lal Bahadur Shastri was the Railway Minister, I made a suggestion. I would like to repeat it again and it is only to go back to the earlier days, the ancient days when the Local Boards—at that time they were called so and now they are being called as Zilla Parishads were encouraged to start their own short railways areas and railways and finance them. It may not be possible for the Zilla Parishads now to do that. But the State Governments should be authorised to raise special funds by issuing bonds carrying interest at the rate of 12 per cent assuring the local people to invest their money. The payment of interest should not be less than 12 per cent. Let them raise the funds. With those funds, let them come forward and start these railways for the local areas. With the permission of the Railway Board and on the initiative and cooperation of the Railway Board financial arrangements can be made as to their respective responsibilities as well as facilities between the State Governments and the Railway Board. In that way, you can raise funds.

Sir, there are strategic areas and back-

ward areas. I am glad that my hon. Friend Prof. Dandavate raised his voice in their favour. I am especially glad that due to the initiative and the pressure exercise by the hon. Prime Minister, funds are being provided for starting new railways or extending the existing railways in the strategic areas especially in the North-East Frontier. More and more funds are also needed and they must be placed at the disposal of these projects. The backward areas as well as the North-Eastern States are badly in need of railway extension and more especially Kashmir also. People might say: wherefrom are we to get funds? After all, so far as these strategic areas are concerned, even in those British days they used to place funds from the Defence grants at their disposal of these areas. Similarly, now I would like to suggest to the hon. Railway Minister as well as the Prime Minister to ensure that a part of the funds that we are placing at the disposal of the Defence Forces must be diverted in order to develop these railways in these areas.

I wish to congratulate the Government for having come forward with the proposal of giving some concessions to the senior citizens. Why do we do it? It is because they are old people; they are not able to move about so easily; they do not have enough funds. Then, why do you put this restriction of minimum 500 Kms? There should be no restriction at all. When they are not able to move about too freely, too frequently. They would not be moving about for business also. Most of them would like to go and see their relatives or go on pilgrimages. Therefore, I would like that there should be no mileage restriction at all—no minimum, no maximum or nothing like that. All the senior citizens—whether you fix it at 65 or 70, that is your own decision—let them be free to move about taking advantage of this railway concession.

Lastly, I would like to repeat what I have been saying for a number of years and what quite a number of Members from Tamil Nadu irrespective of political parties have been suggesting, that there should be improve-

ment of the gauge between Kathpadi and Tirupathi. Up till now, Tirupathi to Renugunta is a broad gauge line. But from Kathpadi to Tirupathi which will be a distance of hundred kilometres or less than that, if you change it from metre gauge to broad gauge, this would economise the railway in every possible manner, from the carriages, from the maintenance and other expenses point of view and this would make it possible for the people of the whole South to reach Delhi much more quickly and more comfortably. I would like that special attention be given to this. Some survey is supposed to have been made. God alone knows about its recommendations. Irrespective of the economic side of it, I would like that top consideration be given to the social advantages that would accrue by the change of gauge. I would like the hon. friend and the Minister, the Planning Commission and the Railway Board to give special consideration to this particular proposal that we have been making on behalf of the people of the whole of South.

SHRI M. RAGHUMA REDDY (Nalgonda): I rise to oppose this Madhya Pradesh oriented Railway Budget presented to this House by the hon. Maharaja of Gwalior. The Indian Railways are the biggest public enterprise organised by a single management in the country as well as in Asia and second largest in the whole world managed by a single management. Ten million people travel by railways per day but the development is very negligible.

Before independence, we had nearly 48,000 of line track. But after 42 years of independence, only 14,000 new lines have been taken up. Coming to Andhra, it is only 200 kilometre which means, it is not even five kilometres per year between B. B. Nagar and Nadkuda. If this is the state of affairs, we should be ashamed of this progress.

Coming to the plan outlay, from 15 per cent during the First and Second Plan, it has come down to 5.3 per cent in the Sixth Plan.

Even the receipts have increased from Rs. 547 crores to Rs. 6,428 crores. But the

[Sh. M. Raghuma Reddy]

working expenditure has gone up from Rs. 358 crores to Rs. 5,823 crores. Percentage-wise, it is 11 per cent on the receipt side and 12 per cent on the expenditure side. Not only this. Every Railway Minister has increased the fares and freights except the years of 1977-78, 1978-79, 1987-88. This year, our Minister has cleverly raised only the freight charges thus neglecting and keeping at stake the passengers. This is an election year. He wants to cheat the public by his dubiousness. Last year, enhancement in the freight charges was only Rs. 241 crores. But this year it is Rs. 876 crores thus an increase of 11 per cent. Passengers travel now and then. But the goods move daily. Whatever you have imposed, this 11 per cent directly hits the common man. If this Government is interested in the welfare of the common man, they should not have done this. But they wanted to cheat the public. That is why, they have adopted this indirect method. But this is a known fact and the people will know it. The Railway Department people say that the price increase is only 0.3%; but it is not that. It is 0.5% and even more. They have extended some concessions; but they are not sufficient. Even the reclassification also has affected the transportation of coal and foodgrains. On the subsidised food, also because of the reclassification you are enhancing Rs. 240 crores. That is the state of affairs on the subsidised food front.

The recent reclassification has affected the fertilisers and cement which are daily used. By this, the surplus shown is Rs. 140 crores. One way you are increasing the freight charges and the other way you are showing the surplus. I don't know how you will justify this.

About the carriages, this year the proposal is Rs. 4450 crores; but when it comes to South-Central Railways it is only Rs. 250 crores. I fully agree with Mr. Nanje Gowda that this is sheer dishonesty of the Railway Ministry towards the South zone and the entire South India. This is a pro-North budget; specially the Madhya Pradesh budget. People of South will not tolerate this

Government.

I have a lot of respect for Mr. Ranga who spoke just before I started. Half of your budget is going towards the establishment charges; I don't grudge that. But you have manage it effectively and efficiently. You have to look into the problem of overstaffing and the negligence of duty. When we go through the accident chart, we find that the accidents are on the staff side. 62% to 65% of the accidents are due to the failure of staff and the remaining is due to mechanical and other defects. You increase the staff, you give all the welfare facilities to the staff; but you have to extract efficient work from them.

In regard to electrification of course 8155 kms. have been electrified so far out of 62000 track lane. When compared to other countries, you have already taken up more than 50% of the work. You said you will be abandoning the locomotives. But how much time will it take? On this priority item you are allotting only meagre amounts. I request the Railway Minister and through the Speaker the Planning Commission to enhance this.

In the South and Central Railways, Bibinagar-Nadikude has got only Rs. 83 lakhs. What for is this amount? I don't know. What is the purpose of it? Will you complete this at all? In the Vijayawada Division for replacement of worn out lever frames only Rs. 50 lakhs have been allotted. For Guntur-Macherla you have given only Rs. 23 crores. But for modernisation depot it is only Rs. 1.45 crores. I don't know you can modernise this. There are many items. But I will mention only a few. For Nancherla-Guntakal you have allotted Rs. 57 lakhs, Gullaguda-Vikarabad Rs. 58 lakhs, Tandur-Malkaid Rs. 19 crores, Yermaras-Raichur Rs. 3 crores, Raichur-Matmari Rs. 11 crores and Vikarabad-Tandur Rs. 5 crores. These are the amounts that you have allotted on the big lines of South-Central Railway. Even for the Hyderabad area computerisation you have given only Rs. 3 crores. You have given only Rs. 5 crores for Maulali bye-pass. You compare this allotment with that of Madhya Pradesh or Northern India and see how does

it compare! (*Interruptions*) This is the situation especially in our area. Macherla-Raichur railway line via Dewerkonda & Gadwal had been surveyed. Survey was completed long back but not even a single paisa has been earmarked for this line in this budget. Is it because Andhra is being governed by Telugu Desam party or is it because of the generosity of the hon. Minister that this area has been neglected? I do not know the reason.

There is another metre-gauge line between Bangalore to Hyderabad via Jadcharla. Many a time Andhra people have raised their voice for conversion of this metre gauge line into broad-gauge line. Bangalore to Guntakal section is already broad-gauge. You have to broad-gauge it from Guntakal to Hyderabad. This will reduce the distance by 200 km. Nobody bothers about it I request the hon. Minister to kindly take note of this

There is a railway track from Vijayawada to Jaggapet. They are taking the material from this area for the steel plant but there is no passenger train being run on this track. This track is almost 180 km in length and you have only to run passenger train on this track. Local M.P. has already suggested about this three-four times.

Now, I come to my constituency Nalgonda. You have to enhance allotment for Bibinagar-Nadikuda railway line. You have allotted only a meagre sum of Rs. 83 lakhs. Further you should construct level crossing at Nandnam village on Nalgonda-Bibinagar line. You should also have one cross level at Kondamadugu near Bibinagar and stoppage of Charminar express at Bohngir. There should be stoppage of Narsapur express at Bibinagar and stoppage of Krishna express at Nayagiri and China express at Yerraguntla in Guntakal division of South Central Railway.

You have shifted the coach factory from Kazipet to Punjab. I do not grudge about it but you have not even given a single factory to Andhra Pradesh. Do you think people of Andhra will forgive this government? They

will not. There are some employees working at Wagon Repair Shop at Guntakapalli near Vijayawada. People who come from Vijayawada are eligible for CCA whereas those who are staying and working in the factory are not eligible for CCA. On the representation of the local MP at least you gave CCA to those coming from Vijayawada but why you have not considered the case of those who are staying in the factory premises.

I request the hon. Minister to take up all these issues and take into confidence Andhra people also. Andhra is not outside the country. Southern States are not outside the country. They are well within this nation. They are part and parcel of this nation. Had you allotted the amount which you have allotted to Madhya Pradesh that would have suffice for the entire South. You have only Rs. 250 crores to South Central Railway out of budget proposals to the tune of Rs. 4450 crores. People of South will not forgive this government if you continue to show this kind of partiality.

[*Translation*]

SHRI R. P. SUMAN (Akbarpur): Hon. Chairman, Sir, I thank you for providing me an opportunity to speak on railway Budget. I rise to extend my full support to the railway Budget. We are discussing the Railway Budget in this House. I went through your budget speech which contains a number of achievements made. It also makes a mention of the records established. I fail to understand the allegation of the opposition members that they have been ignored. We do not claim that we have met with every demand raised from every corner of the country. But it is a fact that the Railways have made their best efforts to extend the possible facilities in every part of the country despite their limited resources. If we see the records of last 2-3 years, we will find that Railways have made achievements and progress in several directions and made efforts to fulfill demands related to railways. Still today there are certain areas in the country where much remains to be done. Ministry of Railways is busy with that. I am happy that the hon.

[Sh. R.P. Suman]

the hon. Ministers of Railways are making their best efforts with total devotion to extent the railway facility to every part of the country and to provide all possible amenities to the railway passengers. We are now moving to attain that goal which was let forth by our elders, leaders and freedom fighters. But you know that because of constraint of resources, Railways find themselves unable to make progress upto the desired extent.

Now, first of all, I would like to say that the Planning Commission should allot funds to Railways according to the requirements of the Department because transport facilities are needed in every corner of the country. Today in this House, our hon. Members are demanding laying of the lines and introduction of railway trains in their regions. But, this is possible only when the Planning Commission allocates the adequate funds to railways keeping in view the requirements of the Railways.

The Ministry of railways has made efforts to give some new trains to every part of the country and to increase the frequency and speed of the existing trains. I would like to submit that in future special attention should be paid towards those regions to which attention of hon. Ministers is being drawn by hon. Members. Arrangements should be made to start new trains and to increase the frequency and speed of the existing trains in those regions.

This Budget has provided a number of facilities and the concessions to the extent of 25% to 50% to the brave and aged persons and this has been welcomed. But I regret to say that no such provisions has been made for freedom-fighters who contributed a lot in achieving independence for the country.

Previously, Freedom Fighters were given the facility of a 1st class pass. Now in the present budget this facility has ben withdrawn. It is really a matter of shame for us. It is our responsibility to see that the freedom fighters are provided a 1st class till they are

alive. A provision should also be made to extend similar facilities to the dependents, children and widows of those freedom fighters because we in the society and the country owe a lot to them. They should be encouraged so that we may be somewhat free of the indebtedness to them.

You have given a concession of 25 per cent in fare charges to the persons above 65 years of age. I would also like to say that there are a number of small stations in the country where the trains stop but there are no platforms there. Aged persons, ladies and children find it very inconvenient to board the trains, sometimes they fell down. I would like to repeat my previous demand that every railway station in the country should have at least one raised platform. Facilities of drinking water should also be provided there at all the stations. As measures have been taken to provide ample facilities in the air-conditioned trains, some attention should also be paid to the conditions of passenger trains, second class coaches, difficulties faced by the poor and short distance passengers from small railway stations and measures should be taken to meet their requirements and solve their problems. Much leeway is to be covered in this regard.

