

the wishes of the hon. Members will be placed before the Business Advisory Committee.

MR. DEPUTY-SPEAKER: Now, what about the Railway Budget discussion?

SHRI P. NAMGYAL: Sir, at 2.30 P.M. the hon. Minister for Railways will be replying to the debate on the Railway Budget. Upto 2.30 P.M. you can allow the hon. Members to speak.

MR. DEPUTY-SPEAKER: If hon. Members agree, we can dispense with the Lunch Hour break. Otherwise we cannot finish this item. If the House agrees, we can continue the discussion without Lunch break. I will allow only five minutes for each Member. Otherwise it will be impossible for me to finish this debate before 2.30 P.M. So, we will continue the debate and there will not be Lunch break today. The hon. Minister's reply is very important. I think you are willing to forego the Lunch break.

SOME HON. MEMBER: Yes, yes.

12.24 hrs.

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

[English]

MR. DEPUTY-SPEAKER: We will take up further General Discussion on the Budget (Railways) for 1989-90. Shri Uttam Rathod.

SHRI UTTAM RATHOD (Hingoli): Mr. Deputy-Speaker, Sir, I rise to express my views about the Railway Budget that has been presented to this House last week. Sir, since the time is short, I would first like to give bouquet of thanks for all that the hon. Minister has done for the development of Railways in the Marathwada region. I also thank him for introducing improvements in the signals of Adilabad-Mudkhed sections. Now, there are some points on which I would

like to place before the hon. Minister for his consideration. Sir, it is a fact and it has already been sounded by many hon. Members that the Plan allocations are very meagre. Whatever the plan outlay be, you should try to spend it also on the development of backward areas. Otherwise, you will have to correct the imbalances that have been caused in the past.

Sir, I am happy that the Railway Minister has put his soul and heart in the improvement of the working of the Railways and he has also taken the staff with him to improve the working of the Railways.

Sir, the Railway Minister had also suggested that some railway stations are being developed as model stations. It will satisfy his ego. But I want to bring to his notice one thing. What about the stations from Adilabad to Mudkhed where waiting rooms, station buildings and station quarters are all constructed of corrugated sheets—corrugated sheets to their north, south, west and east and over their head AC sheets? These stations have been in existence for the last 50 years. They were constructed in 1938-39. Even now they are the same. There is absolutely no improvement in the station buildings and staff quarters. I thought at least this year he will get some more funds for providing amenities for the station masters especially those who work in the backward regions, who have to stay away from their families. But it is unfortunate that this Railway budget does not take any cognizance of the station buildings, waiting rooms and staff quarters on the above sector. Here I have got some photographs and these photographs will convince you that these station buildings should be demolished and new station buildings should be constructed there.

For passenger amenities especially in South Central Railway, a meagre sum has been allotted. I do not know what happens to him when he allots money for model station buildings. He gives them sumptuous amounts and while providing improvements in the passenger facilities in backward ar-

[Sh. Uttam Rathod]

ees, he becomes most miserly. What is the reason? Does he not realise that the passenger travelling on a suburban line in a tribal area also pays the same fare as a passenger on the main line pays? Then why this differentiation? This reminds me of George Orwell's book, *Animal Farm*, where he states that all animals are born equal, but some are more equal than others. So also I think the Minister suggests that the people who are travelling on the main line are more equal than the people travelling in the backward areas. If it is not so, he must improve the lot of the passengers who travel in the tribal areas and the backward areas.

There are one or two minor things I would like to suggest. Firstly, I would like to suggest that platform shades on Mudkhed-Adilabad section and Purna-Khandwa section are essential. Then, railway reservation facilities for second class and first class for Ellora, Ajanta, Meenakshi and Panchavati are essential at Dharmabad, Umri, Kinwat, Islapur, Himayatnagar and Bhokar and a quota should be released from there. Even for ordinary things if I have to waste my time in the House, it will be very difficult for us to get our grievances redressed. I want the hon. Minister to be more liberal while giving these facilities to the people.

The passengers who travel from Marathwada to Bombay by Panchavati have to travel in double-decker Second class coaches. These coaches are such that one cannot carry more than a small hand-bag. What made you give these double-decker coaches for passengers coming from Marathwada, who carry luggages and foodgrains to Bombay? If you cannot give further coaches, at least two Second Class ordinary coaches should be reserved for Marathwada people.

Lastly, the Express train from Adilabad to Aurangabad is most essential. Many portions on this line are kuchha. Therefore, the whole track should be ballasted so that an Express Train can be started.

I once again thank the Railway Minister for all that he has done, especially the exemption that he has given in tariff.

The hon. Minister has written that it is for the rural people and the kisans. As far as fertilisers are concerned, I quite agree with that. But I do not think, fodder can be transported from a city to rural area. Please do not have high sounding words, high sounding caption. We would not be misled by them. You should do something really good for the poor people so that they can take the benefit of the Railways.

[*Translation*]

DR. G.S. RAJHANS (Jhanjharpur): Mr. Deputy-speaker, Sir, I want to raise 2-3 points. My problems are slightly different from those commonly found. I hope the hon. Minister does not misunderstand me. The performance of the Railway Ministry is most praiseworthy. Both hon. Shri Scindia and hon. Shri Mahabir Prasad are doing a good job. I meet hon. Shri. Mahabir Prasad off and on during my visits to my constituency. He is very particular about providing as many amenities to passengers as possible.

Our problem is of a different nature. We have been subjected to injustice. I am not asking for a new line or a new train. Railway lines had been laid between Samastipur and Darbhanga. Then came a Railway Minister who ordered those lines to be dismantled and relaid them in his own constituency. I request this august House to form a Committee to go into the reasons why a particular area was subjected to this injustice. Can a Minister order the dismantling of a railway line only to get it relaid in his own constituency? This is nothing but plain injustice and calls for remedial measures to be taken. This does not mean that railway lines in some other region should be dismantled to make up the loss of the railway line between Samastipur and Darbhanga. Instead I want a new broad gauge line to be constructed between Samastipur and Darbhanga.

As I have repeatedly said in this august

House, ours is a one-point programme. As long as I am a Member of this august House I shall include this point in all discussions on railways. Absence of a broad gauge line is hampering the development of that region.

I have talked to several industrialists and I have been told that they are prepared to set up industries over there because the raw material is readily available. But they are sceptical about the transportation of raw material and finished goods. The Planning Commission should be consulted again if need be and this railway line must be laid.

Those who know something about transport economics are aware that in a welfare State some regions gain while some other regions lose. Since ours is a welfare State, at least this should be done to benefit lakhs of people.

I request the hon. Minister to give an assurance in his reply that the injustice to which we have been subjected will be removed.

If industries are set up over there it will prevent people of Mithila from migrating to Delhi in search of livelihood. Lack of a broad gauge line is the only obstacle in setting up industries over there. The hon. Minister should seriously think over this lest we see the 'law of the jungle' prevailing in our country. Then every new Minister will have the liberty to favour his own region at the cost of another region. This will lead to a chaotic situation as regional favouritism results in lopsided development of the country. Maximum attention should be paid to this aspect.

The past few years have seen the state of Bihar being neglected. Although Bihar has not been totally neglected, as both the hon. Ministers have worked very hard. The railway track in North Bihar which was breached during the floods of 1987 was restored. In a number of other aspects Bihar still remains backward. The area from Sakriya to Hasnampur has been surveyed and the Bihar Government has allotted land for the railway track but work has not started yet. Since the

last two years there is talk of constructing a railway bridge in Patna. We have yet to see the foundation of the bridge being laid. The Jamalpur Workshop is being closed in phases. The manufacture of railway engines is being stopped there. No fresh recruitments are being made in place of those who are retiring.

Members from both Bihar and Uttar Pradesh have raised the matter of the Chitauni-Bag-ha railway bridge. Shrimati Indira Gandhi laid the foundation stone of this bridge. I request the Government to attend to the construction of this bridge.

The timings of the Magadh Express should be changed. The departure time of this train should be 5.45 in the evening from both Patna and Delhi. This train should be separated from the Vikramshila Express. A new train has been introduced between Saharsa and Sonapur. 30 Lakh people who want to travel to South Bihar cannot do so.

I thank you for framing a good budget and hope that special attention would be paid to the problems raised by hon. Members of Parliament.

KUMARI MAMATA BANERJEE (Jadavpur): Mr. Deputy Speaker Sir, I express my support for the Railway Budget. Two-three problems affecting my constituency have been solved by the hon. Rail Minister. For this we are thankful to him. The Railway Ministry deserves to be congratulated for its good performance. I request the hon. Minister to clear the pending projects in West Bengal. One is the 'Lakhikantpur Namkhana' project for which Rs. 35 crores are needed. The second is the Dighatpalukh railway project; the third is the Balughat railway project which would cost Rs. 1 lakh; the fourth is the Barasaat-Barrackpore double line project. The Government has given a commitment in respect of these projects. May I know how much time will be taken to complete these projects?

Nobody from our Party has come as an

[Kumari Mamata Banerjee]

M.P. from Tripura. So I want to say something about Tripura also. The Government had given a commitment towards the completion of the Barasaat-Barrackpore railway line. But that project is yet to be completed. The Government should fulfill its commitments. As time is short I shall try to be as brief as possible. I know that the hon. Deputy Speaker would now ring the bell. Before he does it I would like to conclude.

I want to say something on the casual labour and ticket-checker volunteers appointed by hon. Shri Ghani Khan. The High Court and the Supreme Court has given a judgement in their favour. Why is that judgement not being accepted? Persons whose names appear in the panel should be recruited. How long will this problem last?

It is regrettable that during the recent 'Rasta-Roko' agitation in Kanpur 100 trains were cancelled. No information was given regarding the Howrah-Delhi Express. I was coming by the Rajdhani Express to attend the Parliament Session in Delhi. The train was late by 10 hours on that day.

No train was available for 4 to 5 days together. He resorted to this measure to avert the situation created by the strike of the workers of a particular mill. Of course, we have sympathy for mill workers. But no measures were taken to fight the strike of the workers in Kanpur which continued for 5 days. Our state is also confronting similar situation. A number of industries have been closed, as a result of which a large number of people have been rendered unemployed. If we also adopt the same method to get our demands accepted, what action will be taken. There should be one law for all the states. I would also like to make it known to him that if our industries are not reopened, and our volunteers are not recruited, 'Rail Roko' agitation will be started in our area. On the one hand no unemployed youth is recruited in railway on our recommendations, on the other recruitments made through Railway service Commission are not done

on merits. As I am not well versed in Hindi language, I may find a bit difficulty in making my points clear. Any how, I am trying my best because most of the Members understand the language. If the Government get the matter enquired into, it would become evident that candidates are not recruited on the basis of merit, rather the concerned authorities make recruitment by taking illegal gratifications, as a result of which deserving candidates are ignored. A number of notified vacancies are lying vacant in railways. Recruitments should be made. This will provide employment to a large number of youths.

I hope the hon. Minister will must pay adequate attention to my last point. Shri Amal Dutta, the Chairman of the PAC said in a press conference a few days ago that the Central Government was not capable to complete the work of Metro railway. I have not gone through the report. I have already given the privilege notice... (*Interruptions*)...

KUMARI MAMATA BANERJEE: Hon. Minister will positively have to make it clear whether the Government is aware of the report which has been published. He should make a statement in the House in this regard. Though I do not intend to speak extensively but I advocate the demands of Bengal. The eastern region has been neglected in the Railway Budget. The Government will have to give special consideration to the eastern region of Bengal, Orissa and Bihar. Moreover, adequate attention should be paid to provide amenities in trains as also punctuality in running of trains should be ensured. Airlines and railways are vying with each other in the matter of not observing punctuality. In the circumstances, passengers hardly feel secure that they would reach their destination in time.

I would not like to go in details but I would like the Ministry of Railways to take due attention to those points. There are numerous problems but he is taking steps to solve them.

[English]

SHRIMATI BASAVARAJESWARI (Bellary): Mr. Deputy-Speaker, Sir, at the outset, I would like to congratulate the hon. Minister for having presented a surplus Budget. I also thank the hon. Minister on the floor of this House for having introduced a new daily train between Karnataka and Delhi covering Karnataka. So I also thank the Minister for having introduced new train from Bijapur to Guntakal. The name of that Express Train has not been given till now. I would request the hon. Minister on the floor of this House to name such an Express Train after Shri Basava or Shri Chalukya. Shri Basava was a great social reformer and was known throughout Andhra Pradesh and Karnataka. Therefore, that would have been a very suitable name. Further, I would request the hon. Minister to convert that Express Train into a passenger train because it is not going to serve the objectives that we have in mind.