I would like to draw the attention of the Government towards a few matters before I say something about my own constituency. Only yesterday there was a head line in a newspaper published from Delhi, to the effect that just pay Rs. 30/- and get a seat reserved in a train. While travelling it has been our experience that one can get a seat in a train by paying Rs. 50-40-30 extra. I read a news item in a Delhi newspaper yesterday that some musclemen enter the compartments and occupy the reserved seats. They allow the bonafide passengers to occupy their allotted seats only after extracting money from them. You can well imagine the extent of corruption at other stations when this is the state of affairs in Delhi. The Government should take steps to check this malpractice and ensure order on the Railways.

While going through the budget speech I observed that the passengers coming to Delhi from Varanasi via Lucknow, particularly those coming via Faizabad have been neglected. The Government did not pay any heed to their very simple demands, whether these related to inclusion of certain stations in the list of model railway stations or the renewal of railway lines or starting small trains. Long back I had submitted in the House that in my constituency a small train with two coaches only running between Tanda and Akbarpur, which was being used by a very small number of passengers, might be extended at least upto Faizabad so as to make available a new train via Tanda, Akbarpur, Gosainganj and Ayodhya. It would not cost much. More distance would be covered with the same coaches and same engine and it would provide considerable relief to the people residing in the region east of Faizabad. The long standing demand for a railway bridge in Ayodhya could not be fulfilled due to track problem. The Government of Uttar Pradesh have approved the Tanda-Kalwari Ghat bridge. The hon. Deputy Minister of Railways visited the area earlier and he went there recently also and a delegation met him to press their demand. The bridge is estimated to cost about Rs. 25 crores. If a railway bridge is also sanctioned alongwith it, it would benefit the people immensely. It would link the foot-hills of Nepal with Gorakhpur, Basti Tanda, Akbarpur, Sultanpur and all parts of South India. I would urge the Government to accept this demand in order to provide relief to the districts of eastern Uttar Pradesh. It would provide a link for Sultanpur and there will be a direct train for Bombay. The Faizabad-Bombay superfast train runs only once a week causing hardship to the passengers. With the exception of Faizabad and Ayodhya, facilities of reservation in this train have not been provided at Malipur, Akbarpur, Gosainganj railway stations. Moreover, the people have been demanding constantly to run this train daily. It will benefit more than a lakh people of 3-4 districts in my constituency.

I would also like to say something about

the reservation of posts. It is a matter of great regret that even after 40 years of freedom, the people of scheduled castes and scheduled tribes are being deprived the benefits of the provisions in the constitution for reservation of posts for them. Reserved quota has not been filled in Railways. What to talk of class I posts, even in case of class III and class IV posts this quota has not been filled. I, therefore, suggest that a time-bound programme may be started. The Government should resort to special recruitment, if required. But the people of scheduled castes and scheduled tribes should not be subjected to stepmotherly treatment. The relief granted to them in the constitution of India should be made available to them and their reserved quota should be filled within a specified period in order to remove increasing resentment among them.

With these words I support the demands of the Ministry of Railways and conclude.

[English]

SHRI D. P. JADEJA (Jamnagar): Mr. Chairman, Sir, I rise to support the Railway Budget presented by the Hon. Minister and would like to compliment all those who have been concerned with making this excellent Railway Budget, a Budget which has satisfied the travelling public in the whole country. It is but natural that all of us want more facilities, more trains, more conversions and we want more survey work to be done but there is always a limitation and especially when there are no new fares or no excess fares to be added and such a lot of new facilities given to the travelling public. I believe that they need to be congratulated. If we want to have more trains and more surveys, we should bring some sort of pressure on the Union Finance Ministry to give them more grants so that they can give us more facilities as they have done this time.

Sir, I come from the Western most region of this country, a backward area, an area which is a terminal also but the railways have been very kind to us this time. From my

[Sh D.P Jadeja]

region they have given us direct trains to Kerala, Tamil Nadu and Madras and to Hyderabad in Andhra Pradesh. We also have a train up to Madhya Pradesh. Now we got a direct train right up to Kashmir. We are grateful to the Railway Ministry for connecting our area with these trains. Though, of course, we may all not be fully satisfied with the frequencies that we have got or the stoppage that we are getting, but these are the secondary things which we can later on suggest. Better facilities should be given to the travelling people from my region, i.e. Saurashtra.

Sir, on behalf of the people of Gujarat, I would like to thank the Railways for giving us new train between Bhavnagar and Ahmedabad which was most essential. The Broad-gauge conversion between Kapadvanj and Modasa is welcome. It was long due but we hope that you will soon include the Rajkot-Viraval broadgauge conversion also.

Sir, I will now come to the specific area which I would like to mention and that is Hapa which used to be known as Jamnagar. In Jamnagar we have three defence services, the Army, Navy, Air Force and MES also. So, we have a very big defence contingent there. Sir, in the services more than 80 per cent of the people are either from the South or from the North. Gujaratis are not even one per cent. So, these trains are going to be a great boon to the servicemen who are stationed at Jamnagar in a remote area. But unfortunately the trains which you have given to us are all stopping at Rajkot. Hapa is only 50 miles away. I would only request the Railway Ministry that all the trains which are terminating at Rajkot should be extended up to Hapa and the trains which go up to Dwarka should be connected to these long distance trains. People who are going to Dwarka are mainly the pilgrims from South India Central India and Northern India. Of course, they come from Eastern India also. For the benefit of the pilgrims, I would request you to see that these long distance

trains should be extended up to Dwarka or Okha, as it is known or even Porbandar.

I am sure all these things would be considered.

I would like to draw the attention of the hon. Railway Minister to one important point. In our area, we had more railway lines during the meter-gauge era than what we have today with the broad-gauge. It is okay if the uneconomical lines are dismantled. But there is a very important port called the Bedi Port in Gujarat where we used to have a railway line even right upto the jetty. In the name of broad-gauge conversion, you have left out just a patch of 3 KM. Out of this 3 KM, one has to do a double trans-shipment because of which the cost of the products which are going to and coming from the port have gone up.

Finally, I would like to draw the attention of the Railway Authorities to one very important matter. The 11 per cent fare hike needs to be reconsidered. In the classifications and regroupings that you have given, there are commodities for which people have to pay 20 to 30 per cent more. This is going to have a cumulative effect on the prices of the mass consumption items. I would only request that this may be reviewed again. I will be giving more details about this to show how this 11 per cent is not actually 11 per cent, but it is in fact more than 25 to 30 per cent.

I am sure this House will join me in congratulating the Railway Ministry once again for doing their utmost. They have done a wonderful job in presenting this Budget and in giving all support to the travelling public.

Before I conclude, I would like to say just one thing. I disagree with some of my colleagues who have mentioned about corruption, delays and inadequacies in the Railway Department. If we can be proud of any Department in the country, it is the Railways. In Railways, corruption has been going down. Timings of the trains are being maintained excellently. We do not have much delay in train timings. The efficiency of the

Railways has grown much higher. We only have to congratulate them and wish them better luck.

[*Translation*]

DR. PRABHAT KUMAR MISHRA (Janjgir): Mr. Chairman, Sir I congratulate the hon. Minister of Railways and the Ministry of Railways for winning a place for Indian Railways in the world. I would like to congratulate the hon. Minister in particular for owing moral responsibility and submitting his resignation. He set a healthy tradition by accepting his moral responsibility being the minister in charge of railways.

It has been alleged here that this railway budget was in fact a budget for Madhya Pradesh. If you examine the budget you will come to know as to how many lines have been sanctioned for Madhya Pradesh. If a train at present terminating at Jhansi is extended upto Bhopal, you say that a line has been sanctioned for M.P. A person going from Delhi to Madras or from Bombay to Calcutta has to pass through Madhya Pradesh. In this case it is totally unfair to conclude that a train has been allotted to Madhya Pradesh. It amounts to saying that the train should overtly Madhya Pradesh. I feel extremely sorry to hear such allegations from very responsible persons. We are all sitting here in Parliament and the budget is before you, wherefrom you can see how many trains have been sanctioned for M.P. Merely extension of a train in a state does not mean that a new train has been sanctioned for that state.

The Ministry of Railway have made their full contribution in the economic development of the nation and I congratulate the hon. Minister for this. When you talk of Madhya Pradesh, why do you forget that this is the state which provides iron to run the trains. Madhya Pradesh also provides cement and coal, movement of which contributes to the railway revenues by increasing their freight earnings. Is it unjust to introduce new trains in Madhya Pradesh? Is it unfair for a Minister to belong to Madhya Pradesh?

In the end I would like to make it clear in the House that we welcome the concessions announced in the Budget and the new trains introduced and we praise the hon. Minister and commend the railway authorities for their good work and involvement in improving the image of the railways. I would like to submit one point that at the time of railway budget demands are often made to further supplement, improve and extend the railway facilities in the areas already served by the railways. For instance Metro railway was demanded in Calcutta where railway facilities already existed and when Metro railway has been built, there is a demand to extend it further to serve more areas. But when we put forth a demand for laying a metre gauge railway line in a rural area, where people have not even seen a railway train, inability is expressed. The people of Madhya Pradesh are particularly unhappy because on approaching the hon. Minister with the request for a new train, he concedes no ground lest he may be accused of showing special favour to his state and thus Madhya Pradesh fails to get any facility. I would like to show you a copy of a three page letter which I wrote on February 4, 1989, regarding the Headquarters of South Eastern Railway, Bilaspur located in my constituency. (*Interruptions*)

Mr. Chairman, Sir, if we can not be given a train, please give us some time to express our views. I had put forth 10-15 demands in this letter. It is a very big division, which accounts for 1/9th of the total Railway revenue but not a single demand has been accepted. I would also like to point out that the replies despatched by the Railway Ministry are not issued with the approval of the hon. Minister although they bear his stamp. I am led to this conclusion because plea of resource constraint is taken even in case of works announced in the area by the hon. Minister himself. So I would specifically like to caution the railway officials not to send replies in such an irresponsible manner which may compromise the position of the hon. Minister.

[Dr. Prabhat Kumar Mishra]

Mr. Chairman, Sir, this region provides coal, iron, electricity, water and space for running the railways, but, as Shri Bhoi pointed out, the office of South-Eastern Railway has been stationed in Calcutta. The local people are not employed in the railway offices and their percentage is generally very low. People belonging to Orissa and Madhya Pradesh fail to get any jobs.

Besides, I would like to draw your attention to few other matters. We have the highest track utilization. But whenever a demand is made in respect of South Eastern railway, it is said that the track is not free. Will the Government penalise us for our contribution for the development of the country? Have we to suffer on this account? I will cite an example that booking facilities in Calcutta bound trains, such as Bombay-Howrah Mail, available at Bilaspur, Shakti, Raigarh and Champa etc. since 1890 during the British period, have now been discontinued. The local people should have been consulted before discontinuing this facility. Nowhere except the South Eastern railways such a state of affairs is to be seen. I feel extremely embarrassed when the people of my constituency ask me to show up only after this facility is restored. Whom should we approach because the hon. Minister is vary of the charge of favouring his home state Madhya Pradesh with the result that we do not get anything except a bad name along with the hon. Minister. I am saying it in no uncertain terms. Then no A.C. first class has been provided till now in Utkal Express in which people of 8 states travel, even the food served is of poor quality. Blankets provided in the Bed-Rolls are not worth using and it appears as if they are not dry-cleaned regularly. The Government should pay adequate attention to all these matters. The provision of water cans in the trains is there but I am not sure whether they are cleaned. Special attention should be paid to cleanliness. Whenever a demand for Bilaspur-Mandla-Jabalpur railway line is raised, it is said that a survey is being conducted. We have been hearing the same reply for the last 4 years. I

do not know when this survey work will be completed and we will get the facility of train. Such assurances should not be given if the required work is not to be done, because it is we who are answerable to the public and have to face the consequences. Your contention is that the Governments earning income through railways which is contributing to the development of the country. However, when the demand for setting up tenth zone in Bilaspur is raised, I do not know what problem to the hon. Minister faces in accepting it. My submission is that tenth zone should be set up in Bilaspur. I do not want to take much time. I have submitted a number of times that this is not the budget of Madhya Pradesh as is alleged. The hon. Minister has arrived in the House and, therefore, I would like to submit that we should not be made to suffer on both counts. He says that he is earning a bad name since he belongs to Madhya Pradesh. Yet we do not enjoy any facility. It is alleged in the House that this is the budget of Madhya Pradesh and is exclusively a Scindia affair. However, the situation is just the other way round. With these words I conclude.

[English]

SHRI K.S. RAO (Machilipatnam): Sir, I rise to support the Railway Budget. I have always an admiration for the hon. Minister Madhavrao Scindia for generating internal resources for financing his own budget. Right from the beginning, it was my slogan that Ministries like Railways, Civil Aviation, Telecommunications and such other Ministries must not depend upon budgetary support. For the last three years, it has been visible that the generation of internal resources in the railways has gone up from 21 per cent to 61 per cent. More than that, his management of the railways is quite satisfactory in respect of increasing assets utilisation, staff productivity and modernisation of the system. Though there is an increase of 27 per cent in the freight handling and 19 percent in passenger km., the running track is added only by .9 per cent with no considerable increase in the staff. This clearly indicates that the productivity of the staff has

also increased with the result that the management is very good. Keeping in view his background, his nature, his management, I can say that, if he spends more time in going to the field-it is not that he is not going to the field-than in office, I am sure, he can do much more.

When I went through the expenditure of Rs.7000 and odd crores, I found that if he had gone into the minute detail of the various aspects of it, I am sure, he would have avoided even an increase of 11 per cent and saved Rs. 873 crores from the execution of the projects. I hope he will think on this line.

I find that this is the only Ministry which is contributing to the general revenue Rs. 805 crores, apart from the depreciation reserve fund of Rs. 715 crores and development fund of Rs. 140 crores. This means out of the capital at charge which is around Rs. 11,000 crores, he is saving more than Rs. 2,700 crores, but he is not adding any new lines; he is concentrating only on renewal of track. Though there is an increase in the number of trains, I think it could have been much more. For this, I wish the hon. Minister will concentrate also on production. The Railways is one department which can increase the employment in a considerable manner. We do not require much foreign exchange. If you take a decision, I know that we can manufacture locomotives, we can manufacture coaches, we can manufacture wagons, not increasing the speed as you are doing but in a geometrical progression. The reason being as you have already started a Finance Corporation and raising a few hundreds of crores from the public, if you can increase that money from the public, add more and more new lines and railway track. I know you are increasing the burden and in return you have to pay interest to the public, but you are generating employment.

16.00 hrs.

A talk is there in the country that though you are very shrewd in tightening the management and running it in an efficient manner, yet you are not increasing the employ-

ment. You are not increasing the track in a considerable manner. This can be done by you.

I have admiration for you, that you are there continuously in the Railway Ministry for the past four years unlike many. This itself is an asset and an advantage for you while you can keep your thoughts and you can run your administration efficiently in restricting the energy increase the efficiency and also in adding the assets.

PROF MADHU DANAVATE:
(Rajpur): This is a good lesson for the Prime Minister.

SHRI K.S. RAO: I am only speaking about the hon. Minister. It is with a view to criticise, in fact, I told you that I have inherent admiration for your functioning. I wish you increased the lines in a more and more progressive manner for crying more and more employment and more tracks. After all, it only the internal natural resources that we are going to the, largely we require for the track the sleepers, the resources, all of which we can manufacture indigenously. I sure that you will give a thought and get a still better me in running the Railway more efficiently and in a progressive way.

Now, let me go to Andhra. I have gone through the allocations made. I have seen that you said that you will be completing the Guntur Macherla conversion into broad gauge by the 30th March of this year. But when I saw the allocation, I find that you have made provision out of the Rs. 66.38 crores total anticipated expenditure and Rs. 7.5 crores was left beyond this budget. This means, will some more balance of work is left. May be, I do not know nether you will be opening the line of for traffic and this Rs. 5 crores left must have been for something else, in which case I am happy.

I have seen the allocation for the new bridge across Godavari in place of the bridge which is to be possibly abandoned. And the allocation that you have made is only Rs. 8.6 crores. You know th importance of the bridge

[Sh. K.S. Rao]

there on Godavari. The traffic is too high, and the area is also coastal belt area, from Madras to Howrah and if this bridge is completed early it will certainly get you that much increased revenue. You can think in terms of increasing the speed of constructing the bridge and you can take some more lines in Andhra.

Then for Vikarabad-Tandur line Rs. 46.84 crores is the total cost and you have spent Rs. 1 crore but allocated Rs. 5.94 crores only. I know the constraint of resources which you will be facing. But my request to you is, as my predecessor was telling, the way he spoke and also the way in which the Chief Minister of Andhra Pradesh is functioning....*(Interruptions)* The moment I mentioned the Chief Minister of Andhra Pradesh the Chair person is ringing the bell—my request to you is knowing fully-well the attitude of the Chief Minister of Andhra Pradesh, that he will exploit the regional tendencies by provoking the people on the pre-text that the Government of India is prejudicial in not allocating the funds to the State of Andhra Pradesh, then you know the consequences, how it leads to creating differences among the citizens of this country.

Sir, people from Madhya Pradesh have said that they have been neglected for quite a long time. Telangana also falls under that category. Vikarabad-Tandur line, which is located in Telangana area, has been neglected for generations. I request you to increase its allocations. I am not asking for my own area Krishna, Godavari and other coastal belts, because it is a developed area. Still it is not that I will come on your way if you make some allocations for it. My constituency Machilipatnam has got a great history. This is now being neglected. Machilipatnam which had been very active even 1,500 years back, is dying now. You take this into account now and see that Machilipatnam station is developed. It will not cause any revenue loss to you.

Sir, I do not want to take more time. But

it would have been wiser—I do not want to detail the reasons for had you not made an increase of eleven per cent in freight rates. I feel that we could have used the balance in the Depreciation Reserve Fund of Rs. 823 crores for this year and avoided this increase in freight rates.

With these words, I admire and congratulate the Hon'ble Minister for Railway, particularly Mr. Scindia, and request him to think in a new way in increasing the employment and the track.

[*Translation*]

*SHRI GOKUL SAIKIA (Lakhimpur): Mr. Chairman, Sir, I thank you very much for giving me an opportunity to take part in the discussion of Railway Budget for the year 1989-90. Hon. Railway Minister is present here at the moment. I do not intend to make a detailed discussion on the whole of the budget. I will try to confine myself to the demands relating to Assam. Specially I would like to refer to the demands of the people of district Lakhimpur in Assam. These are very long standing demands which we are demanding since several years. This is the last year of the Eighth Lok Sabha and nobody knows whether we will be in a position to take part in the Railway Budget next year. After the Chinese war in the year 1962 the railway line was extended to Jonai. At that time we were hopeful that there would be much more development in respect of railways in Assam. But it is a matter of great regret that the railway lines which were constructed in 1962 remained the same. There has not been any extension so far. In a lighter vein I would like to submit that if there is a second Chinese war then only some more railway lines will be sanctioned to Assam. At present there are only two bridges over the mighty river Brahmaputra. The second bridge which was recently constructed near Nowgong, that is only a road bridge. There is no railway facility. In that way there is only one railway bridge over the river Brahmaputra. The railway line at Lakhimpur goes through the heart of the town which causes great inconvenience to

*Translation of the speech Originally delivered in Assamese.

the people. If one is to go to a school or a College or to the hospital or to the cantonment area he will have to wait for a long time at the railway crossing because of the fact that the railway gate remains closed at most of the time. There is a long standing demand to construct a railway overbridge there. Last year also I made a reference regarding this. An agitation was also launched by the All Assam Students Union for the same demand; but the railway authority has not paid any heed to this popular demand.

As you are aware Lakhimpur is the gateway of Arunachal Pradesh. Arunachal Border is at a distance of 50 kms from Lakhimpur. There is no railway line from Lakhimpur to Itanagar, the capital of Arunachal

In the field of employment in the railway departments whether it is inside Assam or outside Assam hardly to 4 % people are from Assam.

For the last 30 years there is a demand for setting up a railway division at Rangia. So far nothing has been done in this direction. The people of Assam are agitating for this railway division and many people died in these agitations; but the railway authorities turned a deaf ear to this long standing demand. Many hon'ble members are of the opinion that non-congress(I) ruled states are being neglected by the railway department because we find that there has not been any development in those states.

In the year 1986 a serious accident occurred in Lakhimpur where more than 32 people died. It is to be particularly noted that there was not even the gateman whose duty it was to look after the gate at the crossing. The other victims of the accident have not been paid any compensation. In this regard I wrote many letters to the Hon'ble railway Minister for releasing compensation to the victims of that accident. So far nothing has been done. I requested the Railway Minister to provide atleast one job per family of those victims; but till today nobody has got any

employment. It is a fact that the Hon'ble Railway Minister acknowledges the receipt of our letters but no action is taken to the points raised in those letters.

It is most unfortunate that that after forty two years of independence some people of my constituency have not seen any railway line. The biggest river Island Majuli is now cut off from the main land and it can be connected by two bridges for which NEC made a detailed project report but the work has not yet started. I urge upon the railway Minister that these two bridges should be constructed as road-cum-railway bridge. Similarly, there is a road leading to Sadiya where a railway, bridge is needed. The people of that area are deprived of the benefit of Railway lines. If a Railway line is constructed there, the whole area will be benefited and there will be economic development of that area.

I do not want to take more time of the House. At the end I want to submit that there should be more employment avenues for the people of Assam and specially the people of Lakhimpur. Once again I request the Hon. Minister to sanction a Railway overbridge at Lakhimpur for want of which so many fatal accidents occur there every year. Sometimes it so happens that some very serious patients going to the hospital find that the railway gate is closed and while waiting for the railway gate to be opened, the patient dies at the railway gate itself. Therefore, it is a very serious problem. Hon. Minister should look into it and do the needful. In the absence of the railway overbridge there, the students cannot reach their examination centres on time at the time of their examinations. This is a very pitiable condition. Therefore my humble submission is that the Hon. Railway Minister would kindly look into the popular demands made by the people of my constituency and kindly do away their grievances.

Mr. Chairman, Sir, once again I thank you very much for giving me time and with these words I conclude my speech.

SHRI KAMLA PRASAD SINGH (Jaunpur): Mr. Chairman, Sir, I heartily welcome and support the Railway Budget presented by the hon. Minister of State of the Ministry of Railways, ~~Shri Madhavrao Scindia~~. He has presented a good and public welfare oriented Budget. This has certainly provided relief to the masses and the people belonging to all sections.

An increase of 11 per cent has been made in the rates of freight traffic. Keeping in view that the people belonging to weaker sections, speciality farmers, should be benefited, the vegetables, jaggery, edible oil and oil seeds, oil cake and fodder have been excluded from freight hike. As a result, the people have received a lot of relief.

Since there has been no increase in the passenger fare, it has certainly given relief. Before the presentation of the Budget, people were apprehensive that the railway fare might increase. However, the day the budget was presented, the people were congratulating the hon. Railway Minister and the Hon. Prime Minister Shri Rajiv Gandhi for having presented such a good and public welfare oriented Budget.

Sir, due to time constraint, I do not want to go into the details of figures. I congratulate the hon. Minister for having introduced 15 new trains. When he was making a mention of introduction of new trains in his Budget speech, I was expecting to find a mention of Jaunpur too. But to such mention was made. Had Jaunpur been included in it, it would have been more appropriate. I would like to request the hon. Minister that Jaunpur should also be included in it.

Ganga -Yamuna Express and Saryu-Yamuna Express pass through Jaunpur thrice a week. It leaves Jaunpur at 9 P.M. and arrives at Delhi at 12 in the noon or 1.00 p.m. If one travels by this train, one gets late and even we are unable to participate in the meetings in the Parliament House in time when we travel by this train. My submission is that the speed of this train should be accelerated or else some change should be

introduced in the departure timings of this train so that it may arrive here on time.