I would again thank the hon. Minister for having given 50 per cent concession in railway fares for the farmers who come to see the National Agricultural Fair to be held in Delhi on 24th onwards. I would request the hon. Minister once again that wherever the farmers are in large numbers, some special trains may be introduced on the request made by the farmers.

I will now come to some of the problems of my constituency. Bellary Station has been converted into a Model Station. The Plans are ready. Tenders have been fixed. But work has not yet started. I would request the hon. Minister that it should be started as early as possible.

Regarding the Broad-Gauge platform, there is no shelter till now. Since summer is coming, I would request the Railway Department to see that shelter is put up immediately with drinking water facility and also with lighting arrangement. If it is not going to be put during this summer, the passengers will be put to a lot of hardships.

Bellary Station is a very big station. It is a junction as on date. Many persons including the railway employees are staying there. They are facing a drinking water problem. We have been representing to the State Government to give us sufficient water. But as on date, the urban water supply people have not been able to provide extra water. Whatever has been given that was given long back. There is very much demand for it. There is a proposal before the Railway Department that water should be drawn from the nearest *Nallah* at a cost of Rs. 2 crores. If this is done, I feel, this will augment the water supply which will really be a help to the staff who are staying in the railway station.

As far as godowns are concerned, there are no lighting arrangement. It is not possible for the contractors to take the goods within the stipulated time. During night hours, if there is no light, there is every chance of missing the property. It is not possible for the contractors to remove the entire goods which has arrived at the godowns, within the stipulated time. Wherever such godowns are there, light should be provided. Contractors are demanding about it everyday. Therefore, light should be provided in the godowns and also good roads should be made which will help goods move in the godowns.

I came to know that there is some discomfort between Group 'A' and Group 'B' officers who have been directly recruited. That should not be the case. I have found that the entire department works as a team. There seems to be lot of cooperation between department to department. There is some discomfort in the Group 'B' officers who are working at the grassroot level. Therefore, I would request the Government to take care of the poor officers belonging to Group 'B' who have been working since a long time.

I will come to demands of my constituency. There was a proposal to link Harihar Kottur line. This is a half-completed line. I am not asking for a new line. I have been asking for completion of the existing line. Here, I

[Smt. Basavarajeswari]

would like to make a suggestion. I come from an area where there is lot of excavation of minerals like Magnete and iron ore. Lot of iron ore is being sent through Madras port. This is very discipline for the railways to take the entire production of minerals to Madras. So many countries have come forward to take the entire ore which we are producing. In that case, I don't think the existing set up of shifting ores from Hospet to Madras is sufficient. If this line is going to be completed, that is Harihar Kottur line, I think, we can divert the portion of the ore to Mangalore port. Mangalore Port has already become a very busy centre. Most of the goods which we are importing from various countries, is being received at Mangalore port and the rest of it is received at Madras. Madras port is already over-loaded. I would request - from an economical point of view - that this link should be completed to see that portion of ore which is produced in the Hospet area is diverted to Mangalore Port by completing this Harihar Kottur line. Therefore, I would like the Railway Department to have a dialogue with the MMTC which is the channalising agency.

Many Members have demanded about the Chitradurga Raydurga line. I come from an area which is very near to Raydurga. There is no news of completing this railway line. I request that this should be connected to Bellary. There is already a metre gauge line connecting Raydurga to Bellary. The same line should be extended up to Bellary. That will serve the purpose. The Minister has stated that it is very difficult to provide sufficient funds for the early completion of the Chitradurga Raydurga line. On the Floor of the House, I would request the hon. Minister that at the time of presenting supplementary demands, he could provide for more funds for the early completion of the line, as also for the conversion of the Mysore Bangalore line.

I have been told that there is going to be a direct train between Varanasi and Tirupathi. I think, it is a good venture because both of these places are pilgrim centres. I wel-

come this. While doing so, I have been told that this train will go via Vijaywada. Probably, thinking that the Guntakal line is busy, they might have diverted it from Vijayawada. But the people of Northern Karnataka and also from Rayalseema area are insisting that at least on one or two days, the train should be diverted via Guntakal so that they can also enjoy the facility of seeing both the pilgrim centres - Varanasi and Tirupathi - one in the North and one in the South. This is my sincere suggestion.

Regarding protection forces, more and more protection forces should be provided so that more protection is given to the passengers.

While doing so we must give preference to the ladies compartments. Some more ladies should be taken in the Department and those women should be trained as commandos so that they can look after the passenger amenities and benefits.

Sabotage in the Railways is increasing everyday. With the cooperation of the State Governments the system has to be strengthened and the incidents of sabotage should be reduced to the minimum. Amenities for the passengers should be looked after.

A regards amenities to the railway staff I request that more and more amenities should be provided for the staff who are working all the time. Drinking water, service conditions, housing facility, lighting arrangements and other facilities should be made available to them.

With these words I thank the Hon. Deputy Speaker for having given me this opportunity to speak.

SHRI SRIBALLAV PANIGRAHI (Deogarh): Mr. Deputy Speaker Sir, at the outset I congratulate both the Railway Ministers for having presented a good budget. When I say good budget, from the overall point of view and national point of view it is a good budget. There are several welcome features in the budget. I will not enumerate them because

there is no time.

I will switch over to my demands now. We in Orissa have reasons to feel aggrieved. We have reasons for our discontentment. Orissa, as you know, is quite backward. I need not mention Orissa's backwardness; everybody knows it by now in this House. In the field of Railways when the national average is 18 route kilometres per one thousand km area, in the case of Orissa it is as low as 11 or 12. It is even more backward than Madhya Pradesh. I would say that the special type of treatment which is sought for to fight out backwardness in Orissa is somewhat lacking in this budget. With all humility I will bring to the notice of the Hon. Deputy Minister who is here and through him convey to the State Minister of Railways to try to have a special type of treatment towards Orissa.

The headquarters of south-eastern railways is in Garden Reach, Calcutta. In Calcutta what happened is that there are more than two headquarters of Railway Zones. What is the justification? At least there should be a separate zone created comprising of the entire Orissa, part of Madhya Pradesh, part of Bihar and part of Andhra Pradesh with its headquarters at a suitable place in Western Orissa which is the central place.

About Sambalpur Division, we are getting a raw deal from the Garden Reach, South-eastern Railway Headquarters. I am stating this emphatically. I have no time to illustrate this. Sambalpur is a new division created. Its foundation stone was laid by none other than the present Prime Minister. Whatever stipulation was there in respect of timing of completion and in respect of its jurisdiction; everything is now deviated. The stipulation, the declaration that was there should be stuck to; that should be followed and the 1985 declaration about jurisdiction should be stuck to.

What is the meaning of having a Division at the Sambalpur with Jharsuguda, Brajrajnagar and Belpahar and Rourkela

etc, coming under the jurisdiction of Bilsapur and Chakardharpur Divisions. It is fantastic. It is a farce. It is meaningless. An allocation of Rs. 12 lakhs has been made for Sambalpur Division. It is retrograde step. Last year we had Rs. 90 lakhs. So this amount should be enhanced. Sambalpur-Talcher line is a very important line from national point of view. It should be expedited. More funds should be allotted and work should start from both the ends, viz., Talcher and Sambalpur as declared by the then Railway Minister at the foundation laying function. Jagpura-Banspani line should also be taken up and Raygada Koraput railway line should be completed soon.

I know when the hon. Minister will reply he will make a reference that Rs. 80 crores have been provided for this Raiguda-Koraput railway line and, as such, we are not neglecting Orissa. But this does not hold good. I again say such allocation has been prompted by national compulsions. One steel mill is being completed at Vizag and NALCO at Damanjori. The completion of this line is very essential for these two projects. Further there should be set-up a rail factory at Jharsuguda.

As regards survey a new line should come between Bargarh Raipur. It is very important to remove congestion on other important lines. Survey in respect of Khurda Bolangir needs to be expedited. The matter of conversion of small and narrow gauge lines to broad gauge in some parts of Orissa like Balasore and Mayurbhunj should be looked into.

Several trains were withdrawn in Orissa. We were anxiously and hopefully waiting that some new trains will be introduced and there will also be restoration of earlier withdrawn trains. Although 15 new express trains have been introduced in the country yet we have got none. There should be a fast express train between western Orissa to New Delhi. Ever since my entry into Lok Sabha I have been fighting that some bogies for Banaras and Allahabad be attached to some convenient train from west-

[Sh. Sriballav Panigrahi]

ern Orissa. There should be some provision for such bogies to be attached to Sarnath Express at Bilaspur.

I am constrained to observe that in the matter of passenger amenities like platforms, stations, etc. particularly in respect of western Orissa it is awful. Sambalpur, Jharsuguda, Belpahar and Talcher should be made model stations with good platforms and reservation facilities. A coal siding is to be constructed by the railways at Belpahar. Money had been deposited by the Coal India long back with the Railways but the work is not picking up. As a result there is environmental pollution. Passenger trains should be given preference over goods trains. Punctuality should be maintained. Only in some important trains punctuality is ensured whereas by and large in the trains running in our area the punctuality is not being maintained. There should be cleanliness and provision of drinking water. High officials and even Ministers should sometimes have surprise checks. Suggestions made by the MPs should be looked into by the Minister personally. At present we get traditional replies that the matter is being looked into.

MR. DEPUTY SPEAKER: Please conclude now.

SHRI SRIBALLAV PANIGRAHI: Railways being the lifeline and very important for our national economy more money should be allotted by the Planning Commission to the Railways. I again wish the Ministers well and welcome the budget from an overall point of view and at the same I give vent to the feelings and dis-contentment of Orissa people with an appeal to the Minister to do justice to Orissa in order to fight out its backwardness.

13.00 hrs

[Translation]

SHRI AKHTAR HASAN (Kairana): Mr. Deputy Speaker, Sir, through you, I support

the Railway Budget and thank the hon. Minister for presenting a good budget. A number of concessions have been given which include 25 per cent concession in fares to the persons above the age of 65 years. Women and sportsmen have also been given concessions.

13.01 hrs.

[SHRIMATI BASAVARAJESWARI *in the Chair*]

Besides, I would like to draw the attention of the hon. Minister towards some minor problems about my area. There are two trains for Delhi from my area, one runs between Delhi and Saharanpur via Shamali and the other between Delhi-Saharanpur via Muzaffarnagar. These problems are very trivial and do not involve much expenditure and the hon. Minister is requested to pay attention to them. All window panes of the compartments of the train which runs between Delhi-Saharanpur via Shamali are broken due to inactiveness of police on duty. Attention be paid to it. Secondly, an Express train be introduced on this line.

The second point which I would like to make is this. There is a Sugar Mill in Shamali. When this mill starts functioning, traffic gets jammed there and makes it very difficult for other vehicles to cross the road smoothly and I have also written several times to the concerned authorities to construct an overbridge there, no action has been taken. The buses coming from Dehradun, Roorkee, Muzaffarnagar for Delhi and Haryana pass through this point when the mill starts functioning, it becomes very difficult for traffic to move. In view of the circumstances referred to above, construction of an overbridge is imperative.

Secondly, all the level crossings there are unmanned which cause a number of accidents. In this regard, I would like to make a special reference to my own area Elam. Population of Elam is spread along both sides of the railway lines and the people have to cross the railway line to go from one

side to other throughout the day and night. All the three level crossings in that area are unmanned. The Government should take measures to make these level crossings manned.

Hundreds of villages are situated between Muzaffarnagar and Guhana along the Delhi-Saharanpur via Muzaffarnagar railway line. Only one railway crossing has been provided to cater to the needs of those villages. The people of these villages have to make rounds of 12 to 14 kms to carry their sugar canes to the sugar mill. The hon. Minister is requested to provide an additional railway crossing at Barkali Malira for which all the people, specially cultivators would be highly grateful to the hon. Minister and the farmers will wish godspeed for him for this as they would be relieved from the burden of making rounds of the 15-20 km. Survey has already been conducted in this regard.

I have put before you certain problems of my constituency and hope that they would be solved.

SHRI R.S. KHIRHAR(Sitamardi): Sir, I support the Budget presented by the hon. Minister of Railways. Railways Budget is a hallmark of the commendable performance achieved by the railway staff and the Railway Minister during the last few years. This budget has received praise from almost all sections of people for which credit goes to the hon. Minister. I also extend my thanks to hon. Ministers and the Railway employees for their magnificent achievements. I also support the Budget.

In the present Budget fares have not been increased besides, many concessions have been given to the different sections of people. The deserving persons have been given concession. This is a welcome step. In so far as allocation of funds for various regions is concerned, Bihar has been meted out step motherly treatment in this Budget. I would like to make a mention of North Eastern Railway whose jurisdiction extends to the border area of the country and Bihar State. I would like to state how shabby treat-

ment has been meted to North-Eastern Railway, which is of strategic importance and which divides the border between Nepal and India. The proposal of constructing broad-gauge line between Narkatiaganj and Darbhanga has been dropped and so is the case with the laying of a new railway line between Sitamarhi and Muzaffarnagar for which survey was being undertaken. This is a sheer injustice to the people of that area.