This is a major achievement that as a part of Nehru Centenary Celebrations, Nehru Yatri Ticket has been introduced from 14.11.88. 61 travelling programme have been included in it to cover places of cultural, historical and tourist importance. Jaunpur is also a historical district and there are a number of pilgrim centres there. Kashi-Vishwanath Temple is situated in Varanasi district which is adjacent to Jaunpur. Towards the west, we find the Triveni Sangam in Allahabad. Recently more than 1.5 crore people took the holy dip in Sangam on the occasion of Kumbh. Towards the North, quite close to it is Ayodhya. Jaunpur being a historical place, there should be a provision of trains at regular intervals from there. We have repeatedly impressed upon the need to introduce a train for Bombay from Jaunpur. People from our State, particularly from Eastern region including Azamgarh and Ballia very often travel to Bombay. I have been demanding for this train ever since I was elected to the Parliament. But not even a single train has been introduced for Bombay. As a result, the people face a lot of trouble during the marriage occasions due to non-availability of reservations. People literally stuff in that train. A train must be introduced from Jaunpur to Bombay. I had also asked a question in the House. I do not know who the officials are who frame the answers to the questions. I had submitted that there is hardly a distance of one kilometre between the main road and the city railway station. That approach road is fully of big ditches which make it difficult for the public to walk or move by any other mode of conveyance. That road belongs to the Department of Railways. Not it is being said that it is not under the Railway Department. All this has been said in reply to that question. I would like to request that the Government should at least get that road repaired. To cover that one kilometre of distance is equivalent to 20 kilometres of travel. Therefore, the Government must get it repaired. There is neither any waiting room nor a godown at the city station. I would like to submit that one or two

taps of drinking water have been fitted there but these will be inadequate to serve the purpose in summer. All along I have been requesting for the provision of drinking water, lavatories light and platform. There is just one platform at the city station and people have to cross the railway line if two trains reach at the same time. Therefore, my submission is that another platform should be constructed there. Secondly, the condition of Mahabhandari junction station is such that there is no shed on the entire platform. There is a need to build a shed over the entire platform there. The people there have to face innumerable problems during summer, rains and winter. Therefore, I would like to demand that provision to build a shed there should be made. Sir, I listen to the speech of hon. Shri Harish Rawat with rapt attention but our hon. Minister is unable to listen to me properly. My submission is that Varun Express an inter-city train which runs between Varanasi and Lucknow passes from there. Its conditions has become very miserable. That train is scheduled to pass through Jaunpur at 6 a.m. and arrive at Varanasi at 9 a.m. but it gets late by two-and-a-half to three-and-a-half hours from its starting station Lucknow. Nobody can say for certain when the train will actually arrive. The train runs upto Lucknow and from that point it returns to Varanasi. I do not know what makes that train run so late. I would like to submit that when a train has been started for the convenience of the people, they will certainly face inconvenience if it reaches at 12 or one o'clock in the night. The businessmen travelling by it will certainly face problem as there is no conveyance available on the station at such odd hours and there is every possibility of their luggage being stolen. Therefore, I would like to submit that the Varun Express Inter City train which runs between Varanasi and Lucknow via Jaunpur should leave from the starting station on time so as to adhere to its scheduled timings.

I always put forward my points in the meeting. Besides, I also keep on requesting and writing to the hon. Minister. I congratulate and thank him for giving the prompt reply

but the same is not the case with other departments. The Government also tries to take action but at times the officials create unnecessary hurdles, which I feel is wrong. Whatever points we make carry weight and we also put the truth before you. I would like to submit that the Government should invite us as well as the officials to discuss the issues face to face and if they are convinced that we are right then they should abide by our suggestions. I am sure that the Government certainly pays attention to whatever suggestions we make regarding our problems. There are no two views in this regard. The Government certainly tries to remove our problems by paying attention to them since it feels concern for us. Therefore, I would like to submit that since the Government and the officials have taken a note of our problems, it should take steps to remove them. I once again heartily congratulate the hon. Minister and the Hon. Prime Minister. I fully hope that the hon. Minister has listened to my points and will try to take steps to remove those problems. With these words, I conclude.

SHRI ARVIND NETAM (Kanker): Mr. Chairman, Sir, I support the Railway Budget presented by the hon. Minister in the House. This balanced Budget provided a lot of relief to the common man. I am sure this 5 years period will be termed as a period of achievements in the history of the Railways as Shri Scindia and his Deputy Minister made exemplary improvements in the functioning of the railways, especially in the fields of observance of punctuality in running of trains, increase in passenger amenities and improvement in quality of catering service and ensuring better cleanliness. The most important of all, the hon. Minister of Railways and the employees of the railway have all along been maintaining very cordial relations during these five years and as a result of which these achievements could be possible. The hon. Minister did a very good thing by not increasing the passenger fare. The freight charges have been increased by 11 per cent, but essential commodities have been spared from hike. People will be benefited by this and also get relief.

[Sh. Arvind Netam]

A concession of 50% in railway fares has been given to eminent sports coaches and winners of Dronacharya Award. I think the scheme of awarding Dronacharya Award has been in operation for the last two to three years, but a very few coaches have been given this award. This year only two coaches i.e. in wrestling and the other in cricket have been awarded. I would like to submit that it will be better if all those who received Arjuna Award be also given this concession. The old man and aged persons have also been given some facilities which is a good step. I welcome the decision that going by our tradition to have respect for old people, the Government has also provided some relief to them. I welcome this decision.

While the hon. Minister was referring to the proposal with regard to new railway lines I had a high hope that he would make some sort of announcement to lay a railway line from Dalirajhara to Bailadila. It is not known as to why the hon. Minister did not say anything about this line. This line would cater to the needs of the Steel Ministry, because iron ore for the Bhilai Steel Plant will be transported through this line. It is therefore, very essential that this line be constructed. I am not aware whether the Ministry of Steel and Mines and the Ministry of Railways have arrived at any decision or not in this regard. If this line is not laid immediately, a situation may come when it will be difficult to supply iron ore for the Bhilai Steel Plant. I would like to make a submission in this regard that the Government should, in consultation with the Ministry of Steel and the Planning Commission take a decision about it. I would also like to submit that the hon. Minister is requested not to make an announcement that the railway line will be extended upto Raoghat only. The Ministry of Steel and Mines would prefer to have the line extended upto Raoghat only and they would make a plea to lay the extended line upto that place only. But I request the hon. Minister to extend this line upto Bailadila so that iron ore could be supplied to Bhilai Steel Plant. There has been a long standing demand of gauge conversion

of the line from Raipur to Dhamtari from narrow into a broad gauge. We are grateful to the hon. Minister for providing diesel engines to haul trains on narrow gauge lines. This will raise the frequency of the trains. The proposed broad gauge line to be converted upto Dhamtari be extended upto Vaod. If that is done, it will serve the purpose of running circular trains for Raipur and Durg. The Mahanadi and Amarkantak Express running from Bilaspur and Durg to Bhopal run thrice in a week on one side and 4 times a week on the other side. I request the Government to run both the trains daily. A new train should be introduced from New Delhi to Vishakhapatnam via Bina, Katani, Bilaspur, Raipur and Bolangir in Orissa with a view to making full use of this track. The parallel track running between New Delhi and Vishakhapatnam in South should be utilised for a new superfast train so that people living in Orissa, Madhya Pradesh and eastern part of Andhra Pradesh could avail of this facility. As has been said by Dr. Mishra, the South Eastern Railway is the highest revenue earner among all railways. The headquarters of this railway is situated at Calcutta. As it is, there is shortage of space in Calcutta. I want that the headquarters of this railway should be shifted either to Orissa or Madhya Pradesh, because most parts of this railway fall in Orissa, Madhya Pradesh and Bihar. There are huge natural resources in these parts. These natural resources could be well utilised with the shifting of the headquarters to this part and the people will also have new employment avenues.

Most of the hon. Members said that it is the Budget tilted in favour of Madhya Pradesh. I request the hon. Minister to clarify as to what has been the share of Madhya Pradesh vis-a-vis the other states in this budget. Firstly, headquarters of none of the railways is located in Madhya Pradesh. Area of Madhya Pradesh comes under the jurisdiction of different railways such as South Eastern, Western Central or Northern Railway. I request the hon. Minister to remove his misgiving that the budget is tilted in favour of Madhya Pradesh, as several of the

hon. Members stated so in their speeches. The hon. Minister should at least tell us what are the Budgetary provisions for Madhya Pradesh. On going through the Budget, I could find that no special provision has been made for Madhya Pradesh in the Budget. This false impression created due to reporting of some of the trains, for example Ujjain, Haridwar and Dehradun bound trains have been routed through Guna and Bina in Madhya Pradesh. Similarly, trains running between Lucknow and Hyderabad have been routed through Bhopal and the trains running between Jhansi and Madras will also cover a large part of the areas of Madhya Pradesh. That is why the people started thinking that special favour has been shown to Madhya Pradesh in matter of running of new trains. I would, therefore, like to request the hon. Minister to clarify as to what has been the Budgetary provisions for Madhya Pradesh so that their mis-apprehension about Madhya Pradesh could be removed.

Dr. Mishra was stating that whenever he meets the hon. Minister, he is reluctant to make any request about Madhya Pradesh lest it should bring ignominy for him. He has absolutely right in saying so. The hon. Minister should clarify all these things so that people may know the truth and the misgivings could be removed from their minds.

I am of the view that the hon. Minister prepared a very good Budget. He has been managing the railways very well for the last 5 years. I congratulate him on his efficient handling. People may have some different impression in their minds about the railways but everybody will say one thing that there has been much improvement in the functioning of the railways. Its credit goes to him and he deserves our congratulations.

Mr. Chairman, Sir, I am grateful to you for providing me time to speak.

[English]

SHRI BALWANT SINGH RAMOOWALIA (Sangrur): Mr. Chairman, Sir while

taking part in the Railway Budget discussion, at the outset, I want to convey my thanks to the hon. Minister, Shri Madhavrao Scindiaji for bringing Goindwal Sabhi on the railway map.

THE MINISTER OF STATE OF THE MINISTRY OF RAILWAYS (SHRI MADHAVRAO SCINDIA): Please clarify that it is not in Madhya Pradesh.

SHRI BALWANT SINGH RAMOOWALIA: I express my thanks for bringing Goindwal Sahib which is in the State of Punjab on the railway map. Goindwal Sahib is an upcoming industrial site of Punjab and this step of the hon. Minister will certainly give a boost for rapid development of that area.

Sir, at the outset I also express my satisfaction regarding net tonne km. per wagon per day utilisation of passenger coaches. Staff productivity in terms of transit units per employees has shown considerable improvement.

Transport output of freight rose by 27% and passenger kilometres by 19%. While making a balanced appreciation of the Budget, one must concede that these steps taken by the hon. Minister have resulted in bringing improvements. As a personal friend, through you, I want to once again press my constant demand for restoration of Jammu-Tawi Express for all the seven days of the week. Jammu Tawi Express passes through my Constituency, from Sunam, Sangrur, Dhuri and it touches Ludhiana and then goes to Jammu. I have received a number of representations from Shri Surinderpal Modgil, Delhi Passenger Association and from Journalist Association through Shri N.C. Nagpal, ex-mc Journalist, Sunam, and various other Delhi commuters. It is a very serious problem which the workers and the employees daily face in going to Ludhiana from Sunam, Sangrur and Dhuri areas. They are facing these hardships and difficulties because of the timing of the trains and also the cancellation of the trains. During the last week, I have put up a supplementary that trains were cancelled in large numbers

[Sh. Balwant Singh Ramoowalia]

in Punjab but, God knows, or some officials are jealous of my Constituency, I am sorry to say that most of the trains which were cancelled affected my Constituency very seriously. The worst affected is my Constituency.

That is why I make humble request to the hon. Minister to take note of my request about the 5 LJH and 6 LJH which were suspended. This train has been running since 11th April, 1985. It has been cancelled. In between hon. Minister wrote to me that he will give favourable consideration to my letter. The suspended train must be restored. Delhi passengers Association demanded that LJA should leave Ludhiana at 8 PM and 5 LJH should reach Ludhiana at 7.45. Ludhiana is a town which provides employment to lakhs of people adjoining the area from Julundur and Chandigarh, and Moga side and hundreds of people from Sangrur side go to Ludhiana through morning trains and come back through evening trains. Something solid should be done to satisfy and to meet the requirement of the people going from Sunam and Sangrur are, Delhi to Ludhiana and back. The Delhi Association has written to me that if a train reaches by 7.45 AM. then may of the employees can go to their offices and factories etc within time. This shows the attitude of the authorities. They requested the Divisional Railway Manager Ambala Division, Ambala Cantt to enhance the time from Ludhiana by 10 minutes i.e. instead of leaving at 1800 hrs. they wanted that the train should leave by 1810 hrs. But the authorities have not accepted this request, a very minor request. I have received a letter signed by almost 50 journalists of the area.

[*Translation*]

He has written that 131 up and 132 DN train should be run daily. The Jammu-Tawi express may also be run daily. 59 up and 60 DN Abha Express should be run ex-Jakhal via Laharagaga Sonam, Sangrur, Dhuri, Barnala and Rampuraphul. I would like to thank the hon. Minister for his taking care of

Punjab for the first time in last 5 years. I want that the trains which were cancelled in my area may please be restored.. (*Interruptions*)

[*English*]

SHRI MADHAVRAO SCINDIA: Regarding Kapurthala, we had decided it two years ago.

[*Translation*]

SHRI BALWANT SINGH RAMOOWALIA: I thank you for the steps taken for Kapurthala also, but I would like to express my special thanks to you for Govindwala. With these words I conclude.