We the Members belonging to Congress Party have been making a constant demand to complete the construction of Bagaha-Chhitauni bridge which has become a matter of prestige for us. Our popular leader Shrimati Indira Gandhi had laid the foundation stone of it. But provision for construction of said bridge has not been made in this year Budget.

As the father of the Nation Mahatma Gandhi preached for resorting to fast unto death and satyagraha for achieving political ends, I would like to call the Members of Parliament from Uttar Pradesh and Bihar to sit on Dharana and fast and stage demonstration in front of the Ministry of Railways for construction of Bagaha-Chhitauni bridge. I applaud the work accomplished by the Railway department and support the Budget.

SHRI KAMMODILAL JATAV(Morena): Madam Chairman, first of all I congratulate the hon. Minister of Railways Shri Madhav Rao Scindia and Shri Mahabir Prasad. They have won laurels not only in own country but all over the world. The hon. Minister and the railway staff deserve congratulations in this regard. Previously, a large number of passengers used to travel on the roof of trains due to shortage of trains. About ten years ago, a large number of passengers travelling on the roof of a train destined for Govardhan from Gwalior died in a accident near Mathura which occurred due to low level of the bridge. But the situation has changed now. The Railways have succeeded in providing adequate facilities to enable the people to travel safely in the trains. Shatabadi Express has been started from Delhi to Bhopal and another will soon be started from Delhi to

[Sh. Kammodilal Jatav]

Kanpur. Railway employees deserve to be appreciated for this 25 per cent fare concession has been given to the old people above the age of 65 years which is worth appreciating. Recently Shri Scindia visited my constituency and had directed to conduct a survey for the conversion of metre-gauge line into broad-gauge line between Gwalior and Sopur and agreed to extend it up to Kota. He deserves congratulations for this.

I would like to submit that the construction of railway line from Jaura to Morena, Ambah, Ater, Fooph in my constituency has not been sanctioned so far although survey has already been conducted. From Morena, I have to go there by bus. I would request that as the metre gauge line of Gwalior-Sheopur will be converted into broad gauge line, Morena, Ambah, Ater and Fooph should be linked with Jaura through a metre gauge line so that the people of my constituency are benefited. There should be a halt station near Sikrauda between Morena and Agra, where passengers trains may stop. This will be of great benefit to the people residing there. Similarly, a station should be constructed at Bhatpura on the Gwalior-Sheopur metre gauge line for the convenience of the local people. With these words, I thank you for giving me time for expressing my views.

[English]

SHRI ANANTA PRASAD SETHI (Bhadrak): Madam, I support the Railway Budget and congratulate the Minister and the Ministry for the improvement of the Indian Railways. As the time is very short, I will not go into different aspects of the Budget. I will come straight to the problems faced by my State.

Madam, as you know, since the time I have joined as a Member of Parliament, myself and my colleagues from Orissa have been raising the same issues and till today we are raising the same issues. My colleagues from Orissa have spoken about the

grievances of the people of Orissa.

I would like to refer to the issue regarding the completion of Samualpur-Tulcher Railway Line which is the most economically viable project. I would also like to refer about the setting of South Eastern Railway Headquarter in Orissa. It is the unanimous decision of the people of Orissa. There was a unanimous decision in the Assembly that this headquarter should be shifted from Calcutta to Bhubaneswar. I would like to say that if it is not possible to shift the head office some other divisional office should be set up there.

Now, I come to the question of recruitment of educated youths from Orissa in the South-eastern railways. Why I am saying this is because if you go to any Station in Orissa you will find that the majority of the employees there are non-Oriyas. You will find a very few Oriya employees, may be 5 per cent. They don't get the chance to get employment in the South-eastern railways. They are not being treated properly. At the all-India level when there is UPSC examination, you will find that the educated youth from Orissa are competing well and they are being recruited in the services in more number but in the South-eastern railways they are not getting the chance. In this connection, I also support what Kumari Mamta Banerjee has said and I would request the Hon. Minister to see that at least the educated youth from Orissa should be recruited in the South-eastern railways.

The other point is that Balasore should be taken as one of the model station because it is industrially coming up very rapidly. Balasore is also important otherwise because of the defence project and also because of the most sensible NTR project. I think in the near future Balasore would be the biggest Metropolitan city. That is why I urge and demand the Hon. Minister to see that Balasore should be taken up as one of the model stations, if not in the 7th Plan at least in the 8th Plan.

Another point to which I would like to

draw the attention of the Hon. Minister is regarding the provision of an over-bridge at Randhia between Baudhpur and Bhadrak. It should be given due consideration.

I would like to highlight another important matter regarding the foot-over bridge at Ranital railway station. Ever since I joined the Parliament, I have written so many letters to this effect but this project has still not come up. I am sure the Hon. Minister will issue the necessary direction in this regard.

Another problem which I would like to highlight in regarding the new railway line, i.e. the Khurda-Balangire. I would like to state that this is the line which passes through the backward district of the State where there is not even an inch of the railway line. Percentage wise the State of Orissa has much less railway line when compared to the country as a whole. This State needs to be given priority in respect of the railway lines.

There is another problem which is created by the withdrawal of certain-trains which had been running since the pre-independence days. These trains should be restored. We have already discussed this with the Hon. Minister. I think, both the Ministers are now convinced that injustice has been done. So, I request the Hon. Minister to see that those trains are restored and the timings of the trains also should be rescheduled in such a manner that the passengers get the privilege or the opportunity to travel in these trains at proper time.

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

[*Translation*]

SHRI YOGESHWAR PRASAD YOGESH (Chatra): Madam Chairman, I would like to congratulate the hon. Minister of Railways and the hon. Deputy Minister of Railways for a very good Budget presented this year as well and it has a good effect in the country. It has been acclaimed by all and sundry. The achievements should be

viewed in the particular context of praise of the working of Railways even by the opposition. Railways link one corner with the other corner of the country and people from all walks of life are affected by it and quite naturally have their own expectations from it. It is very difficult to fulfil all the expectations, but we feel that the hon. Minister of Railways has devoted himself sincerely to the task of augmenting the capacity. However, he is unable to secure adequate funds required for the purpose. Since, I have got very limited time. I would confine myself to the points relating to my state only. The views expressed by the hon. Members from Bihar in regard to their State are genuine. I would like to refer to other points. Attention should be paid to the schemes, which have been pending for the last forty years. Take the case of line from Patna to Gaya. Both these places are known the world over and have their own significance. Special consideration should be shown to the second capital of a state in the matter of railway facilities as is the case with Burdwan from where trains are available for Calcutta every 5 minutes. For the last 40 years, there is a demand for converting Gaya-Patna line into double line, but it is still pending with the Ministry of Railways. I have consistently repeated this demand in the House. Now, I have been informed that in the priority list, this line is placed ninth. I do not know when this line will be doubled, as I find that there is no change in the situation. I think that Bihar is being neglected in this way. I would request the hon. Minister to concentrate on Bihar now, as other States have been already allocated large funds in the past. There are huge deposits of coal and minerals in Chhota-Nagpur, Dhanbad and Hazaribagh. With a view to ease pressure on the Grand Trunk line and at the same time to speed up the supply of goods to other parts of the country, double railway line from Gomoh to Dehri-On-Sone via Barkakhana was conceived. That line is very important for the development of the country through railways. The construction of double line from Daltonganj to Dehri-On-Sone should be completed expeditiously, which is pending for the last two decades and work on it is proceeding at snail's pace.

[Sh. Yogeshwar Prasad Yogesh]

I would like to draw the attention of the hon. Minister towards Mughalsarai-Gaya passenger train, which remains stationed in Gaya for 1-1/2 hours before leaving on its return journey. If this passenger train is extended upto Gomoh, on one hand it will mean more revenue to the railways and on the other, people of backward areas will be benefited by it. I would urge upon the hon. Minister to see that it is done, as it has double benefits.

Gaya is an important place of Bihar. Apart from being my constituency, it is also the area of many hon. Members of Parliament 81 UP/82 DN express runs via Gaya thrice a week and on two days, it runs via Patna. In this way, it is beneficial to neither Patna nor Gaya. Many new trains among the newly introduced trains touch Patna but the demand of the residents of Gaya is still unfulfilled. I, therefore, request that 81 UP and 82 DN should be run via Gaya on 5 days in a week. I want the hon. Minister to note down my demand. People will be benefited by it and a long standing demand will be fulfilled Chhota Nagpur is a tribal and backward area. Efforts have been going on for a long time to bring Hazaribagh on the railway map. All the hon. Ministers of Railways were sympathetic to link Hazaribagh with Gaya but this scheme remained on paper only and no headway was made in its implementation. I would request the hon. Minister of Railways to bring Chhota-Nagpur and Hazaribagh on the rail map, which will benefit areas of Orissa and Madhya Pradesh as well. Efforts should be made to run a train between Hazaribagh and Gaya via Chatra.

CH. LACHCHI RAM (Jalaun): Madam Chairman, I rise to support the commendable Budget presented by the hon. Minister of Railways. Yesterday, You fixed a time limit, so I will highlight the points concerning my constituency only.

Madam, I have been elected from the backward region of Jalaun-Garautha area of Bundelkhand. My area is served by the

Central Railway. There is a long standing demand to double this line from Kanpur to Jhansi. At present, 7 passenger and 2 goods trains are running on that Line. Thus nine trains are already running on this line. Recently the hon. Minister has announced introduction of two more trains but the railway line remains single. I repeat the old demand that this line should be doubled, so that late running of trains is avoided.

Madam, last year, two trains were introduced in my region. People of my area had urged for halt of these trains, going to Cochin and Bombay but without response. Even a hunger strike by the people of the region had no effect. I request that the two new trains being introduced for Madras and Hyderabad should stop at Orai station. Orai is a big station under district Jalaun. There are many industries. This is a big grain market and officials and passengers have to visit this place. So, these two trains should be provided halt at Orai station. Besides, 6 11nd class sleeper berths and 4 1st class sleeper berths should be allotted for reservation from Orai station.

Madam, one part of my constituency comprising of Gursarai and Garautha is surrounded by rivers. During the monsoon, this area is badly hit. Due to inundation, the farmers are not able to move their produce such as grain, pulses, oilseeds etc. and have to sell it at throwaway prices. Therefore, a railway line should be laid from Mauranipur to Orai via Gursarai and Kotra. I have been demanding this railway line for the last three years, but no survey has been conducted so far. I request you again to conduct the survey.

Madam, due to the shortage of place in the godown at Orai station, rakes of grains of F.C.I. have to face difficulties. So the godown should be expanded. Besides, the station should be modernised, as it is a big station on this line and the platform should be cemented and shed should be built.

Madam, a national highway passes near our station and remains crowded, as

there is no over-bridge on it. With the arrival and departure of trains, it becomes difficult to cross over. It is, therefore, necessary to build an over-bridge there.

Madam, Konchate branch line should be linked with Gwalior. By connecting it with Gwalior, both the parts will have uniform traffic facilities. The river Pehju flows between the two parts and the crops cultivated on the other side of this river sells at throw away prices. If this line is completed, it will benefit the farmers of this region.

I would like to submit to the hon. Minister that my demands have been long standing and I have requested about it even two three times before this occasion but I have got no response and there was no mention of it even in the reply of the hon. Minister. I would like to request you to make a mention of it in your reply as to what steps are being taken in regard to my demands.

SHRI SHANTI DHARIWAL (Kota): Mr. Chairman, Sir, I support the Railway Budget and thank the hon. State Minister of Railways, the Deputy Minister of Railways and the Railway Ministry for the progress made by the Railways in our country and hope that it will continue do so in future as well under your leadership.

I have been elected from Kota in Rajasthan. I thank the hon. Minister also for mentioning in his address that the Chittor-Kota railway line will be completed by March. I hope that he will again ascertain it that this line is completed by March and it is opened for traffic in April. I also thank him for this appreciable and expeditious work of this line which has been constructed in a very short period of time.

Apart from this, I want to make some minor submissions. One is regarding the introduction of a new train from Kota to Delhi or Bombay to Delhi and another is regarding the heavy rush of traffic at Kota about which I will submit later. If the hon. Minister carefully listens to the minor matters which are being raised by me, then perhaps he will be

able to solve all the problems quite easily and we will also feel satisfied.

The Dehradun Express runs between Bombay and Delhi. This train starts from Bombay, but the first class bogie is attached to it, at Kota and a second class A.C. sleeper bogie is never attached to it. I want to make a request that a second class A.C. sleeper bogie should be provided in this train because it starts at 8.00 p.m. from Kota and reaches Delhi at 6.00 hrs. in the morning. This is very essential for the convenience of the passengers. When you are providing 70 or 80 two-tier A.C. sleeper coaches in various trains in the country, you should provide one bogie in this train as well.

Kota is an industrial town of Rajasthan. It has a population of 5 or 6 lakhs. There are several big industries located here. There is also an atomic power station, a fertiliser unit, and several other industries in which crores of rupees have been invested and a substantial number of labour force is engaged. Kota is an old railway station which has got its historical significance but you have not included it in the list of those stations which are to be converted into modern stations. I want to marked request that it may be developed as a model station.

Lakheri town has a population of 30-35 thousand and a cement factory is also located there but on the railway platform of this town, no shed has been provided here. I have written many times in this regard and you have also replied that it has been included in the Budget of 1989-90. The construction of such sheds should be undertaken immediately and should be completed before the onset of monsoons. I have received the reply of the hon. Minister which states that it has been included in the current year's Budget. However, this work is completed before the onset of rains, it can be useful during the rainy season.

The Chambal river flows through Kota and on which there is a very old bridge. The Bombay-Delhi line has been doubled but the same could not be done at the Chambal

[Sh. Shanti Dhariwal]

bridge section. It was stated that a separate bridge will have to be constructed for this purpose. I have written to the hon. Minister that at this point a 2 feet wide bridge should be got constructed to provide a cross over for those 50 villages which are situated at the other side of the river and at present the residents of these villages have to take a round of 15 kms. to reach Kota railway station. If this bridge is provided here, they will be saved from going round a distance of 15 km. as the proposed bridge will reduce the distance to one and a half kms. which these people can cover easily on foot. In the reply which I have received, it has been stated that a second line will be laid on this bridge. But I want to submit that the present bridge is so narrow that a second line cannot be laid here. These are the kind of irrelevant replies being given. I want to request the hon. Minister to take action against the persons who prepare such replies. At the moment, a 2 feet wide bridge on both the sides of this bridge will make it convenient for the people. How can a second line be laid on this bridge? A separate bridge shall have to be constructed for this purpose. Even if the width of old bridge is increased by a mere one and a half ft., it will make it very convenient for the residents of those 50 villages to walk on foot to the other side of the river.

You are of course, aware that there are a number of industries in Kota. It is the biggest industrial town of Rajasthan. Thousands of people have been going to Delhi and Bombay. Whatever trains are running on this line, for example, the Rajdhani Express, Deluxe, Sarvodaya, Jammu-Tawi, Janata Express etc. the reservation quota in all of them for Kota is almost nil. Therefore, a new train should be introduced from there. Even if the entire Railway Ministry is transferred to Madhya Pradesh, we shall have no objections to it. But we should be given our due. Malwa Express running between Indore and New Delhi should run via Kota. With it, the people who are unable to get a direct train for Delhi and Bombay would be able to reach Delhi at least by this train.

A new train should be started from Bina because the train operating between Bina and Kota functions just like a goods train. It is essential to ensure rapid clearance of passenger traffic there. Besides, a new train should be introduced between Bina and New Delhi via Kota. If this is also not possible, a new train should be introduced between Ratlam and Delhi. Dehradun Express also operates on this route. All the trains operating on that route are quite useless. Their services are utilised only for going to Delhi and Bombay. Trains are not properly available from Ratlam-Sawai Madhopur and Bharatpur for Delhi. Only Dehradun Express operates on this line and even in this train, you have provided only 3 coaches for Kota. Only 150 people can be adjusted in those coaches. When we write to you in this regard, your pet reply comes that tickets are left unsold. As per my information, there are always 100 or 150 people on the waitinglist. If hon. Shri Scindia does not want to introduce a new train, he should at least stop doing gross injustice at the cost of others.

The new train introduced to run between Ujjain and Dehradun should be diverted via Kota. Instead of going via Kota it is going via Bina. There are a number of trains from Bina for Delhi. If the new train introduced on Ujjain-Dehradun route had been diverted via Kota and Guna, it would have been more beneficial. So many trains have been provided for Gwalior that proportionate number of passengers will not be available there, some or the other train should be provided between Kota and Delhi. Either the new trains which have been introduced should be diverted via this place or the Malwa Express should be diverted via Kota. Unless you make these arrangements, the demand of the people will be persistent which will also give rise to resentment among them and whatever welfare measures you have been taking, will become meaningless.

The Kota-Chittorgarh railway line should be extended upto Bina. This will reduce the pressure of traffic on the Bina-Kota route substantially. If it is extended up

to Bina, it will be substantially useful.

I thank you for giving me an opportunity to speak.

[English]

SHRI THAMPAN THOMAS (Mavelikara): This Budget will increase inflation. According to the estimate given, the increased rate of the tariff will have a big reflection on the prices of the essential commodities. Secondly, I feel that, this Budget is just like tying a horse behind the cart; it stands in the way of progress; there is nothing. After spending about Rs. 9000 crores in the railways, they have not been able to increase employment generation potential. If any public undertaking has to be developed by spending money that is Railways, because the Railways can create employment generation. Instead of that, here what happened is that 18 lakh workers who were available got reduced to 14 1/2 lakhs which means it is not developing. If there is an iota of development there should be more employment opportunities and the number of employees who were available in comparison with the previous year, year it should have increased.

Also I look at this budget and find that that there is a regional bias in it. The whole of South is neglected and nothing is mentioned in this Budget at all. The city named Bangalore, which is Garden City of India is not even mentioned. Even a single train from Madras, Cochin, Trivandrum or Mangalore or any train going to South is mentioned. I find there is no new scheme at all. There were umpteen demands before the Government to introduce a new service, and lines to be constructed.

Madam Chairman will know that from Mysore to Cochin via Nelambur there is a short cut crossing the hill. If a railway line is constructed do you know how many hours can be saved to reach Bangalore from the southern side? Now it takes about two days. Instead of that within eight hours we can reach from Shoranur to Nelambur and then

on to Bangalore. If a line is constructed there it can save time and also the distance between Mangalore Bombay.

What happened to the Konkan Railway? Who is bothered about it? Why is the South so much neglected? And, this has become a Madhya Pradesh budget! A Railway Budget which is just projecting Madhya Pradesh which is the hon. Minister's area, is something new. I can understand that and this time especially when the election is coming this is done. But this is a very serious thing. I feel very sorry about it that the South is completely ignored in this Budget.

Another aspect I want to point out is about the workers. I heard the hon. Minister telling something about the workers. But I have not seen anything given to the workers in this Budget. What is the thing that is given to the workers? Is there a system which is prevailing in the Railways? Is the Minister prepared to look back and see what is happening in the Railways? What is the system there? There is the permanent negotiating machinery? What is the trade union style going on there? You may not be aware. I am a President of trade union in the Railways which is having a membership of about 40,000. I will have to write on the MP's letterhead to get a reply from the bureaucrats. I feel sorry about it. But the Southern Trade Union, a trade union with which the late President Shri V.V. Giri and others were associated, of such a trade union now I became its President. Now I find because of the system that is existing there is supposed to be some central trade union, which is affiliated to somebody, some recognised union gets recognition of somebody some state-wise union or region-wise union and they are not taken note of. So, what is happening? A vast majority of the workers is out of the ambit of them and there is no collective bargaining in the Railways.

Recently some trade Unions have filed a case in the Supreme Court. I am told that the case is pending or there is a directive from the Court saying that some verification has to be conducted. Here the Government

[Sh. Thampan Thomas]

patronises two bodies. And on the basis of the patronisation they conduct these things and what they call Permanent Negotiating Machinery is there. Over a cup of tea the officers will sit with their favourites and decide the matters. Please note that there is no collective bargaining, though there is an Industrial Disputes Act. We are all approached to settle the disputes of the workers and what is the system that is going on in your Railways? It is a bureaucratic system, which is inherited from the British and that still continues.

I feel sorry that the General Manager of a railway is travelling in a train in a saloon. But a Member of Parliament who is elected by 10 lakhs of people representing this House, goes in a Two-tier AC Class. A senior officer of the Railways, who is a General Manager or somebody you say what he is, is moving in a saloon on the railway track. What system is this? This only reflects a feudal system which was there in the British times earlier and which you have inherited. Are you looking at the issues with a progressive mind? Are you going to change this system?

I would like the hon. Minister, when he replies, to give categorical answers to these questions, about industrial relations, neglect of South, escalation of the prices of essential articles and the consequences. I would like the Hon. Minister to reply categorically about them.

[*Translation*]

SHRI MANOJ PANDEY (Bettiah): Madam Chairman, I support the Railway Budget. First of all I would like to say that before making provisions for the Ministry of Railways the Planning Commission should make a proper assessment of the per-capita position of railway lines in backward areas of different states. The Planning Commission should also take a favourable view in regard to the Railways, I am of the view that without the assistance of the Planning Commission

the Railway Budget cannot take its proper shape and that is what I visualise from the Current Railway Budget. It is only then the Ministry of Railways can give a true picture of the backward areas when the Planning Commission is in a position to give assistance to them. I also request the Hon. Prime Minister to give his reaction on this subject in future.

I would like to tell a very important thing about Bihar. As has been said by other colleagues it is a fact that the extent of solutions to a number of problems in respect of Bihar was expected to be found in the Railway Budget but we could not have any of them in the present Budget. There are some problems with Bihar. The question of Bagaha-Chhitoni railway bridge has been a matter of discussion here. I would like to bring on thing to your kind notice in this regard. The hon. Deputy Minister is sitting here. His constituency is quite adjacent to my constituency. He will also agree that the report of the Technical Committee appointed by the Hon. Prime Minister on Bagaha-Chhitoni railway bridge has since been received. It has been stated in this report that both the State Governments have completed the work relating to the construction of a dam on the river and also the river protection work. Now there is no need for the State Governments to receive funds on this account. I am telling this thing because I have myself seen the report of the Technical Committee. On the basis of this report the Ministry or Railway should approach the Planning Commission, ask funds for it from them and take steps to complete this work. The Hon. Deputy Minister also comes from the area where the proposed railway bridge is to be constructed. If we take stock of the traffic situation and especially see the Nepal section of traffic, with the construction of this railway bridge, it will connect the areas in eastern region, eastern Uttar Pradesh, Western Bihar, North-West Bihar i.e. from Nepal to Bihar which are considered to be very backward areas. As such it is very essential to pay attention to it. I would also like to request the hon. Deputy Minister to offer his views on it.

Secondly, I would like to make a few submissions about the important railway bridge at Patna. The survey in regard to this railway bridge had been conducted in 1980-81. There is a village called Bigha near Patna. There was a proposal to construct a railway bridge at this place. The survey work had been completed and detailed action in this connection had already been taken after conducting soil testing etc. But unfortunately, we have not received any information about this railway bridge at Patna this year also. Will the hon. Minister please throw some light on this subject.

I would like to make a submission about the conversion of tracks into broadgauge. The traffic in relation to Nepal starts from Mujaffarpur and continues upto Raksoul. If you look at the present position of traffic from Nepal, you will find that the Government of Nepal takes all their goods straight from the dock on trucks in Calcutta. The main reason behind it is that bungling took place at the time of transshipment at Mujaffarpur. This forced the Government of Nepal to collect their goods direct from Calcutta by trucks. It is a matter of shame for the railways. It will, therefore, be in the interest of the railways to convert this section into broadgauge so as to wash off this blemish against them. The survey work of this project had also been completed in 1981-82. I am of the view that once the railways start getting Nepal traffic, this section will fulfill the norms laid down by the Government for the conversion of a particular section into broadgauge. Moreover the survey of this section has already been completed.

Apart from this, the survey work for broadgauge line at Narkatiyaganj near Muzaffarpur has also been completed, but we do not see further progress in this regard. Similarly, survey of the Samastipur-Darbhanga line has been completed. The construction of this railway line should also be completed, but so far no action has been taken in this regard.

The most significant thing is that the proposal for Hazaribagh-Giridih railway line

had come up in 1980-81. This area is rich in mineral deposits. The railways should extend their all possible help to exploit minerals from the mines in this area. This will boost up the country's economy further. One more thing that I would like to say is that Arah-Sasaram happened to be one of the oldest tracks, but now it has been dismantled. Later, a survey of this line was conducted and a number of proposals for the reconstruction of the Arah-Sasaram railway line had been moved in this House several times. I would like to request the hon. Minister to make a mention in his reply with regard to the construction of this railway line and also to initiate a discussion on this issue.

It is the most important and my last point that there are two places of Buddhist pilgrimage in Bihar. There has been discussion in this august House on the construction of a railway line along these places from the tourist point of view. The area from Hazipur to Narkatiyaganj via Lalganj, Vaishali and Sahebganj joins the Vaishali-Nandgarh area. I would like to request you to connect both these places of pilgrimage.