[*English*]

SHRI K.P. SINGH DEO (Dhenkanal): Sir, I rise to support the Railway Budget. I congratulate the young and dynamic Minister of Railways for the very efficient management he has shown both in terms of internal and external budgetary resources which have contributed to the national exchequer-Plan and Finance- by contributing Rs. 805 crores as well as effecting a surplus of Rs. 104 crores. This would help in containing inflation and budgetary deficit. Otherwise, it would have affected our entire economy and entire plan formulation and implementation. In spite of the lesser allocation in real terms as compared to the Fifth and Sixth Plan, he has been able to carry out the much needed modernisation, track conversion and track renewals. He has introduced newer, more frequent and speedier trains as well as helped in connecting the strategic cultural and important places as well as the growth centres and commercial centres. In this very House, many of the hon. Members have time and again demanded that our border areas be connected properly with broad-gauge lines which have been affected specially due to geo-strategic and geo-political situations. It is a very welcome thing. He has given concession to various target groups likes the old as well as the aged, the handicapped, the brave people and I congratulate him for that.

He has also introduced effective comprehensive technology upgradation systems in the Railways which would make the Indian Railways a modern Railways comparable with the best in the world. He has also showed improvement in the performance of the Public Sector Undertakings under the Ministry of Railways. He has also effected expansion. He has paid greater attention to staff amenities and welfare as well as security measures which are welcome things. I hope that the other Ministries will emulate him especially people who are in Uniform. The most important of all, in spite of doing all this with lesser resources, he has been able to hold the price line by effecting no increase in the passenger fares, exempting the vital needs of common and weaker sections from freight increase like salt for human consumption, fruits and vegetables, gur and jaggary, edible oils oilseeds, oil cakes, fodder, live-stocks, organic manures, foodgrains, pulses and fertilizers. Also on essential commodities, he has been able to keep it to a bare minimum cement Rs. 1.96 per bag, sugar 2.6. paise per kilo; potatoes 7.3 paise per kilo; dal 4.2. paise per kilo; kerosene 2.6. paise per litre; petrol 3.3. per litre; salt for human consumption 2.6 paise per kilo; wheat 4.2. paise per kilo. Therefore, it is a very commendable Budget. Apart from that, productivity linked bonus in the railways is the highest. The railway sportsmen and sportswomen have contributed to railways winning twenty medals out of 24 medals in the national events. I once again congratulate him for that.

But, Sir, here I have to sound a discordant note. Coming from a very historically backward and under-developed region like Orissa and Chattisgarh are- historical area I say because Orissa was the last province to fall to the Britishers because they kept on fighting till 1803 it is because of this historical reason that the British never developed the infrastructure for railways which is the most important harbinger of progress as the hon. Minister said in his opening statement while presenting the Railway Budget. This State which has been beset with natural calamities in the form of drought, floods and cyclone,

has affected the movement of relief as well as passengers and freight leading to various logistic problems. It is from that point of view that we would have felt very very happy, we would have shared the happiness with everyone if the abundant natural resources which this area is endowed with could have been tapped. This has been enumerated by the D.D. Pande Committee Report on Transport which has recommended some of the lines like Talchar Sambalpur line as well as some of the lines in the Western tribal areas of Orissa and Chattisgarh area of Madhya Pradesh. This should have also helped him in tapping large resources. In fact, Orissa has the largest deposit of coal fields in the Ib valley and the Talchar area. It would have helped opening of the tribal district in phulbani, Koraput, Bolangir, Sundargarh and parts of Ganjam if the kurda Bolangir railway line could have been taken up. If the Jagpura Keonjhar line which connects the entire chromite and iron ore belt of Talchar district as well as Mayurbhanj district could have been opened up, where this railway line is coming up at a snail's speed for the last 25 years, this would have helped in reducing the staturation point reached in the Kharagpur and Cuttack Section and the entire industry would have opened up the rich hinterland and the ports of Vizag and Paradeep. We feel disappointed that this has not been reflected in this year's Budget and I do hope the Minister who has been managing the economy of the Railway Ministry so magnificently over the last four years will find ways and means for it. He is a financial wizard. We know that he will find some means to see that this under-developed and historical neglected area will get its rightful place so that the regional imbalance and regional inequalities do not persist. It is the endeavour of our Prime Minister to reduce this regional imbalance and this could be effected by more allocation and more investment in Orissa for tapping the various areas. We would have even felt happier if the emphasis now on decentralisation of administration had been effected in Orissa too. The Sambalpur Division should be given more allocation for it to function effectively so that the problems in the South-Eastern Rail-

[Sh. K.P. Singh Deo]

way areas of Orissa in the Khurda Division as well as the Sambalpur Division could be dealt with in a more systematic and effective manner and a new zone comprising Khurda-Sambalpur and Vizag-Chakradharpur Divisions could be effected. This is a food for thought. I know the Hon. Minister cannot reply to me all of a sudden. My Hon. friend Shri Panigrahi says about Bilaspur Division. If it is provided with the headquarters somewhere between Bolangir and Sambalpur, we would have felt extremely happy.

Since the Hon. Minister has introduced so many new trains from religious and cultural places, if Lord Jagannath of Puri and Konark, the lands which end in the East, had been connected to the land which ends in the West, i.e. Dwaraka, it would have been very nice.

SHRI N. DENNIS (Nagercoil) Sir, supporting the Railway Budget I would like to make a few points. The Hon. Minister deserves appreciation for presenting a surplus budget that too after paying the full dividend of Rs. 805 crores to the General Exchequer.

The long term interest of the Railways and the economic and practical aspects are taken care of in the Budget. The passenger fare is untouched. The 11% hike of tariff on goods traffic is done in such a manner that the interests of the weaker and the rural sections particularly *Kisans* are not affected. Essential commodities are exempted from the hike.

I would like to bring to the notice of the Hon. Minister that South, particularly Tamilnadu is let down in the Budget. Out of an allocation of Rs. 4450 crores new projects and improvement schemes, only Rs. 26 crores is allotted for Tamilnadu. Karur-Thindugal and Madurai-Maniachi BG lines have been given only Rs. 4 crores, in the place of Rs. 6 crores in the current year. It would cause a long delay. Already several years have passed by.

The allotment of Rs. 9.85 crores for the MRTS, Madras is also not adequate. Its early completion would reduce traffic congestion in the Madras City.

The allotment of Rs. 6 crores for the doubling of Thamparam Chingleput line and also Rs. 6 crores for Pattabipuram-Thiruvalluvar third line is also inadequate for the completion of these works earlier.

Out of the introduction of 15 new trains, only one train touches Madras—that too in the northern part of Tamilnadu. With regard to Kanyakumari which is the southern most part of the country, the tempo of implementation goes down and down in consonance with the distance it travels and when. When it reaches the southern most part, Kanyakumari, everything subsides without anything left for implementation. This is the agony of the place. This place is isolated.

The Tamilnadu part of Trivandrum Division is also neglected. Stations are not provided with adequate platforms, approach roads and other facilities.

I would like to bring to the notice of the Hon. Minister that a coaching yard complex which is proposed for establishment at Nagercoil is kept pending for a very long time. It is a very convenient and suitable place for its establishment. It is connecting junction between east coast and west coast traffic and an extensive area of 98 acres is also available. There are other facilities like cheap labour water and electricity while that is so, there is a proposal to shift this coaching yard complex from Nagercoil to outside Kanyakumari district. It has to be established at Nagercoil itself.

Trivandrum-Kanyakumari line is a newly formed railway line. There should be crossing stations at Nagercoil town and Parassala. There are demands for opening new stations at Thengankodhi, Parvatipuram and Ozhukinacheerry. This should be favourably considered and stations should be opened at these places. A platform should be provided at Palliadi, Veerai Allur

and Suchindram, Eraniel and Kuzhithurral should be provided with second platform.

Kanyakumari is a tourist centre. Thousands of national and inter-national tourists and pilgrims are visiting this place daily. Instead of providing more and more trains to Kanyakumari already operated trains have been cancelled. Apart from weekly Himsagar Express there is only one 81/82 Kanyakumari-Bombay Express which alone terminates at Kanyakumari. Cannanore Express 47/48 which operated from Kanyakumari has been stopped. That has to be restored. Also 19/20 Madras-Trivandrum Mail has to be extended to Kanyakumari. People from Kanyakumari cannot go to Madras through a direct train. Moreover 901/902 Guwahati-Trivandrum Express train was proposed to go upto Kanyakumari with its name as Vivekananda Express. It has been dropped finally. It has to be extended to Kanyakumari. Similarly 903/904 Trivandrum Ahmedabad Express train scheduled to go upto Kanyakumari also did not materialise. This express train has to go upto Kanyakumari. Apart from this 126 Kerala Express which terminates at Trivandrum, the 25/26 Bangalore-Nagercoil train which now terminates at Nagercoil and also 139/140 Ganga-Kaveri-Madras-Banaras Express train have to be extended to Kanyakumari.

At present Kanyakumari terminus is under-utilised. Railway line between Kanyakumari and Trivandrum is also not adequately utilised. Trivandrum is overcrowded and congested. So trains that are terminating at Trivandrum have to be extended upto Kanyakumari. It is only 85 km away from Trivandrum. It is the natural, national and convenient terminus. That would promote national integration too if the trains that are terminating at Trivandrum are extended to Kanyakumari.

Electric train facility should be introduced between Ernakulam and Kannyakumari. Colachel harbour is to be linked by a new railway line.

Another point I would like to bring to

your notice is that regional imbalance should be removed. Backward and rural areas should be allocated more funds. Now, more and more facilities are given to big stations whereas small stations in the remote corners of the country are neglected. The platforms are low and small there. In some places, the stations are without platforms.

The casual labourers should be regularised after they put in a certain period of service. The casual labourers, who work for construction of new railway line project, are thrown out of employment. That was the case with the casual labourers who were employed for constructing the Trivandrum-Kanniyakumari railway line. At the time of construction, several labourers worked there but they have not been retrenched. They are without work. They should be provided with work at the earliest.

I would also like to suggest that the trains should not take more time than that of bus service to cover the same distance. Otherwise people would prefer to travel by bus. For example, the speed of trains running between Kanyakumari and Trivandrum is about 45 to 60 kilometres per hour.

17.03 hrs.

[MR. DEPUTY SPEAKER *in the Chair*]

The Railway track is 9-10 year old. The speed of the trains could be increased to 80-100 kilometres. With these words, I conclude.

[*Translation*]

SHRI RAM BAHADUR SINGH (Chapra): Sir, I would not like to term it a Budget tilted in favour of Madhya Pradesh, but I would certainly say that Bihar has not totally ignored in the budget. It is not only my view, but also all the hon. Members of the ruling party who come from Bihar have expressed similar view, of worse in a bit subdued tone. In this very House I had made a submission that Bihar is a backward State

[Sh. Ram Bahadur Singh]

and it is endowed with rich natural resources. Besides, the State has 95305 kilometre railway line. I, therefore, urged that a railway zone should be set up there. But, I did not get any concrete reply in this regard. There are instances where the Government has set up railway zones with only 3763 kilometre long line and a railway zone has also been set up with 4291 kilometre lines. But replies given in this regard was only an eye wash.

Keeping in view the strategic location and convenience to passengers and expenditure involved in it, I have made a request to construct a railway bridge on river Ganga at Digha on Patna, but my demand was not accepted. Then, I made request to double the line between Patna and Gaya but it was also not accepted. Besides, I made a request that the most backward region of Bihar i.e. Hazaribagh and Dumka, which is also an Adibasi area should be connected by train services, but that too has been ignored. I was not taken by surprise for that. It was so because all my demands were new. Without completing these projects, we cannot do any work and there can be no development in Bihar. That is why I place these demands before the hon. Minister. It is a different thing that my demand has not been fulfilled, but the fact remain that Government has cancelled those services, which provided traditional amenities to people and on which work had already started. For instance, at the time of gauge conversion, the railway crossing at Kachahari station of Sonpur Division was closed, although it was open ever since the railway line was laid there. As a result, the district has been divided into two parts. When I mentioned about it, I got the reply that Bihar Government does not wants to cooperate in the matter. The Railway crossing cannot be opened due to the delay in providing help by Bihar Government. I would like to submit that whether or not the State Government of Bihar provides you funds, you have no right to deprive us of our traditional rights. This railway crossing has been open all these years. Maharajganj is

one of the good markets in North Bihar. But as I said earlier also, after gauge conversion, Gharonda-Maharajganj metre gauge line was closed. When asked to open it, it was replied that it would not be financially viable to open this railway line. I would like to know whether the hon. Minister is prepared to close all uneconomic line in the country where ever they are? For instance, the Bhatni-Barhaj and Madhosingh-chilh lines are uneconomic lines. If I say that whole of the North Eastern railway runs in loss, will be close it down? No, he will not close it, because Indian Railways is not a commercial institution. It has been set up to serve the people. I would like to submit that Government must restore all our traditional rights. I would also request to fulfil my demands.