With these words I conclude.

SHRI JAI PRAKASH AGARWAL (Chandni Chowk): Madam Chairman, I would like to congratulate the hon. Minister for presenting a nice Budget. He deserves our congratulations for the improvements that have been effected in the working of railways during the last few years. I would like to make a mention of some of these achievements in the House. The Rapid Information Centres opened by the railways have provided a lot of relief to the people. These centres provide detailed information regarding the place and time of arrival and departure of trains from a particular station alongwith the position in regard to the availability of seats in the trains. With the introduction of computerisation system, of reservation which is likely to be extended further, to cover more places, a person will be able to purchase his ticket in any part of the country for any station in the country. I am sure the improvements which have been effected in

[Sh. Jai Prakash Agarwal]

the working of the railways will be maintained for all time to come.

Now I would like to draw your attention to some of the demands. We have been demanding since long for an under-ground train. I am hopeful that you will definitely pay your attention to this and take suitable measures to expedite the proposal. This will provide a lot of relief to the residents of Delhi. Secondly, there can be no other transport system than the railways to connect different cities in and around the national capital region with Delhi. It is, therefore, essential that these cities should be connected by rail so that the growing population of Delhi could be saved from difficulties. It will also save time of the people. If it is at all possible, some better system should be evolved to connect the adjoining cities with Delhi expeditiously.

Now I would like to make a submission about the business men of my constituency who have got their direct concern with the railways. They have to face a lot of difficulties to book their goods in absence of the proper recognition of their forwarding agents by the railways. These agents have not been provided any facility by them. There is a lot of incoming and out going goods traffic worth crores of rupees in Delhi. But the businessmen experience a lot of difficulties as it takes a several days for them to get their goods booked which results in the loss of thousands of rupees to these people. They also bear the loss of interest alongwith the loss of their goods. Sometimes, their dispatches get damaged in the rains and on the other occasion, their goods are pilfered. I, therefore, request you to find some way out by shifting the place of booking to some other point in Delhi having the provision of a vast space for the convenience of the railway personnel and their customers. This system is available in ships and also with railways. But I request you to find some way out which will be a convenient proposition for the businessmen and will save them a lot of difficulty.

The employees are a part of your family.

They experience a lot of difficulties because of their quarters or the place of their residence. For them, there are no community centres and no provision of fans in their quarters. Even the water pipe lines are 60 to 70 year old. The condition of over head water tanks is so bad in the colony that one cannot drink a glass of water from these tanks. There is no school and a lot of debris have accumulated there. Also there is no provision of cleaning the debris. There are a number of colonies in my constituency which are in a very bad shape.

One more thing that I would like to say is that the freight rates of pulses have been increased. In this connection I would like to request you to exempt pulses from freight hike as has been done in the case of some other commodities. Pulses is a commodity which is consumed by the common man and used everywhere and everytime. I hope you will pay attention to it.

Finally, I would like to say that the Delhi Railway Station has been functioning as it has been for last several years without any improvement. People coming out of the station will have to take a lot of care of their luggage from being looted or snatched away. The condition of the station is very bad as the rickshaw pullers swarm on all sides of the station and other unwanted people are also seen hovering over there. I, therefore, request you to evolve a scheme in consultation with the Delhi Administration so that this area could be kept clean. Now a days, when people come out of the station they cannot find their way to their destination and they remain surrounded by the people. I would like to relate to you my own experience in this regard. Once after coming out of the station, I talked to a rickshaw puller for hiring his rickshaw upto Chandnichowk. The rickshaw puller asked me Rs. 25 for it whereas it was a matter of less than one kilometre only in that case I hope that you will pay attention to the points made by me.

SHRI KAMLA PRASAD RAWAT (Barabanki): Madam Chairman, I rise to support the railway budget. The hon. Minister of

State of Railways and the hon. Deputy Minister Shri Mahabir Prasad have shown great consideration for the people of whole of India by not increasing passenger fares. I congratulate them for presenting a very good Railway Budget.

Madam, the area from where I come is very backward and is tormented by floods in the Ghaghar and the Gomti. The railways are playing a useful role in the area and if a few changes are brought, they can further contribute towards the better development of the area. The Safedabad railway crossing near Barabanki and Lucknow Road is the scene of frequent traffic jams often dislocating the movement of to and fro traffic and at times law and order problem is also created. I had raised this matter under Rule 377 also. The hon. Minister also passes through that point in his car. The public will benefit if an overbridge is constructed over that level crossing.

13.58 hrs.

[MR. DEPUTY SPEAKER *in the Chair*]

This will benefit the people of Faizabad, Barabanki, Lucknow, Bahraich, Gonda, Gorakhpur and the eastern region. A link can be provided with Nepal also. I hope the hon. Minister will consider this point.

Many trains stop at small towns but not at Barabanki. Shaheed Express which is an important train has no stoppage at the district headquarters. I want to draw the hon. Minister's attention towards this matter also. Barabanki is an important centre of handloom products and the traders of Barabanki are inconvenienced as they cannot get reservation. The reservation quota in the Vaishali Express should be increased.

There is no direct train between Barabanki and Bahraich. If there is a direct connection between Barabanki and Bahraich it would provide a link with Nepal. This will provide relief to the people of Bahraich which has hitherto been backward area. I request the hon. Minister to make provisions in the

present Budget or the next Budget for a direct link between Barabanki and Bahraich or Lucknow and Bahraich. The Varanasi and Gorakhpur railway lines pass through Barabanki-Fatehpur Road. Either an overbridge should be constructed or these two should be merged.

14.00 hrs.

The Burhwal junction can be linked with New Delhi via Sitapur and Shahjahanpur. Construction of this new railway line will reduce traffic congestion as also save time. Therefore, I want the Burhwal-Sitapur metre gauge line to be converted into broad gauge.

The earstwhile hon. Minister Shrimati Mohsina Kidwai has said at a function at Barabanki railway station that it would be modernised. I hope the hon. Minister will consider taking steps for the modernisation of Barabanki railway station.

I have noticed the menace of mosquitoes and insects in the second class coaches. Bed-rolls supplied by the railways have been found to be dirty and worn out. The hon. Minister may please look into this.

The railways are capable of providing better facilities. The railways as an organisation can be a model for others to follow, thus making a major contribution towards national development.

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

[*English*]

MR. DEPUTY-SPEAKER: We will adjourn now for Lunch and we will re-assemble at 2.25 P.M.

14.01 hrs.

The Lok Sabha adjourned for Lunch till twenty-five minutes past Fourteen of the Clock

The Lok Sabha re-assembled after Lunch at twenty-nine minutes past fourteen of the clock

[MR. DEPUTY SPEAKER *in the Chair*]

RAILWAY BUDGET 1989-90 GENERAL DISCUSSION—*CONTD.*

[*English*]

DR. GOLAM YAZDANI (Raiganj): Sir, I am on a point of privilege.

MR. DEPUTY SPEAKER: No privilege. The Minister may now speak.

(*Interruptions*)

DR. GOLAM YAZDANI: I am on a point of order.

MR. DEPUTY SPEAKER: Nothing happened now. What is the point of order?

DR. GOLAM YAZDANI: I shall explain.

MR. DEPUTY SPEAKER: What is the point of order?

DR. GOLAM YAZDANI: I have a point of order. Let the Railway Minister reply to the debate after 5 or 6 minutes.

MR. DEPUTY-SPEAKER: That is not a point of order. The Minister may speak.

DR. GOLAM YAZDANI: Please listen. I had to go for my prayers. I never stood like this before and asked you. But today is Friday, the day of Jumma prayer. So, I approached you at half past Twelve to give me a few minutes to speak. But that was not allowed and I was asked to come at Two O'Clock after finishing my prayer. So, as soon as I came just at two O'Clock the House was adjourned. So, I want your permission to allow me to speak now for two or three minutes. I want to touch only one or two points.

MR. DEPUTY SPEAKER: Yesterday

you could have spoken. The whole week we discussed it. All right, you take two or three minutes.

DR. GOLAM YAZDANI: Mr. Deputy Speaker, Sir, West Dinajpur district in West Bengal was devoid of any direct train from Balurghat to Calcutta after partition of the country. The headquarters of the district was without any railway link to Calcutta. So, a railway link to Calcutta was thought of and that is how the Eklakshi-Balurghat line was proposed. I was sanctioned and the work started also in 1982. For the first three years, the work went on but for the last three years, the work stopped because there is no budget provision. Last year, there was only one lakh of rupees in Budget provision. This year also, it is provided for Rs. one lakh only. But the total cost of the line is Rs. 43 crores and up till now, only Rs. 3 crores has been spent. So, I request the Home Minister that the budget provision should be increased and the work started for the Eklakshi-Balurghat main line. This is the demand of all the people of our region.

There is another railway line from Barsoi to Radhikapur and it is of no use to the general public for going to Calcutta or anywhere else. So, we are demand for conversion of this M.G. line to broad gauge. The metregauge line does not connect all the main lines. But our demands are not being fulfilled. We are also demanding that for the Balurghat line more allocation should be made. This is what we actually want.

Similarly, I want the hon. Railway Minister to give attention to the Dalkola overbridge which has not been completed. People who go by bus to Siliguri from Calcutta and vice versa, traffic get stuck up at the level crossing for hours and hours. The over-bridge plan has already been sanctioned. Land is also given. But the work is not making any progress. Without any reason, the Janata Express from New Jalpaiguri to Calcutta has been cancelled. Adina-Katihar Passenger express has also been cancelled. This passenger train was connecting the train of Kanchenjunga Express. Janata Express

was the only express second class train for the mass. But that has been cancelled to the great disadvantage to the general public. I do not know why it has been cancelled.

I request the hon. Railway Minister to give attention to all these problems and solve these problems.

THE MINISTER OF STATE OF THE MINISTRY OF RAILWAYS (SHRI MADHAVRAO SCINDIA): Mr. Deputy-Speaker, Sir, I pleaded with you to give a few minutes to Dr. Golam Yazdani. Because I was convinced that his prayer would have exercised calming influence on him. But my hopes are belied. Instead of supporting, he is extremely critical. However, I will look into it.

[*Translation*]

SHRI BALKAVI BAIRAGI (Mandsaur): Today you should give a Thundrous and fitting reply and not the run of the mill one.

[*English*]

SHRI MADHAVRAO SCINDIA: Mr. Deputy-Speaker, Sir, through you, I would like to thank the hon. Members who participated in the debate and offered many valuable suggestions ..

MR. DEPUTY-SPEAKER: How many suggestions are valuable for you?

SHRI MADHAVRAO SCINDIA: Including the suggestion from the hon. Deputy-Speaker. The level of discussion was undoubtedly high—way should it not be when the former Railway Minister initiated it. I welcome the constructive suggestions put forward by the hon. Members and even when they moved from the macro general appreciation to the micro general criticism. As a representative of the people, I can fully understand the compulsions that exercised them and the expectations of the people of their area, the expectations which they have to meet and which they have to fulfil. Keeping their sentiments, both macro and micro in view, I would, on behalf of my hon. col-

league, myself and the Railway Ministry, like to express my gratitude for the participation by hon. Members from all sides of the House.

It goes without saying that the railway exercise is a very major and massive exercise and as mentioned by me in my speech is not just crucial but, it is critical. We are as a team, as a railway family, endeavouring to play our role and to fulfil our responsibilities. Where we have a few successes, I am sure, we have also many shortcomings but, it will be our sincere effort to overcome those shortcomings and to rise to the expectations of the hon. Members of the House and the people of India. The success or failure of this railway exercise which has such a great interference with the people of India depends not just on the railway team but also on those who utilise their services. It is, therefore, truly a partnership and we are extremely grateful that in the past few years we have experienced the establishment of this spirit of partnership in the railway exercise. We have received lot of cooperation not only from hon. Members but from the general public.

The pressure on the railway system is tremendous. There is undoubtedly a shortage of resources and hon. Members like Prof. Madhu Dandavate and Shri Sharad Dighe pointed out the drop in plan allocations to the Indian railways. At the same time, for most of the people, specially the middle and lower income groups, there is no alternative means of long distance travel and, therefore, we are trying to ensure that within this resources constraint, we fix certain priorities in accordance with certain corporate objectives, the objectives being to meet India's rail transport need for passenger and freight at the least cost to the society, retaining the financial viability of the Indian railways, improving the quality and reliability of service and making travel more comfortable and safe. Our strategy is to enhance the output by increasing operational capacity, improving productivity and upgrading technology. I think, I have dwelt at length in my Budget speech on these three aspects. I

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don't think I need spend more time on it. I would just like to express my appreciation of the sincere efforts and the single minded devotion in which the Indian Railway officers and staff right from the senior-most to the junior-most have involved themselves in improving the Railway services. I would like to repeat here that manpower productivity in the last three years has gone up by as much as 22 percent and this is reflected in the freight carried on the Indian Railways. In the five years of the Seventh Plan I am confident of achieving the target of the terminal year also; we have surpassed all the targets in the four years the Net-Tonne KM. per wagon per day increase from the first year of the Seventh Plan to the terminal year of the Seventh Plan is about 325. This increase in five years is equivalent to the previous 29 years put together. I do not have to repeat that the credit for this goes to our railway workers and to our railway officers. (*Interruptions*) I had mentioned that it is our effort to retain our financial viability. This is important from the point of view of contributing to the general resource position in the country; it is important from the point of view of morale; it is important from the point of view of maintaining an image abroad which helps our subsidiaries like the IRCON and the RITES to bet contracts and it is also essential to enable us to finance larger plant. So, we had three alternatives before us. Alternative (a) was to ensure the financial health of the Indian Railways by maintaining a surplus, however small, in the terminal year of the Seventh Plan as well; alternative (b) was not to raise tariffs, freight tariffs and default in the dividend due to the general exchequer of Rs. 805 crores; and alternative (c) was to settle for a smaller railway plan. Alternative (b) was not acceptable to us in the national interest. There has been some mention that raising freight rates is going to have an inflationary impact on prices in the general economy. This may be true to a limited extent. But what I would like to clarify again is that whatever resources the Railways are raising from the freight service users that it is after absorbing 38 percent of the rise in input

cost. Our input cost has risen in the last 3 1/2 years at the rate of about 13 percent and our fare and freight rates have risen at the rate of 8 percent and that 5 percent gap which constitutes 38 percent of the total rise in inputs five of 13 per cent—is the amount that has been absorbed by greater utilisation of the existing assets, technology upgradation and improvement in manpower productivity. Sir, the effect that is going to take place on general prices had also been calculated. According to us, if you take the direct effect, it would have an overall impact of 0.3 percent on the wholesale price index and if you bring in the cascading effect, add all the indirect effects, it would be about 0.54 percent. On individual commodities, the effect would be two and a half paise per litre on kerosene; a little over three paise per litre on diesel and petrol; two and a half paise per kilo on salt; for a little over four paise per kilo on wheat, pulses and groundnut oil and 6.2 paise per kilo on sugar. Take the alternative. If we had accepted the alternative and if we had defaulted on our dividends to the General Exchequer, it would have meant Rs. 805 crores of less resources available to the Finance Minister, which normally he might have found another method which one would assume normally mean Rs. 805 crores more of deficit financing. There are many knowledgeable hon. Members of Parliament sitting here who are well-versed in economics. It is a well-known fact that the most inflationary aspect of financing is excessive deficit financing. So, from that point of view, we have taken the less harmful alternative. On the other hand, if we had accepted alternative 'C', a smaller plan, our priority area would have suffered our track renewals, railway electrification, renewal of rolling stock, all the things which the knowledgeable Members have talked about would have suffered. And it would not have served the long-term interest of the railways.

Hon. Members already know that the budgetary support for not only the plan allocation and the percentage of the larger plan but also the budgetary support to the railways is also going down every year. Last year, our plan was Rs. 3,850 crores and we

were given budgetary support of Rs. 1,446 crores which is 38 percent of the plan. This year, our plan is Rs. 4,450 crores and we have been given the budgetary support not of Rs. 1,446 crores but of Rs. 1,434 crores. It has actually come down both in absolute terms and in real terms—real terms much more and constitutes only 32 percent of our total plan. Therefore, we have to find resources somewhere to ensure that the plan remains at a level which is commensurate with the minimal requirements of the system. And because of that, our DRF contribution had to go up which is now between 11 to 12 percent and because of this, a burden had to be put on some area of working which affects the railway users.

Now, it has been said that this being an election year, the Government tried to avoid taxing the passengers and taxed them indirectly through freights. This is not so. We are not a Government which plays to the gallery. We are a Government which faces hard realities, takes hard decisions and acts on the basis of such decisions. The easiest way out would have been to raise freight at all and say, "All right, whatever inflationary effect will take place because of deficit financing by the Finance Ministry, the effect will really be after a time gap of eight to nine months after the election is over and we have not to worry about, we will see in 1990. That would have been the easy way out. But the fact that we took the bull by the horns in the long term interest of the system, the fact is that we did not want the tempo that has been achieved in all aspects of working under our leader, the Prime Minister Shri Rajiv Gandhi to be lost. We did not want Railways to lag behind. It is because of that that we took the bull by the horns.

We picked freight because there are two points where we can increase our resources—freight or passengers. Last year there had been a passenger hike. In 1988-89 the freight hike was only 6%. But if you take into account all the commodities that we exempted, it comes to only a marginal 4.8%. Therefore, this time it had to be the turn of freight. You cannot keep taxing the

passengers *ad nauseam* all the time. After all, as I have said time and time again that this Government acknowledges the fact that there is no alternative means of long distance transport for the middle and lower income groups. Therefore it is essential that we try and maintain as far as possible a policy of tariff restraint.

But unfortunately our honesty of purpose was misunderstood by the Opposition. I saw a very very bitter attack on freight hike. It seemed to me that the emotions were more accentuated because a very clear evidence of great disappointment was exhibited by the Opposition that we have not raised passenger rates so that they could really attack. So, they had to find some excuse by which to attack. It is unfortunate that they could not rely on hard facts.

There was some mention of operating ratio. This matter has come up quite often. I am grateful to the Hon. Members both on the Treasury Benches and the Members of the Opposition for having spared the time to be present here to listen to a few views or suggestions that I could put forward on behalf of the Railway Ministry. But unfortunately it seems that there are many Members who raise points, raise subjects and then do not come to hear what the reply is. As a result, quite frankly, I would say a very large number of points raised as points of criticism are already replied to. I could pick up the speech of last year, my reply of last year, my reply of the year before and the year before that and virtually read the same replies because the same points are raised over and over again. Those Hon. Members have not taken the trouble to hear what I have to say in defence of the criticism that has been levelled against us.

They talk of operating ratio. Prof. Parashar raised this point and a few other Hon. Members also raised this point that the operating ratio is 93%. Yes, it is 93%. But this is a hard fact. However, if you are trying to make an economic analysis on the efficiency or the inefficiency of the Indian Railways, then surely you are viewing it as a corporate

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commercial concern. If you get your economist glasses on, you have got to look at it from a commercial angle. We are a part of Government and therefore we fulfil certain social responsibilities. But if you are viewing our efficiency or inefficiency on the basis of operating ratio, then you have to assume that if we were not a part of the Government, if we were a commercial concern, we would not subsidise to the extent of Rs. 1700 crores on the movement of passengers, the movement of essential goods and the movement of certain goods of export and uneconomic branch lines. We would not subsidise it. Therefore, when you are viewing it just for the sake of analysis, you will have to give the Railways credit for that Rs. 1700 crores. If you give the Railways credit for that Rs. 1700 crores, the operating ratio drops from 93% to about 79% which is a fairly healthy operating ratio.

Conversely if you take the return on investment it goes up from 5.8 per cent to almost 19 per cent which by any commercial standards is a fairly healthy rate of return. I am very grateful to my hon'ble senior Member, Prof. Madhu Dandavate in putting forward a very forceful plea on certain assistance or certain re-imbusement. Possibly he was indicating towards the social costs which the Railways are supposed to bear. He had read out certain figures. It is a fact that abroad social burdens are carried by the Railways but the British government reimburses the British railways to the extent of 700 million pounds a year or Rs. 1800 crores a year for the social burdens that they carry on behalf of Government. The German railways are re-imbursed to the extent of DM 13,600 which is equal to Rs. 10,000 crores. The French railways are re-imbursed 35,000 million French francs equivalent to Rs. 8000 crores. Japanese railways are re-imbursed 2,42,000 million yens which is equivalent to Rs. 2,500 crores. I am very grateful that Prof. Dandavate made a very relevant point and I am glad I had the occasion to be able to emphasise even more.

Talking about depreciation reserve fund contribution which goes upto a large extent in financing of our plan. Members know that it has gone up from 2.9 per cent ten years ago to 11.8 per cent now. Shri Raghuma Reddy made mention of the fact that freight and fare rates were not touched in 1977-78 and 1978-79. It is very simple for me also not to touch freight and fare rates if I had kept DRF contribution to 2.9 per cent only as against 11.8 per cent.

All I want to say is that in this financial year 1989-90 if the DRF contribution which as I said goes to finance our plan had been kept to 2.9 per cent my surplus would have been Rs. 1,434 crores. There would be no question of raising freight and fare rates, and conversely all the surpluses in those two years ten years ago would have become very large deficit ranging between Rs. 300 to Rs 514 crores. But this would not have been good for the general health of the system.

Some hon. Members said that more railway bonds should be raised. We are raising railway bonds but railway bonds are an expensive exercise when compared to budgetary support. We are paying a dividend of 6.5 per cent on the budgetary support from the Government which goes into creating new capital but to finance the railway bonds we pay 9 per cent to the bond holder by way of interest and 7 per cent as provision for repayment on the date of redemption. It comes to about 16 per cent. Therefore, it would mean a burden this year of about Rs. 140-143 crores and a burden in the coming financial year of almost Rs. 270 crores. Therefore, what we are trying to do is that whatever bond money comes in we are trying to ear-mark it for such assets where we can evaluate the return so that the financial viability of that investment is ensured and we try and ensure that it is yielding us more than what we are paying.

15.00 hrs.

Therefore, the entire amount of Rs. 1,520 crores, that has come in by way of bonds so far, has been invested in rolling-

stock — mainly in wagons and in our rolling-stock programme.

PROF. N.G. RANGA (Guntur): Are they being fully subscribed?

SHRI MADHAVRAO SCINDIA: Yes.

Hon. Member of Parliament, Prof. Dandavate, very eloquently expressed the predicament that the railways sometimes faces in terms of in-laws. He talked about the two mothers-in-law which were, according to him, the Planning Commission and the Finance Ministry. We know that our mothers-in-law are trying to do their best within the constraints that they too are facing.

PROF. MADHU DANDAVATE (Rajapur): I referred to three mothers-in-laws: Finance Minister, Planning Commission and Finance Commission.

SHRI MADHAVRAO SCINDIA: All right. You have given me the third mother-in-law. Two were there. All collectively are doing their best for us. I know that they are. I know that there is an appreciation of the vital roles that the Railways play.

He also talked about sister-in-law—the Steel Ministry, the Agriculture Ministry and Energy Ministry—which are trying to nibble away at whatever resources are being allocated to us and trying to get more resources for themselves. I would like to assure him that there is complete harmony with both the mothers-in-law and the sisters-in-laws. All I can say to the hon. Member is that it is an accepted notion — it is not always true; it is not true in very many cases — that the daughter-in-law always suffers at the hands of the mother-in-law and the sister-in-law. At the same time, it is also an accepted notion that the soft-hearted father-in-law always tries to safeguard the interests of the daughter-in-law. All I can say is that as I mentioned in my speech too, I talked about the very benevolent, the very benign, the very dynamic and the very supportive father-in-law that the Railway Ministry has. The Prime Minister has always given us tremen-

dous support. I mentioned that it is because of the atmosphere that he has created in the House that the mothers-in-law, the sisters-in-laws, the daughter-in-laws get on well because we have a benevolent father-in-law over us.

There was some talk about stagnation. I would like to assure hon. Members that stagnation does not exist in Indian Railways. In all major areas, there has been a tremendous climb in performance, as I said, especially in the priority areas — track renewal, rolling-stock, electrification and workshop modernisation.

Track renewal allocation as a part of the Railway plan was only 10.2 per cent in the rolling plan period 1978-1980. From 10.2 per cent, we have now raised it to 21.1 per cent, which is more than double. Similarly, our track renewal progress has gone up from an average of about 1,900 kilometres in the Sixth Plan to an average of—I am subject to correction by a few units here and there—round—about 3,900-4,000 kilometres per annum in the first four years of the Seventh Plan, and an all-time low of 976 only in 1979-80 as against 4,540 last year.

Our Seventh Plan target for track renewal, which is being given tremendous importance, was between 19,000 to 21,000 kilometres. Our estimate is that we will achieve in the region of, say, 19,400 kilometres in the Seventh Plan period, which is above the target that was estimated. Our arrears also have been greatly wiped out. We are still accepting the target of wiping out the entire backlog of about 19,000 to 20,000 kms. which we inherited at the beginning of the Seventh Plan, by 1995. Mrs. Prabhawati Gupta also laid stress quite rightly on track renewals. Both she and Mr. Dandavate mentioned about rail fractures. I am glad to say that as a result of the increased pace of track renewal, incidence of rail fractures have shown a declining trend. In 1986-87, there was a reduction of 21 per cent in rail fractures as compared to the previous year and during 1987-88, there has been a further reduction of 13 per cent. Approximately,

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1500 kms. of track is welded every year and on the BG line, the BG welded track accounts for about 85 per cent of the total BG track.