Bihar is rich in minerals, yet it is a backward State. With the development of Bihar, whole country will be developed. I agree that 21 schemes have been included in this Budget for the development of Bihar. These 21 schemes—all of them ambitious projects involve an outlay of Rs. 145 crores but only Rs. 5.5. crores have been provided for 1989-90. In view of the large gap between the allocation and the outlay, it seems that the Government does not really want to implement these schemes. You should stop neglecting Bihar from now onwards, otherwise the results will not be good. But to this regional imbalance is growing and when people express their resentment against it, allegations are levelled that they encourage regionalism and want to harm Country's unity and integrity. But I would like to submit in clear words that the main cause of regionalism is the unbalanced development which has started in the country of late.

Now, when you have rung the bell, I have to conclude. There should be a check on the officers who give irrelevant replies. They do not observe even the common courtesy. When I raised the issue of providing stoppage to Jhansi Express at Ekma station—my hometown in the meeting of Consultative Committee, I was told to give it in writing. When I wrote, they replied that it is not possible. I told the hon. Minister also

about it, and then they replied that in acceptance to your demand, Avadh-Assam Express has been given a stoppage at Ekma. I wanted something else and they give me something else. It means that the officers do not study the suggestions thoroughly—once, I wanted to have some information on telephone from the Personnel officer of Northern Railway about the vacancies of class 3 posts for which Allahabad service Board had put up advertisement and an examination was also conducted for it. After the examination, a panel was formed, from which several persons were given appointment letters. But the rest of them were not given appointment letters. When I asked why those people were not given appointment letters, I was told that I would get the reply within 7, 8 days. Later, the officer asked me to give it in writing as he did not remember what it was about. I wrote to him thrice but there was no reply. This has been going on for the last one and half or two years. Whenever a letter is written to a Minister, he promptly sends the reply, but the Chief Personnel Officer does not send a reply. It is his duty to observe simple rules of courtesy. If zonal railway officers behave like this, how will the railways function?

With these words, I conclude and hope that the hon. Minister will pay attention to my points.

17.10 hrs.

STATEMENT RE. CHANGE IN GOVERNMENT BUSINESS

[English]

THE MINISTER OF PARLIAMEN- TARY AFFAIRS AND MINISTER OF INFORMATION AND BROADCASTING (SHRI H.K.L. BHAGAT): Sir, as the House is aware, the Report of the Sarkaria Commission on Centre State relations is scheduled to be discussed on Thursday, the 9th March, 1989, as recommended by the Business Advisory Committee and agreed to by the House.

In this connection, I have consulted the Leaders of various parties/groups who have agreed that the discussion on the Sarkaria Commission's Report may be taken up on Tuesday the 28th March instead of Thursday the 9th March, 1989. It was further agreed that the Minister of Railways would reply to the debate on Railway Budget on Friday, the 10th March, 1989, after disposal of Questions and the general discussion on General Budget would begin on Monday, the 13th March, 1989.

I hope the House would agree to this proposal.

MR. DEPUTY SPEAKER: I think the House agrees to it.

HON. MEMBERS : Yes, Sir.

MR DEPUTY SPEAKER: Shri Shiv Prasad Sahu.

17.12 hrs.

RAILWAY BUDGET, 1989-90- GENERAL DISCUSSION—Contd.

[Translation]

SHRI SHIV PRASAD SAHU (Ranchi): Mr. Deputy Speaker, Sir, through you, I would like to congratulate the hon. Minister of State for Railways, Shri Madhavrao Scindia for presenting a grand Budget. He has laid emphasis on modernisation of Railways, especially electrification, replacement of steam engines with diesel engines etc. which indeed, is a commendable step. We have earned fame in this field even in foreign countries. We have been able to get more contracts for laying railway lines in African countries and in the Middle East which proves that they are recognising our technology and our capability in the field of railways. Not only this, the sportsmen and sports- women working in the railways have also earned glory for their country and at least three of them have held the flag of the

[Sh. Shiv Prasad Sahu]

Railways high by getting Arjuna award. It is because the blessings and cooperation of Shri Scindia and other railway officials is always there for the sportsmen. The Railways have produced many outstanding sportsmen and sportswomen for the country. Besides, the hon. Minister has done a very good work by providing concessions in train fares for the freedom fighters, sports persons and the persons above the age of 65 years. Freight charges of a number of items have been reduced and it is a very commendable step, but on some goods, freight charges have been raised by 11 percent, which, I feel, will result in increase in the prices of consumer goods and will add to inflation. I would request the hon. Minister to reconsider the increase in the freight rates and reduce it.

I would request you, as I have done earlier also, to do justice to Bihar. I would like to submit few points, particularly, about my area-Chhota Nagpur. We are providing coal, iron, maganese, copper, wood and many other things to the country, but still we are being grossly neglected. Now where there is so much poverty, as it is in my area. In the previous Budget sessions also, I had said that Ranchi and Palamu is such an area from where about 2.5. lakh people leave every year for other cities such as Delhi, Kanpur, Allahabad and Benaras in search of Jobs. There also the situation is very pathetic. There is no other district in the world except Ranchi and Palamu, where people leave their villages in search of jobs in such a large number. Most of the villages bear deserted look. Acute poverty is prevalent there. Our Hon. Prime Minister is quite concerned about the poverty in the country and wants that the people should be lifted above the poverty-line.

Four surveys have been conducted for the Ranchi-Hazaribagh-Kodarma-Lohardaga metre gauge line. These areas have coal and bauxite deposits. But that line has not been laid till now. Let us take another

example. The work of laying of a new railway-line from Palamu to Sarnadi via Barwadih (Madhya Pradesh) was started during the British period. Construction on that line was started and pillars were erected for the bridge and station was also constructed. This line is 70 kilometres long. But three years after Independence, the construction work was stopped saying that this scheme is not economically viable. Crores of rupees were spent on it to construct the station and pillars. You can well imagine how the people felt after the work was stopped. It is quite disturbing for the people if you provide them a scheme and abandon it subsequently.

I would request you that in case it is not possible to execute this work, you convert the Ranchi-Lohardaga metre gauge line into broad gauge line. This area has large deposits of minerals. A new railway line from Lohardaga to Tohri a distance of 20 kms. - should be laid. Tribals constitute 72 per cent of the total population of that area. You can do justice to Chhota Nagpur if you pay attention to typical condition prevailing there.

There is a provision in many companies that the child of the retiring employee is provided employment. I strongly demand that children of the employees retiring from railway department, should be provided employment.

I would like to make another request. The headquarter of South-Eastern Railway is in Calcutta. When Shri Kedar Pandey was alive, he had assured to open a Zonal office in Ranchi. I think that after Patna, Ranchi may be most appropriately called the second capital of Bihar. It has been the constant demand of this area that a Zonal headquarters of Railways should be set up there. The total population of Ranchi as at present is 9 lakhs. Besides Hatia Plant, there are many other small industries in this city. Bokaro Steel Plant is also there in the adjoining area of Ranchi. If a new train is introduced from Ranchi to Calcutta, it would provide a considerable relief to the people of that area. A new train from Ranchi to Bombay should also be started.

With these words I extend my thanks to you for giving me an opportunity to speak. I would urge upon the hon. Minister to oblige the residents of Ranchi.

SHRI M.L. JHIKRAM (Mandla): Mr. Deputy Speaker, Sir, I am grateful to you for giving me an opportunity to speak. I support the Budget presented by the hon. Minister of Railways in the House.

It is the last Budget for the seventh Five Year Plan. Never before in the history of Railways they have launched such effective programmes as have been undertaken during the last four years. The Railway department and the Minister of Railways deserve congratulations for this achievement.

Though I want to speak on a number of issues, but not going into the details, I would like to say a few things about my own constituency.

On February 26, there was a major railway accident at Shikara in my constituency and it had occurred mainly due to the inadequate maintenance of railway lines. I have already brought it to the notice of the hon. Minister. In the past its divisional office was at Nayanpur which has now been shifted to Nagpur. Let this divisional office be there but an additional divisional office may be opened at Nayanpur, because it happens to be the biggest junction of the metre gauge in the country and this would help in the proper upkeep and maintenance of the railway lines of the section. On this very railway section there was a major railway accident at Charegaon in the year 1984 in which 3-4 coaches of the train had submerged into the water. Hundreds of people had lost their lives in it and thousand others had been injured. Just after four years of this accident, one more accident had taken place there on the same date i.e. on the 26th Feb. itself. Lack of proper maintenance has been the main factor responsible for those accidents. Amount of Rs. 1 lakh was supposed to be given to the dependents of those 25 persons who had lost their lives in this accident. But only an amount of Rs. 1000/- has been paid

to them while the remaining amount of Rs. 9000/- has been deposited in their bank accounts. Full amount of compensation should be given to them immediately. I have recently visited the families of 20 such persons, who discussed their problems with me. All these families are poor and belong to scheduled tribes, so special attention should be paid to them. I would like to mention those injured persons who have not been paid a reasonable amount of compensation. A nominal amount of Rs. 500/- has been given to them for their serious injuries whereas they should have been given at least Rs. 2000/- as compensation. Names of such persons are- Pahap Singh, son of Bhadu, age 22 years, resident of Jhilpur, Shraavan, age 60 years, resident of Khairi, Thana Ghamsaur, Munni, age 30 years, resident of Chargaon, Thana Kindarai, Sobhulal, age 30 years, resident of Ghat Piparia, Thana Ghanaura. Similarly, the dead body of Kunwar Singh, son of Mohan, age 22, has not yet been traced. A thorough search should be made in this regard.

Shantilal, resident of Baisakher Gaund, village Tikra Padinara could not go to the hospital because he was directed to stay at the site to look after the dead bodies. So he has not been paid any compensation. He should be given compensation.

Similarly, Mathan Singh, son of Bhan Singh Gaund, resident of Bamhani, age 20, suffered serious ankle injuries and has also lost three fingers of his hand. He has also been paid a nominal amount of Rs. 500/- . The Government should increase the amount of compensation.

This was about accident victims. Now I would like to concentrate on a few other problems of my Constituency. I would like to reiterate the necessity of a divisional office at Nayanpur for the proper maintenance of the railway lines. You have also seen the situation there and have felt the urgency of such an office. Attention has never been paid to this metre gauge line since it was provided there. And now when the Government has started to pay attention in this direction, the

[Shri M.L. Jhikram]

Government should also meet this particular demand of the people. Similarly our demand for a survey of Mugeli-Mandla railway line has been long overdue. A survey has not been yet conducted. Attention should be paid to it. We had also demanded a new train from Mandla to Jabalpur but the demand was turned down on the plea that the adequate number of passengers is not available here so as to start a new train. But it has been evident that the train which was involved in the accident was overcrowded to such an extent that those who did not find any place in a bogie of the train preferred to travel on the roof top, and all the persons who lost their lives were poor tribal labourers who were going to Jabalpur in search of employment. Since Mandla and Gaunsaur are hit by drought because of the failure of monsoon, the labourers have been rendered unemployed. If the Government had provided some employment opportunities in this area, accidents could have been averted. I would like to repeat the demand of Shri Mishra for the conversion of Mandla-Sehindwara metre gauge section into broad gauge one. It must be done urgently. Nayanpur is the biggest station on the metre gauge in the country. Hence it should be developed as a model station. A passenger halt has been provided at Tuiapani and Kajarnara but arrangements should also be made for a shed and drinking water etc. I am highly thankful to you for giving me an opportunity to speak.