In our rolling stock programme, we are also placing great emphasis on expansion so as to meet the requirements of the 8th Plan. The capacity of Chittaranjan Locomotive Works is proposed to be increased from 100 to 120 locos at an estimated cost of Rs. 22.5 crores. Diesel locomotives to be increased by another 10 diesel locos at an estimated cost of Rs. 19.5 crores. The capacity of Wheel and Axle Plant Bangalore to be increased from 70,000 to 85,000 wheel sets per year at an estimated cost of Rs. 31.9 crores. Rail Coach Factory at Kapurthala is targeted to produce 120 coaches in 1988-89 and 300 coaches in 1989-90 which will greatly help to augment our coaching fleet.

The Workshop modernisation that has taken place has also had its effect on electric diesel coaches and wagons ineffectives. All of them have come down between 30 per cent in some cases to about 70 per cent. There has been an allround progress achieved in locomotives and wagons, rolling stock availability and ineffectives.

In our workshop programme, in the first phase which was completed in 1985, we covered four maintenance workshops and one production unit, i.e., Mantunga, Kanchrapara, Kharagpur, Lower Parel and Chittaranjan Locomotive Works. The total investment in the first phase amounted to about Rs. 68 crores. The second phase of the programme covers six maintenance workshops and one production unit. These are I.C.F., Liluah, Golden Rock, Parel, Kharagpur, Ajmer and Jagadhari. This is estimated to cost about Rs. 186 crores and the project is likely to be completed near about March 1990. Jamalpur and Perambur workshops are for modernisation in 3rd phase at an estimated cost of Rs. 65 crores in Jamalpur and Rs. 56 crores in Perambur. There is also a new loco shed proposed at an

approximate cost of about Rs. 10 crores in Jamalpur. In Jamalpur, we are also increasing POH facilities for diesel, locos, modernising cast iron foundry and increasing our crane manufacture.

In electrification too, the same progress has been evidenced. The rolling plan allocation for railway electrification was 3.3 per cent of the total plan. We have increased it to 4.7 per cent and from 97 kms. which was ten years ago, i.e., the rolling plan period of 1977-78, it has increased to as much as 681 route kms. this year. We are targeting for about 750 route kms., i.e., seven times of what was achieved ten or eleven years ago. Mr. Bhattam Sriramamurty mentioned that we have only 11 per cent electrification whereas foreign railways have much more. Electricity costs vary from country to country. Therefore, it will be erroneous to try and compare electrification statistics in an adhoc fashion. However, I would like to say that electrification, as the hon. Members know is high by capital intensive exercise, and therefore it has to be commensurate with the cost benefit that would accrue after investment. It is only high density routes that can truly end up in cost benefit to us. Therefore, our BG routes which are carrying most of our freight traffic are slated for electrification first in accordance with the traffic statistics on BG routes. By 31st March, 1990 we should have electrified 33 per cent of the total BG track length on the Indian railways. Currently, the traffic haul on BG routes is 38 per cent of the total goods traffic and 31 per cent of the total passenger traffic. By the end of the 7th Plan, it will go up to 46 per cent for goods traffic and 37 per cent for passenger traffic. By the end of the 8th Plan, it will go up to 62.5 per cent for freight and 45 per cent for passenger traffic. So, we have to think of the B.G. route which is going to have a greater and greater pressure on its system.

A number of Members raised about the recommendations of the Raj Committee. There are nine recommendations made by the Raj Committee for effecting economy in the cost of electrification. Six recommendations have been implemented; another two

though initially accepted and implemented had to be withdrawn in view of the experience; very marginal benefits and adverse repercussions on reliability of power.

The main item, of course, was the use of aluminium catenary replacing costlier cadmium catenary. I am glad to say that the technology has been developed and 108 kms of Bellampalli-Balharshah section due to be energised by 31st March, 1989 has been equipped with aluminium catenary. Work is also in progress in Durg-Nagpur and Agra-Bayana totalling another 350 route kilometres with provision of aluminium catenary. By and large, this is the system that is going to be used for the railway electrification in future.

I just talked about our priority areas. We have a work-horse philosophy and not race-horse philosophy. We have to carry the maximum bulk movement of freight and bulk movement of passengers. We have to cater largely to the bulk movement of freight and bulk movement of middle and lower income group who do not have an alternative means of long distance transport. Therefore, I am glad that, however attractive it may seem, high speed technology has at present to take some sort of a back seat. I am not saying that we do not move towards that. Yes, certainly we make a move towards it; from 130 km per hour, we have just moved up to 140 km per hour with the Shatabdi Express which is not really a high speed train. 140 km per hour, by no definition can be termed by world standards as a high speed train. When we talk of high speed, we really talk of 200, 220 and 270 km per hour. They have now gone up to 350 km per hour. That sort of system for us is too expensive today. I would prefer to use the same resources for bulk movement for catering to the needs of the lower and middle income group and for catering to the bulk movement of goods traffic in our country.

In a report submitted by a Japanese team recently, a pre-feasibility report, it was assessed that the overall investment for a corridor between Delhi and Kanpur would be of the order of Rs. 2000 crores. One has to

understand that if you want trains moving at 200 or 220 km per hour, you have to have a dedicated corridor; you cannot have a mixed corridor. You cannot have a route which is used for high speed trains, mail and passenger trains. You have to have a separate route and I think, whereas we can certainly make a move towards this area, mainly indigenously, really high speed trains will have to wait for future years when we have looked after our first priorities.

As far as safety is concerned, we have made a significant improvement. As I said in my budget speech, there has been an improvement of almost 32 per cent in the number of accidents that have occurred on the Indian railways. I would like incidentally to mention about the level crossings and unmanned level crossings, about which some hon. Members talked. In level crossing accidents too, there has been a declining trend. In unmanned level crossing, which was 96 in 1974-75, it has come down to 41 in 1987-88. It may be worth mentioning that the level crossing accidents in developed countries are astronomical. In Japan, in 1983-84, 651 level crossing accidents took place. Our level crossing accidents, manned and unmanned, are I think around 60 to 65 per annum. In Japan they are 651; this is according to the latest figures available. In USA, the number is 6562 in 1983-84 and in France it is 318 in 1983-84. These are the most developed railways in the world.

However, this improvement that has been recorded will in no way lead to any complacency as far as Indian Railways is concerned. We don't believe in taking refuge behind figures or statistics. I am only quoting these figures to put the record straight.

Some Hon. Members kept talking that the accidents are going up. They are not going up. Accidents are going down and they are going down steeply. Even this year in the first 10 months, compared to the first 10 months of last year which was a record low in the Indian Railways, there has been further improvement up to 11 and 12 per cent. But by stating these figures, not for a mo-

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ment please think that I am satisfied or that I am being complacent about it. We will never be satisfied till there is one accident on the Indian Railways. It will leave us totally dis-satisfied. We have to move towards greater and greater safety of the Indian Railways. But the significant improvement recorded by the hundreds and thousands of railway men and railway workers who slog day-in-day-out, who during the winter or the monsoon months and during the hot boiling afternoon in the North and Central India worked their guts out for the safety of the passengers, let us not detract from their effort also. They have contributed a lot and they have made their impact on the railways.

I would like to reassure the House again that not for once are we going to take it easy, not for once are we going to be complacent about it and not for once are we going to be self-satisfied with our performance. It will be our constant endeavour to keep improving on the safety performance.

Shri Mohan Lal Jhikram talked about the compensation. I think, this has been cleared so many times in the House but it keeps coming up all the time. Moment an accident takes place an ex-gratia amount is paid which is Rs. 5000 to the families of the dead and I think it is about Rs. 2000 to the grievous injured person and Rs. 500 for simple cuts and injuries. This is an ex-gratia amount which is meant for immediate use and immediate requirement. But the compensation follows after an adhoc Claims Commissioner is appointed in consultation with the State Government and that compensation is equivalent to 100,000 rupees in case of death and ranging between Rs. 20,000 and 100,000 rupees in case of grievous injuries. This being a quasi-judicial matter, because a number of people may claim compensation, we leave it for the adhoc Claims Commissioner to decide and instruct us as to whom compensation is to be paid. Therefore, it does take a little time before the compensation is awarded. I am intending to consider that this compensation

amount too should be greatly increased. In the new Indian Railways Act — the Select Committee has deliberated upon it and the Report is ready; hopefully, the new Indian Railways Act will be introduced very soon for discussion — in that, I am considering to review the amount of compensation which is payable to those who have unfortunately, tragically, lost their lives or to those who have been grievously injured.

Now, I would deal with the punctuality. I do agree that there are occasions when people are put to inconvenience due to the late arrival of trains. Sir, all I would like to say is that in spite of all the problems that we face, our punctuality, for instance, in the month of February, is running at about 86.3 per cent which is the best in the last four years. We are trying to maintain this punctuality against very heavy odds. On the Eastern Railways up to November, 1988 there have been as many as 25231 cases of chain pulling hose pipe disconnections as compared to 25326 upto November 1987. In the North Eastern and Northern Railways, the figures are 82,449 and 64,953. Hosepipe disconnections and alarm chain pulling account for 9 per cent of the delays when the trains are late and agitations and bandhs account for 11 per cent of the delay. This also is a highly upward moving graph. It is noticed that in the first year of each Plan, there is a great decline. As the terminal year approaches, as it also coincides with the election year, this graph of agitations begins to rise very steeply. As a result we are suffering tremendously. As hon. members know 'rail-rokos' and bandhs play havoc and have a very damaging effect on the economy. Freight movement in essential commodities such as petroleum products, cement, steel and foodgrains suffers. Frequent bandhs in the Assam area have especially made it impossible now to run the passenger services. What is the point in asking for more passenger services if you are going to have a bandh every alternate day, disrupting the whole system? Once you have a bandh which goes on for four or five days or even for a couple of days, you disrupt the maintenance schedules.

Therefore, that same coach goes for POH that much later and the whole link is disrupted. As a result, it affects the maintenance of the coaches tracks etc. There are definitely complaints from the North East that the coaches are not maintained in a proper manner. I would plead rather implore that the hon. members of the North East should try and ensure that bands and agitations, especially those which are not in any way connected with Railways, do not disrupt railway services. I remember, a year or a year and a half ago, there was a 'rail-roko' agitation and a total bandh in Allahabad because the district collector had been transferred! Now what connection do we have with the transfer of a district collector? Therefore, I would implore the hon. members to keep this in mind because these bands and agitations affect the movement of essential commodities, especially to the North East areas.

The total number of wagon days lost came to about 50,000 in our estimate in the North East area. This is equivalent to about Rs. 15 crores. Apart from the loss, it puts tremendous pressure on the public distribution system.

Rail movement in Kanpur-Tundla and Kanpur-Anwarganj section came to a standstill during the agitation of the textile workers. During this period, Railways had cancelled 236 trains and terminated 71 passenger trains short of destination. And a very tragic and very unfortunate aspect of this whole scenario is that railwaymen who are devoted to their duty become very unfortunately victims of violence. For example, as the House is aware, one railway employee in Assam was recently kidnapped and killed by extremists in the course of Bodo agitation. Our deepest sympathies go to the bereaved family. I would just like to inform the House that at such a time, the whole Railway Family—and I am sure the entire House—stands like a rock with the bereaved family. I would like to quote an example of how we go to their help. We have done the same thing in Punjab whenever such tragedies occur. The Railway Administration has de-

ecided to give to the widow of Shri T.K. Kalita a family pension equal to the full salary drawn by Shri Kalita instead of the normal family pension which would have been much less. She has also been offered employment in the Railways. She will get out of turn allotment of residential accommodation. An ex-gratia compensation has already been paid to her. I would like to emphasise again that we are solidly with our railwaymen who day in and day out are facing very adverse circumstances in fulfillment of their duties. Especially in the Punjab and in the North East areas, their efforts to keep the wheels moving are truly commendable.

I would like to say a word about the Herculean efforts put in for smooth inflow and outflow of pilgrims in the Kumbh Mela. 2000 coaches were commandeered and I think, by and large, the arrangements were satisfactory. I would like to mention for the information of the hon. House the tremendous effort put in by the Northern Railway and by all the officers and all the workers of the concerned Indian Railway and also the special interest taken by the hon. Deputy Minister, Shri Mahabir Prasad, in ensuring smooth arrangement in Allahabad.

Passenger amenities have also gone up three times in comparison to the Sixth Plan. We have this year—in 1989-90—raised it by further 30 per cent. Similarly about halt stations, while I had announced in 1987-88 that we would open 50, we had opened 57. So in 1988-89, we have again succeeded. In 1989-90, I intend to continue with this programme of providing 50 halt stations in the rural areas for our *kisans* and for the rural population. A great part of the success—whatever little success has been achieved in the Indian Railway—is, as I said, attributed to the spirit and co-operation and dedication shown by Railway staff. The annual average allocation for staff quarters has also doubled from about Rs. 20 crores to about Rs. 47 crores in the Seventh Plan compared to the Sixth Plan. In 1988-89, it was Rs. 49 crores and now this year, i.e. 1989-90, it has been raised to Rs. 65 crores which is more by 33 per cent.

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Similarly, I would like to inform the House that for the period ending 31.3.87, the housing satisfaction for Group C and Group D employees of the Railways was 32 per cent and 46 per cent respectively which is quite good when compared to other similar Government undertakings.

I will just deal with all the individual demands of the hon. Members. I will look into them and I will be replying to them by letter. A few demands I would just like to clarify. Mr. Ashok Chavan and some other MPs have requested for allotment of more funds for gauge conversion and new line works in the Marathwada Region. Provision for Manmad-Aurangabad of course has been increased—if I remember rightly—from Rs. 5 crores to about Rs. 15 crores and the Adilabad-Pimpalkutti side has been increased also from Rs. 2 1/2 crores to Rs. 5 crores, if my memory serves me right. The section in between was given only a nominal allocation because we felt that first we should start work at a greater pace on the two extremities before moving towards the centre portion but then after all the people in the middle portion also have aspirations and expectations. So, I can just assure Mr. Ashok Chavan that the progress of each work is being constantly monitored and wherever necessary we shall try to provide more funds, even for that central section by locating savings during the course of the year.

Shri Arvind Netam and Chandulal Chandrakarji....(Interruptions)

I have already said that I will give reply to all the hon. Members. (Interruptions)

MR. DEPUTY SPEAKER: He is going to write to everyone.

SHRI MADHAVARAO SCINDIA: I will either inform them by meeting them in person or by writing to them.

About Dallli Rajhara and Jagdalpur line it is a very-very important line. Chandulal

Chandrakarji and Arvind Netamji very rightly raised the subject.

Of course, as hon. Members said, Bastar is equivalent in size to the whole State of Kerala and yet has hardly a railway line. Therefore, it is essential from that point of view also. It is an *Adivasi* area. It is a tribal area. It is a backward area. So it should be opened up and it should be ensured that the Railway will also contribute to its joining the national mainstream. But it is also important for the Bhilai Steel Plant. This matter is under active consideration of the Planning Commission and the Steel Ministry. We are hopeful that some decision will be communicated to us in the next few months. When I mention this to the hon. Members, I am not saying it is under consideration, I am saying it is under active consideration. I think that says quite a lot. So, I will leave at that.

Further I wish to point out that on strategic considerations, great importance is attached to the gauge conversion of Bikaner-Merta Road-Jodhpur-Phulera-Jaipur and Sawai Madhopur to Jaipur. And it is with this purpose that a final location survey has already been ordered. There was some talk. I had just recently been to Rajasthan, a few months ago, and I had said that a final location survey had been ordered. Normally, I would like to assure the hon. Members that, again, we are hoping to receive the final clearance from the Planning Commission. The final location survey, in many cases, means that more or less the way has been smoothed for the final sanction. So, I am extremely optimistic about this line, which is important to us not only because it joins the capital of Rajasthan, Jaipur, with broad gauge, not only because it opens far-flung areas like Bikaner and Barmer and Jaisalmer and Jodhpur with the national mainstream, but also because it is considered very important from strategic considerations.

As far as Mr. Purushothaman is concerned, he had talked about the Ernakulam-Alleppey line which we hope to open by June-July 1989. Regarding Alleppey, I have

certainly noticed....

MR. DEPUTY SPEAKER: Mr. Minister, how much time do you require?

SHRI MADHAVRAO SCINDIA: I think just about five minutes, Sir.

MR. DEPUTY SPEAKER: I think the House will agree to this.

SOME HON. MEMBERS: Yes.

SHRI MADHAVRAO SCINDIA: The Alleppey-Kayamkulam has also been given priority, and we should, by all indications be able to do it, provided, of course, we get the funds. But in our list of priorities we hope to complete it in the early part of the 8th Plan.

The other line in Kerala is the Trichur-Guruvayoor new line which was included in the Budget of 1987-88 at a cost of Rs. 17 crores. During the current year, it has been allotted a sum of Rs. 4 crores.

But I would request the hon. Member to try—I know his difficulties also—and help out with the State Government, because difficulties are being faced in obtaining land which is required for the project, due to delay in acquisition by the State Government. So, I would request hon. Member Mr. Suresh Kurup and other hon. Members to try and help us. (*Interruptions*)

PROF N.G. RANGA (Guntoor): What about gauge conversion from Katpadi to Tirupati? (*Interruptions*)

SHRI MADHAVRAO SCINDIA: There are other points some hon. Members evinced interest in. One was the Salem-Bangalore conversion; and one was the provision of a direct route from Pondicherry to Bangalore via Villupuram, Tiruvannamalai, Uthangarai, Krishnagiri, Palacode and Hosur. I believe some hon. Members were so distinctly particular about it.

MR. DEPUTY SPEAKER: I also showed some interest in it.

SHRI MADHAVRAO SCINDIA: I would like just to say that we would be surveying the second part; the first has already been surveyed. We would be surveying the second part also. We will try and see what is the viability of these lines.

PROF N.G. RANGA: We have been asking for gauge conversion, about Katpadi to Tirupati. (*Interruptions*)

SHRI MADHAVRAO SCINDIA: As far as Railways are concerned, I would again request the hon. Members—again, I understand; I fully understand the problems they face and the pressures that they are having; and naturally, they have to voice the aspirations of the people of their areas in the Lok Sabha. It is quite natural, and it is justified—just like all of us do. But I would request the hon. Members to also ensure that in their cooler and calmer moments they look at Railways in a global way. When I say 'global', I mean in an all-India way. Railways is an operational Ministry; it is not a Ministry where you go by allotments to various States. It has to be looked at totally from an all-India operational angle, at the same time keeping some weightage for local aspirations. So, I would request hon. Members kindly to cooperate, because some States, as it happens, due to operational requirements in one given year, get a very large amount; in the other given year, they do not get the amount. Another lot gets it. This year, for instance, in the new Time Table, we were not able to cater to Kerala to the extent that we did last year. I would like to assure the hon. Members that in the last 1 1/2 years....

PROF SAIFUDDIN SOZ (Baramulla): Could you come from Kerala to Kashmir? (*Interruptions*)

SHRI MADHAVRAO SCINDIA: In the last 1/2 years, if any State has got the maximum number of train services, it is Kerala. So it cannot be a continuous process. There are other States also which have to be catered to. I just took an example, not that an hon. member from Kerala has raised this particular subject. In fact, I am grateful to the hon.

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member, Shri Suresh Kurup, for having brought up this matter. He seems to be satisfied fairly because Kerala stretches from North to South. (*Interruptions*) I would like to mention here the Mangalore-Udipi section which is being taken up as a first part of the West Coast line, as far as we are concerned, we consider it a very important line; and it is an area which should be opened up; it will decrease the great distance between the southern part of the country, the south western part of the country and the northern and central part of the country; it is a very important line for us. There was some apprehension raised about the allocation for the Mangalore-Udipi Section. If you go back and look up any project, you will find that in the first year of its inclusion in the budget, the allocation is always smaller, because all the procedure has to be gone through, land acquisition, compensation and various other things have to be sorted out. So, even if you allot Rs. 5 crores or Rs. 10 crores or Rs. 20 crores you will not be able to spend it. So, it is, from the practical point of view, not possible; otherwise, we are giving priority to it. The moment the procedural formalities are ironed out, you will see that this line gets a higher allocation than what it got last year, because we do consider that it is an important line. (*Interruptions*) I would like just to say that if one puts on the glasses of the States which one should not do, but if you do it, you will find that there are two major States with large geographical area which are certainly below the national level. When I quote figures about certain States which have much larger average than the national average, I am not, for the moment, saying that they should not get projects. Again, this is an operational Ministry. If on operational requirements those States which have the double national average, should get projects, they will get projects. But I am just mentioning that you take the national average, which is about 19 per km per thousand sq. kms of area; 19 is the national average. Number One in the List is West Bengal; it is about 43; Second is Punjab, which is about 42 U.P. and Bihar

have 30 and 31 which is almost double the national average. Again, I am not saying that they should not get projects; they should. Every one should get projects. We should get more money and every one should get projects. I quite agree with you. As far as the national average of 19 is concerned, there are only two major States which are far below the national average. One is Orissa, which has 12; the other is Madhya Pradesh, which has 13. As far as Orissa is concerned, we are endeavoring to see that whatever projects are there, which have been sanctioned by the Planning Commission, we should try to expedite them. That is why, Talcher and Sambalpur line, which was given only Rs. 5 crores last year, that allocation has been doubled this year. Because I have mentioned in my speech that the section from Talcher to Angol will be opened, not for one moment should anyone think that it is not going beyond Angol. It is a line from Talcher to Sambhalpur and it is to develop that line that we will be working.

As far as the Koraput-Rayagada line is concerned, we have to have a large allotment. In fact, I would like to mention about the total allocation. We have a resources constraint. We have been given only Rs. 250 crores for new lines against a larger demand of over Rs. 300 crores that we had wanted. There are problems which the Finance Ministry faces and we fully understand that.

Of that Rs. 250 crores, almost 40 per cent has been allocated to the State of Orissa. It is our effort and I think that effort also should be positively picked up by honourable representatives. (*Interruptions*)

Now also, as far as passenger amenities are concerned, in the third stage we have been going in for computerisation strictly by the pressure of demand, by the number of reservations that are made, and we have been going according to that list. The first four metropolitan cities followed by five more cities and in the third phase we have taken nine more cities, which I have elaborated in my speech. But in these nine cities there have been some exceptions

made and an exception has been made in the case of a very important city of Orissa. In these nine cities, Orissa gets two computerised reservation instalments and Cuttack gets an instalment out of that. But according to pressure of demand, Cuttack does not yet qualify for that. But we are putting Cuttack in because there are certain requirements of distant areas. Guwahati has been put in because of the requirement of some distant areas. Therefore, these aspects are kept in mind and within the overall resources we get, it is our endeavour to ensure that farther areas do get such facilities. (*Interruptions*)

Let me just elaborate a little on a matter which is of interest to Shri Basudeb Acharia, and that is the Calcutta Metro Project. (*Interruptions*) I would like to inform the House that this project is not going to suffer because of lack of funds, full funds will be allocated to this project. The problem really is about the acquisition of land.

SHRI BASUDEB ACHARIA (Bankura): It has been settled now.

SHRI MADHAVRAO SCINDIA: It has not been settled. I am very sorry. It is a wrong impression. There are still 11 critical places of land which are remaining for the West Bengal Government to hand over to us. (*Interruptions*).

I have written fourteen letters to the hon. Chief Minister and till that land is given to us we cannot satisfactorily progress with this particular project. It will take us 33 months after that land is given to us. We will give a commitment that within 33 months of the land being given to us, we will fulfil this project.

KUMARI MAMATA BANERJEE (Jadavpur): About West Bengal....

SHRI MADHAVRAO SCINDIA: In fact, I would like to inform the hon. Dr. Mamata Banerjee who has always taken such a great interest in Calcutta and in West Bengal, that we here are accused all the time of meagre allocations. We have been giving allocations

ranging between Rs. 75 crores and Rs. 77 crores or up to Rs. 81 crores. We could have given more if we had got this land. Therefore, we are giving about Rs. 80 crores. At a time when—in 1977 to 1979—the ruling party of West Bengal was a very important pressure group in those particular years in the Centre, the total amount allotted in three years was Rs. 40 crores. I am afraid that the sincerity of getting more funds suddenly seems to have kindled in your heart for the last few years. (*Interruptions*)

Sir, this is a critical Ministry of this country. I fully realise our responsibility and we will try to live up to our responsibilities. We would like to thank the hon. Members for their cooperation, for their guidance, for their advice. We certainly look forward to a continued relationship of advice and cooperation from the hon. Members. We welcome their suggestions. (*Interruptions*)

I would like to thank the many hon. Members who have supported the working of the Railway Ministry in the past year.

MR. DEPUTY —SPEAKER: Now we shall take up Private Members' Business.

15.45 hrs.

COMMITTEE ON PRIVATE MEMBERS' BILLS AND RESOLUTIONS

Sixtieth Report

[*Translation*]

SHRI CHANDRA KISHORE PATHAK (Saharsa): I beg to move:

"That this House do agree with the Sixtieth Report of the Committee on Private Members' Bills and Resolutions presented to the House on the 8th March 1989'