SHRI SHAMINDER SINGH (Faridkot).
Mr. Deputy Speaker, Sir, Ministry of Railway is a very important department. In the first five year plan, 15 percent of the total Budget allocations was allocated for this department. But the Congress Government reduced it to 11 percent and then to 7 percent during the third five year plan period. Similarly it was further reduced to 5 percent in the fourth plan and to 5.2 percent in the next plan and brought to the level of 6.3 percent in current plan. Every time it has been totally unfair on the part of the Government. The allocations continued to be reduced with the

increase in the number of passengers. Due to this very fact the Railways are running in deficit and stand in a deplorable condition. It is just because of the reduced allocations. The hon. Minister has been quite skillful in preparing the Budget. It is nothing but jugglery of figures. They say that the Government has not increased the fare being it the election year. Through you, I would like to submit one thing. A very small number of people would have been affected by the increase in fare. The Government itself believe that as 35 percent of the total population is living below the poverty line, it cannot afford to travel by train whereas some others travel by air. People have started going in for road journey instead of train journey which has created a setback for the railways. Hence the percentage of the people affected by the increase in fare would, consequently, have been negligible. So, this load has been shifted towards the freight side. A person who cannot afford to spend 5 rupees on a railway ticket will have to spend one rupee more on that account. It will certainly affect him. The entire burden has been spread over to the entire population of the country. But an increase in the passenger fare would not have had its bearing on more than thirty percent of the people. The hon. Minister has shown his capability in this regard. During the last three-four years he has tried his best to bring about a considerable improvement in the working of Railways. This department is among those five or six departments against which we, even being in the opposition, cannot level any charge of corruption. I would request the hon. Minister that he should make use of his influence and get the funds allocated for tracks renewal increased from the proposed 6.8 per cent to 10 percent. If we have more funds, it will enable the railways to replace more than 4 thousand metre long old track. The very old instruments should also be changed so that accidents may be avoided. The military personnel travelling by railways have not been given special facilities, especially in reservation. They travel in the train sitting on their own boxes and baggages. One of my colleagues from Punjab Shri Ramoowalia left the House after

having repeatedly requested to re-introduce the trains which have been cancelled. The hon. Members from the ruling party were thanking the Government for having started such and such train in their state or for having taken certain positive steps. This is good and should be done in our State as well. In Punjab, the Government has linked a number of pilgrim places with the railways. I would suggest that Rajdhani Express which runs from Delhi to Calcutta may be extended upto Amritsar. Moga sub division is the second biggest grain market in the country. But if someone has to travel to Delhi from there, he has to travel via Ludhiana, which involves an overnight journey. There are quite a few trains coming via Ludhiana and there are also a number of tracks there. Thus if only two bogies are provided between Moga and Ludhiana it would enable the passengers reach Delhi, directly by taking any train. The businessmen have to come to Delhi quite frequently. Therefore the Government should take immediate steps in this direction. There are two thermal power plants in Punjab one at Ropar and the other at Bhandinda. Coal is required for these plants. The power generated by them goes to the central pool. Electricity is required in Punjab for agricultural production and therefore the Government should decrease the freight of coal so that low priced power may be made available for agriculture and central pool. This will also enable us to provide more food grain to the people. While I am all praise for your pleasant disposition, yet I oppose this Budget.

SHRI LAL VIJAY PRATAP SINGH (Sarguja): Mr. Deputy Speaker, Sir, I support the Railway Budget presented by the hon. Minister Shri Scindia. You all know that railways have a crucial position in India and wherever the railway network has spread the pace of development has accelerated. The areas which have been deprived of this have certainly lagged behind in development. While waiting for my own turn I was listening to the views of the Members of Ruling Party as well the Opposition Party very carefully. Many of them have appreciated this Budget open heartedly. I agree

with them. However, there are some Members of the Opposition who have opposed this Budget. This is so because either they are not familiar with the actual situation or else their aim is to spread misconceptions. My submission is that next to Orissa, it is Madhya Pradesh where railways have not fully expanded. Thus the work which should have been completed 30-35 years ago is being undertaken now in some stages. I welcome this.

I do not want to go into the details of the Budget as I have very little time left. However, through you I would like to draw the attention of the hon. Minister to my own constituency where a practical solution to the problems is urgently required. Shri Sahu was saying just now that the Britishers had started the construction work of the railway line from Karwadih to Vishrampur via Sarnadih. Thereafter our own Government came to power but I fail to understand why the priority of that line was cancelled and the project was thrown in the cold storage forever. Due to this, our district has been deprived of not only a railway line but another major benefit also. This 100 kilometre railway line would have shortened the route by about 400-500 kilometres in the country. Probably, our term will end this year. I would, therefore, request the hon. Railway Minister that though it may not be possible to include this proposal in this year's Budget now but I am sure that the Government will certainly give priority to this line in the future years and make provision to lay the railway line upto the district headquarter Ambikapur of Sarguja district. If the Government takes steps to lay this line, then it will help in developing backward area like Sarguja.

Besides, the hon. Minister has introduced a number of programmes during his tenure and I feel it is my duty to appreciate them. So far as the laying of new railway lines, starting new trains, fast trains, computerisation, modernisation or increasing the passenger amenities are concerned, the Railway Ministry has made rapid progress in every sphere. No amount of appreciation shall suffice. I feel that the Indian Railways

[Sh. Lal Vijay Pratap Singh]

can be compared with the best Railways in any other part of the world. Indian Railways occupies a high place in the world today. Mr. Deputy Speaker, Sir, I have been to many foreign countries and have travelled by various railways. I am very sure that the Indian Railways are by no means inferior to any other country's Railways. I would like to add here that our attention has been drawn to some of the prestigious trains of the country only whereas there are many other trains in the country. We have not paid attention towards them. It would be excellent if the Government pays attention to all the small trains and those running in remote areas in our country.

At this point through you, I would humbly like to submit that the planning Commission and the Finance Commission of our country have always given a step-motherly treatment to the Railways. This is my personal feeling. My submission is that you should communicate the feelings of the whole House to Shri Rajiv Gandhi and the Planning Commission. Further such a provision should be made so, that the Railway Department becomes financially strong and may progress in the future.

In the present situation we find that the Indian Railways functions either on its own sources or through some borrowing. I feel that if the Railways is under resource constraint then a part of these proposal may be handed over to some private sector. In this regard it will be best if the Government conducts a debate. This will surely help the growth of railways.

SHRI JAGDISH AWASTHI (Bilhour): Mr. Deputy Speaker, Sir, first of all I thank the hon. Minister of State of the Ministry of Railways for having presented such a good Budget. In this Budget the Government has provided certain facilities also, for example the privilege of train passage to the gallantry award winners. Besides, 15 new trains have been introduced and the trips of some trains have also been increased. Apart from this

the long standing of demand of Kanpur has been met and a new inter-city superfast train has been provided for Kanpur. I thank you for this.

In this regard, I would like to submit that the timings of this train are not appropriate. This train will start from Delhi in the morning for Kanpur and leave in the evening on its return from Kanpur. My submission is that this train is meant for the Kanpur passengers. They frequently travel to Delhi. Therefore, the Government should reconsider this and fix the timings of this train. It should leave Kanpur at 6 am so that the Kanpur passengers can attend to their work in Delhi during day time and return by night. The train should leave Delhi in the evening for Kanpur. At this point, you may point out that there is no provision of siding at Kanpur. So the Government should make provision for it because this train has been introduced for the benefit of the passengers and not for the convenience of the Railway employees. If this change of timing is not made, nobody will like to travel by this train and then the Government will say that it is running in loss.

Kanpur is a junction. But has not been included in the list model stations. A number of trains from Central Railway, Northern Railway and North-Eastern Railway pass through this junction. I would, therefore, like to request the Government to include this station in the list of model stations and introduce computerised reservation system as well at this station.

There are some problems in my constituency. There are certain stations like Arol and Manakpur in North Eastern Railway where trains do not halt though it is very necessary. I made requests several time that 55 up and 56 DN-Kanpur-Lucknow Fast Express, which is also known as K.K. Express should be provided a halt at these stations. It should also halt at Chaubepur station.

At the same, I would like to request that some bridges and fly-overs should also be constructed. Rura is a very big station in

Northern Railway and there is rush of traffic also. It is, therefore, necessary that a flyover should be constructed there. Further, the people experience great difficulties in crossing over the lines in North Eastern Railway at Kanpur city station. I would, therefore, like to request that a fly-over should be constructed at a level crossing No. 5 or in front of Coca Cola so that it may facilitate public movement.

I would like to make one more submission that Brahma-Varta-Bithur is a place of mythological and historical importance. Tourists not only from North India but also from all over the country visit this place. Here, a local train runs from Mandhana station on a branch line. I would like to request you that Bithur should be brought on the main line and keeping this necessity in view a railway line from Bithur to Choubepur should be laid. This is a distance of 6 kilometres. A survey should be conducted for laying a railway line here. This will help a large number of passengers coming from different parts of the country to visit this place.

The narrow gauge line from Hathras to Kanpur may also please be converted into broad gauge. It will reduce the rush of passengers in Kanpur bound trains from Delhi and reduce the load on those trains.

The old railway crossing near village Bhul between panki and Bhaupur stations in the Northern Railways may please be re-opened, because it is causing a lot of hardship to people. I want that it must be re-opened.

There is a block-but at Rainpalpur between Bhaupur and Maitha stations. It may please be converted into a halting station.

Finally, I would like to make a submission that Lucknow and Kanpur are two major cities but the railway track between these two cities has not been electrified. I request the hon. Minister to take up the electrification of this line at the earliest. At the same time, I would like to request him that single broad

gauge line which exists between these two stations may be doubled so that Lucknow and Kanpur link may have fast running trains.

With these words, I would like to say that suburban trains may please be introduced from Kanpur to nearly sub-urban towns like Etawa, Farukhabad, Fatehpur, where this facility does not exist at present. This will help the local traffic.

With these words, I support the Budget.

SHRI ABDUL HANNAN ANSARI (Madhubani): Mr. Deputy Speaker, and hon. Minister for Railways, it gives me pleasure to say that the hon. Minister of Railways, the employees and others deserve our thanks for the far sightedness honesty and efficiency in their working.

It is a fact that the Indian Railways has not only served our own nation but has also earned the reputation by opening its branches in foreign countries as well. It is a matter of pride for us. But when I go through the Railway Budget I find that the allocations for the railways is very meagre. The population has gone up by 2 3/4 times after independence. But the allocations for this department are being reduced day by day. Our colleagues from the opposition have also expressed the same view.

I would like to urge the Government to ask the Planning Commission to re-consider the Budgetary allocations and increase the amount for the Ministry of Railways so that, in view of the increasing population, it may discharge its duties conveniently.

Nobody can deny the merits of this Budget. This department did justice to all the sections. But there are certain things which need the attention of the Government. There are certain areas which have gone backward for some reasons or the other. No special attention has been paid to these areas.

In this connection I would like to state

[Sh. Abdul Hannan Ansari]

that Bihar is a very backward State. The survey of water way in 1950-51 revealed that the water way is not suitable for navigation. As such the entire burden of transportation fell on the railways. A total of 750,000 lines have been constructed since 1950-51. Out of it Bihar has got a share of less than 5,000 lines. Out of 61,000 kilometre lines constructed, Bihar has got only 5,000 kilometre lines. The Railway Convention Committee was set up in 1980-81 and Bihar's problem was put before the Committee but the committee failed to do justice to Bihar. I fail to understand as to why Bihar has been placed at the bottom. The State Government had made a provision in its Budget. On 20 March 1982 and had made recommendations to the Central Government for the extension of certain lines. It will do a lot of good to Bihar if those 29 lines recommended by the State Government are extended by the Government of India. The State Government is prepared to provide land for this work. Despite its constraints, the Ministry of Railways should take note of these points. I am sure that the matter will be considered by the Government.

Now, I would like to draw the attention of the hon. Minister towards the problems being faced by my constituency. I have been requesting the hon. Minister to convert the Darbhanga-Samastipur line into a broad gauge line. It will be a big achievement and change the over all condition of this backward area if the hon. Minister kindly pays his attention into the matter. I need not say anything in detail about this line. It is an approved scheme which was taken up when Shri Lalit Narayan Mishra was the Minister of Railways. The foundation stone of this Project was laid during the time of Shri Kedar Pandey. At that time the total cost of this project was estimated to be Rs. 12 crores. When I draw the attention of the hon. Minister to this matter time and again, I was informed that survey of the work was being conducted. When I draw the attention of the hon. Minister towards it again, he said that survey had been conducted for a parallel

line. When the survey was completed he said that there were no funds. I request the hon. Minister to reconsider this Project on humanitarian grounds. The foundation stone of Digha-Chitoni bridge was laid by Shrimati Indira Gandhi in 1974. I am of the view that it is the duty of the Government in power to complete the work, foundation of which was laid by their revered leader. I hope that the Government will pay attention to all these things.

Survey is also being undertaken on the Darbhanga-Hasanpur line. I am sure the hon. Minister will consider these things sympathetically so that, I am sure, people who developed anger in their minds will start praising him. I want to say this much that "Shikvaye gher nahin, Yeh hai Shikayt apani" I am always with him and know his constraints. Even then, if he is a bit considerate it will reduce the hardships being experienced by the people of this area.

"phul ki patti se kal-sakata hai hire ka jigar, murde nadan pe kalame narm nazuk be - asar

For me Shri Scindia is just like a diamond. I am sure he will definitely pay attention to various problems placed by me.

SHRI BIRBAL (Ganganagar): Mr. Deputy Speaker, Sir, I rise to support the Railway Budget for 1989-90. I express my thanks to Shri Madhavrao, Shri Mahabir Prasad and the employees of the railways for the commendable work done by the railways.

The Ganganagar Express is a problem in my constituency, Ganganagar. When the Ganganagar Express started running from Jaipur it was attached with a very old engine and very old coaches. Due to that this train never reached in time. Ganganagar is mainly an agriculture district. I, therefore, request Shri Mdhavrao to introduce a new train in the name of Kisan Express from Ganganagar to Jaipur.

Secondly, I would like to say that Tibi should be made a station. Tibi is a tehsil headquarters and there is a mandi also. This area is very fertile and irrigation facilities are available here. It is a granary of wheat and rice. Wheat and rice can also be loaded from this station. Besides, half the coaches attached to the train running between Hanumangarh and Delhi are third class coaches and the remaining half are first class coaches. These coaches are also very old. Their condition is very bad. I would like to make an appeal that new coaches should be attached to this train. One more thing is that the level crossing on Hanumangarh Raosar road is very narrow. At times, there is a heavy traffic there and accident may take place at any time. It was only a few days back that two children were run over by a train. This crossing should be widened.

The problem of level crossing is a major problem in my district. Level crossings should be constructed at cross roads about which there are clear indication in the revenue records. People very often meet with accident's at these cities. Railway crossings must be constructed there. I would also like to make an appeal for a new railway line. A new track may be laid from Sardarsahar to Hanumangarh via Pallu and Raosar. This entire area is a desert. Transportation facilities like roads etc. are totally absent in this area. This area consists of densely populated big villages. Pallu is a place of historical importance where Durga Mata fair is held. Lakhs of devotees attend the fair to have darshan of the deity. Not only that, the area from Sardarsahar to Raosar contains gypsum. Thousands of trucks are being loaded with this metal from this place and loading is also done from Hanumangarh. Raosar is the main mandi in this Indira Canal area. Large quantities of rice, cotton and wheat is being grown in this area. Laying of this line is therefore, essential. A new line may please be laid from Ganganagar to Radampur. It is a distance of 60 kilometres only. This area is a granary of rice, cotton and wheat. That is why this line should be laid. I express my thanks to you for giving me an opportunity to speak.

[English]

SHRI SOMNATH RATH (Aska): Mr. Deputy-Speaker, Sir, I rise to support the Budget. The financial performances of the Railways during these years are remarkable. The Railways are undergoing a very desirable modernisation. The main constraint is finan.

Sir, through you I want to invite the attention of the Railway Minister to the railway communication system in Ganjam District in Orissa. During the British regime Berhampur in Ganjam in Orissa— not in West Bengal because there are two Berhampurs, one is in Orissa and one is in West Bengal. So at times it is confusing. When I speak of Berhampur, I speak of Berhampur in Ganjam District in Orissa. In the Bengal-Nagpur Railway map one will find a mention has been made of survey from Berhampur Railway Station to the then Russelkonda now Bhajanagar border of Phulbani District where there is no inch of railway line. This is evident in the railway map of 1932-34. The proposal to survey the railway line has not yet materialised.

18.00 hrs.

Now a port has come up at Gopalpur-on-sea near Berhampur. Ganjam, Phulbani, Kalahandi and Bolangir districts are the hinterland of this port. Unless and until a port is connected with railway line more so, with the hinterland, it cannot be developed and it will not be viable. No port in the world has been developed without railway line being connected. So, I urge upon the Minister through you that the railway line from Berhampur to Bolangir via Phulbani district should be surveyed and it should be implemented. The policy of the Government being that we should have a railway line in the area which is not developed, more so inhabited by Adivasis and Harijans, and added to it, this line will link the port with the hinterland, specific attention should be given.

Another point, I want to impress upon the hon. Minister through you is that people

[Sh. Somnath Rath]

of Bejput situated in between Khalikot and Chilka railway stations of aussa have come in a big way to offer their mite and labour for the construction of a platform for passenger halt at Bejput. This area is inhabited by fishermen and poor people. When the people are coming forward and cooperating, which is a unique one, I think, the Government will consider to have a passenger halt at Bejput for the benefit of fishermen to export their fishes.

The hon. Minister has replied to a letter of mine that he will sympathetically consider the stoppage of Konark Express at Khalikot. I hope he will do so at an early date.

In the Khurda Railway Division, Bhubaneswar, capital of Orissa is situated. Since Bhubaneswar is the capital of Orissa, Bhubaneswar Railway station has been modernised, and is going to be a model railway station it cannot be taken for granted that other railway stations in the same division should not be modernised and converted to model railway station, because the policy of the Government is that the railway stations at the State capital headquarters should also be modernised and made model railway station. In that event, I would request the hon. Minister not to take a plea that because the railway station at Bhubaneswar has been modernised, they will put an end to modernisation of any other railway station in the Khurda division. I request that Berhampur railway station which is in the Khurda division, should be modernised and converted to a model railway station.

SHRI MAHABIR PRASAD YADAV (Madhepura): Mr. Deputy-Speaker, Sir, I rise to support the Railway Budget presented by our hon. Minister, Shri Madhavrao Scindia. I commend and compliment Scindiaji because he has given a budget to the entire satisfaction of all sections and all regions. Frequency of accidents has gone down and more satisfactory thing during his period is that there has not been any Hartal like in other public sector units. This is very

much satisfactory. This is a budget which is beyond anybody's imagination. He has tried to reach the 21st century by his efforts.

One thing that I have to say is that Shri Madhavrao Scindia at one end has been given compliments and at the other end, he has been criticised. I hold the view that criticism should be constructive, helpful and without prejudice. Some of our hon. colleagues were telling that it is Madhya Pradesh Budget. It is quite injustice to him. He has never done any injustice to any State. For example, he has not given anything to Bihar. But it is not that he has done any injustice to Bihar.

The hon. Minister has taken up the work of modernisation and renovation with vision and imagination and works of imagination are as old as the practical and material tools. Nothing is fixed and fated. Efforts are being made by the Railway Minister and human efforts count. It is impossible for any nation to stand still and stiff within its closed gates while humanity is marching on. Unceasing change is the rule of life and our Railway Minister is striving and taking resort to creative activities.

But, he has his constraints and his limitations. If he goes to public borrowing, then the opposition will say that every citizen of India is loaded with such and such amount of loan and debt. If he goes to tax the people, even indirectly, they will say that poor people are suffering on account of indirect taxation. As, for example, 11% hike in freight. He has tried to mobilise the resources. Wherefrom the resources are to come? In developing countries, there would be deficit financing. In which developing country, there is no deficit financing? I say that even in Russia, even my Communist colleague will appreciate that in the Budget of USSR, this year, there is deficit of Rs. 80,000 crores in Indian coins. On food subsidy, Russia had given Rs. 1,98,000 crores. India is a developing country. It has to mobilise resources either by direct taxation or indirect taxation or public borrowing, internal or external, whatsoever that may be. Therefore, it is injustice to say that the hon.

Minister of Railways has done any injustice to any State.

There are certain problems of my areas, Madhepura and Saharsa. There is one 921-UP and 922-Dn to and from Gawahati to Delhi. In between Katihar and Barauni, there is a distance of 178 KM only and the time consumed for this distances only is five hours. Of course, this train is superfast and is running this distance at a speed of 35 KM per hour. Of course, there was a time when the line was new but now the difficulties and defects have been removed. Therefore, I would request the hon. Minister to see that timings are changed and loose time so much given is removed.

I would like to draw the attention of the hon. Minister of Railways to the fact that there is a gap of only about 18 KM in between Nirmali and Saraigarh and this gap is due to Kosi river. There is requirement of one bridge. You will appreciate that Saharsa passengers have to cover a distance of about 225 KM to reach Nirmali via Samastipur. If this one bridge is given, then one passenger will have to cover 18 KM only to reach Nirmali.

Railway lines between Mansi and Saharsa are very very old. There are bridges which are old and weak. There is also one wooden bridge. As a result, the speed of the train is very slow. I would request the hon. Minister of Railways to see that the wooden bridge is removed and the old pucca bridges are reconstructed to give the train speed.

The Railway Minister will appreciate that in the areas of Saharsa and Madhepora, nothing new has been given. He has his constraints and limitations. If he cannot give us railway, if he cannot give us survey, at least he should give us, his four ways. That will, in a way, satisfy the general public.

[Translations]

*SHRI R. JEEVARATHINAM (Arakkonam): Hon. Dy. Speaker, Sir, I wish to say a few words in support of the Budget

presented by our Hon. Minister of State for Railways Shri Madhavrao Scindia.

I welcome the allocation of funds for the construction of a Road over-bridge near Arakkonam. I also welcome the allocation made for modernising the Railway Engineering workshop in Arakkonam. In the same way, I welcome the allocation made for the construction of bridges over railway crossings near Arakkonam. I am highly obliged to the Hon. Minister of State for Railways and the Hon. Prime Minister for making these allocations.

I would like to take this opportunity to request the Hon. Minister to expand and modernise the Railway Station at Arakkonam. It was constructed some 100 years before by the British. There are a number of places of religious importance around Arakkonam. Tirupati, Tiruthani, Kanchipuram and Tiruvallur are certain of them. People who wish to go to these religious places have to alight at Arakkonam and then proceed. Therefore, the Hon. Minister must renovate the Arakkonam Railway Station and take immediate steps to restructure on modern lines.

Sir, the railway line from Salem to Bangalore is now a metre-gauge line. I am now speaking for the constituency represented by our Hon. Dy. Speaker. I am now speaking for him. Hon. Minister may, therefore, kindly take note of this and favourably consider this proposal. The Salem-Bangalore line should be converted into broad-gauge line. First when this project was taken up, it was to be constructed as a broad-gauge line. Land was so acquired. Brick-works were undertaken. Bridges were constructed. All these were done for constructing the Salem-Bangalore broad gauge line. However, when railway lines were laid they were laid to make the line a metre-gauge one. The Hon. Minister may therefore appreciate that this was a old problem. He must take steps to convert this metre-gauge line into a broad-gauge line. This would not require much money. This project would benefit three States. Kerala, Karnataka and Tamil Nadu would be

*Translation of the speech originally delivered in Tamil.

[Sh. R. Jeevarathinam]

benefitted. Trains coming from Kerala and other areas would easily pass through this line to cities in North, line Delhi and Bombay. This conversion project should be undertaken without delay.

Pondicherry and Bangalore industrially and culturally important cities. At present there is no direct link between these two cities. A new railway line via Villupuram, Tiruvannamalai, Oothangarai, Krishnagiri, Kaveripattinam, Palakodu, Vellisanthai and Osur must be laid. This would benefit Pondicherry, Tamilnadu and Karnataka. All these pertain to the Constituency represented by our Hon. Dy. Speaker. Now let me come to my Constituency.

My demand is that a shuttle service from Katpadi to Arakkonam should be run. I have requested the Hon. Minister several times. I had even voiced this demand in the Consultative Committee also. Arakkonam is a growing industrial centre. A naval air base has been under construction. The foundation was laid in last year by the Hon. Prime Minister. There is heavy traffic congestion in Arakkonam. The proposed shuttle should run from Arakkonam at 5.30 PM and run through Sholingur, Walajah, BHEL and then touch Katpadi. Likewise, the same shuttle should depart Katpadi at 7.30 so that the commuters alighting at Katpadi from Brindavan and Kovai Expresses be able to reach Arakkonam and Vellore. The shuttle will reach Arakkonam at 8.30 PM. Hon. Minister may kindly take note of this also.

Trains coming from Trivandrum and Mangalore to the south have to take a circuitous route via Arakkonam, Renigunda Gudur. Whether the trains require to go to Howra, Calcutta or Delhi, they have to take this circuitous route. This circuitous route involves 80 Kms. of distance and 1 1/2 hours time. If a broad gauge via Renigunda, Trupadi and Pathala is constructed, then this circuitous route could be avoided. Hon.

Member Shri N.G. Ranga also made such a demand. He belonged to that Constituency once. Hon. Minister may, therefore, order a survey and consider the running of this shuttle from Katpadi to Arakkonam. This would not only add glory to the Hon. Minister but would also honour the veteran leader Prof. Ranja Ji.

The allocation made for Karur-Dindigul line is not sufficient. Increased allocation must be made for this new line. Yesterday also I received a letter from the Madurai Chamber of Commerce. They have pointed out that for this project only 4 crores have been allocated. This is a paltry allocation. This should be increased. This was the demand made in the letter also. This is the people's demand. The allocation made for the MRTS is also not sufficient. I have received many representation against this paltry allocation. Hon. Minister visits Madras several times. We welcome him always. In the same way, Hon. Minister should listen to our demands also. All necessary help must be done for Tamil Nadu. I hope Hon. Minister would not fail to consider my demands.

The Railway workmen have no grievances. Under the able leadership of the Hon. Minister, the railway employees are overwhelmingly happy. However, there are some categories of employees whose services have not been made permanent. I urge upon the Minister to make their services permanent.

Sir, kindly give me some more time. I spoke about your constituency for half-an-hour. Let me take some more time.

I conclude with the hope that the Hon. Minister will agree to one or two of my requests. I have been able to make within this short time.