

"That clause 2, to 4 and the Schedule stand part of the Bill."

The motion was adopted.

Clauses 2 to 4 and the Schedule were added to the Bill.

MR. DEPUTY-SPEAKER: The question is:

"That clause 1, the Enacting Formula and the Title stand part of the Bill."

The motion was adopted

Clause 1, the Enacting Formula and the Title were added to the Bill.

SHRI B.K. GADHVI: Sir, I beg to move:

"That the Bill be passed."

MR. DEPUTY-SPEAKER: The question is:

"That the Bill be passed."

The motion was adopted.

15.06 hrs

RESOLUTION RE: APPROVAL OF RECOMMENDATIONS CONTAINED IN THE THIRTEENTH REPORT OF RAILWAY CONVENTION COMMITTEE.

DEMANDS FOR GRANTS (RAILWAYS)
1989-90

AND

SUPPLEMENTARY DEMANDS FOR GRANTS (RAILWAYS) 1988-89

[English]

MR. DEPUTY-SPEAKER: The House will now take up the Resolution regarding approval of the recommendations of the

Railway Convention Committee, 1985, and discussion and voting on Demands for Grants (Railways) for 1989-90 and Supplementary Demands for Grants (Railways) for 1988-89 for which two hours have been allotted.

Hon. Members present in the House, whose cut motions to the Demands for Grants have been circulated, may, if they desire to move their cut motions, send slips to the Table within 15 minutes indicating the serial numbers of the cut motions they would like to move. Those cut motions only will be treated as moved.

A list showing the serial numbers of cut motions treated as moved will be put up on the Notice Board shortly. In case any Member finds any discrepancy in the list he may kindly bring it to the notice of the Officer at the Table without delay.

Now, Shri Madhavrao Scindia may move.

THE MINISTER OF STATE OF THE MINISTRY OF RAILWAY (SHRI MADHAVRAO SCINDIA): Sir, I beg to move the following resolution:

"That this House approves the recommendations made in paragraphs 9 to 12 contained in the Thirteenth Report of Railway Convention Committee, 1985, appointed to review the rate of dividend payable by the Railway Undertaking to General Revenues as well as other ancillary matters in connection with the Railway finance and General finance, which was presented to Parliament of 22-2-1989."

Sir, by a resolution adopted in the Lok Sabha on 29.3.1985 and concurred in the Rajya Sabha on 28.3.1985, the Railway Convention Committee, 1985 was constituted on the 21st May, 1985. The Committee was appointed "to review the rate of dividend which is at present payable by the Railway Undertaking to General Revenues as well as other ancillary matters in connection with the

[Sh. Madhav Rao Scindia]

Railway Finance vis-a-vis the General Finance and make recommendations thereon," for the Seventh Plan period (1985-90).

The Ministry of Railways submitted fourth interim memorandum requesting the Committee to permit continuance of the financial arrangements between the Railways and the General Finance for the year 1989-90 as recommended by the Railway Convention Committee, 1980, and as adopted for the year 1988-89 pending their final recommendation for the Seventh Five Year Plan for which Memoranda to the Committee have also been submitted. The Railway Convention Committee, 1985, have since considered the interim memorandum and have agreed to the proposals made therein by the Ministry of Railways, subject to retrospective adjustments after the final recommendations of the Committee are available in due course.

With these words, I commend the resolution for the consideration of this House.

MR. DEPUTY-SPEAKER: Motions moved:

"That this House approves the recommendations made in paragraphs 9 to 12 contained in the Thirteenth Report

of Railway Convention Committee, 1985, appointed to review the rate of dividend payable by the Railway Undertaking to General Revenues as well as other ancillary matters in connection with the Railway finance and General finance, which was presented to Parliament on 22-2-1989."

"That the respective sums not exceeding the amounts shown in the third column of the Order Paper be granted to the President of India out of the Consolidated Fund of India, to defray the charges that will come in the course of Payment during the year ending the 31st Day of March, 1990, in respect of the heads of demands entered in the second column thereof against Demand Nos. 1 to 16."

"That the respective supplementary sums not exceeding the amounts shown in the third column of the Order the Consolidated Fund of India to defray the charges that will come in course of payment during the year ending the 31st day of March, 1989, in respect of the heads of Demands entered in the second column thereof-Demand Nos. 4,9,10,12,13, and 16."

Demands for Grants (Railways) for 1989-90 submitted to the Vote of Lok Sabha

<i>Sl. No.</i>	<i>Name of Demands</i>	<i>Amount of Demand for Grant submitted to the Vote of the House</i>
1	2	3
		<i>Rs.</i>
1.	Railway Board	9,20,14,000
2.	Miscellaneous Expenditure (General)	65,32,07,000
3.	General Superintendence and Services on Railway.	431,93,78,000

1	2	3
4.	Repairs and Maintenance of Permanent way and works	902,20,81,000
5.	Repairs and Maintenance of Motive Power	702,15,47,000
6.	Repairs and Maintenance of Carriages and Wagons	940,83,94,000
7.	Repairs and Maintenance of Plant and Equipment	482,14,05,000
8.	Operating Expenses-Rolling Stock and Equipment	766,38,45,000
9.	Operating Expenses-Traffic	1147,17,71,000
10.	Operating Expenses-Fuel	1483,28,98,000
11.	Staff Welfare and Amenities	309,05,93,000
12.	Miscellaneous Working Expenses	472,95,76,000
13.	Provident Fund, Pension and other Retirement Benefits	706,35,32,000
14.	Appropriation to Funds	26,21,00,00,000
15.	Dividend to General Revenues, Repayment of loans taken from General Revenues and Amortization of Duer-Capitalization.	856,39,62,000
16.	<i>Assets-Acquisition, Construction and Replacement</i>	
	Revenue	50,01,74,000
	<i>Other Expenditure Capital</i>	5058,65,55,000
	Railway Funds	1886,07,33,000

Supplementary Demands for Grants (Railways) for 1988-89 submitted to the Vote of Lok Sabha

<i>No. of Demand</i>	<i>Name of Demand</i>	<i>Amount of Demands for Grants Submitted to the Vote of the House</i>
1	2	3
		Rs.
4.	Repairs and Maintenance of Permanent Way and Works	8,52,92,000
9.	Operating Expense-Traffic	19,00,18,000

1	2	3
10.	Operating Expense-Fuel	30,82,36,000
12.	Miscellaneous Working Expenses	5,78,77,000
13.	Provident Fund. Pension and other Retirement Benefits	80,34,29,000
16.	<i>Assets Acquisition, Construction and Replacement</i>	
	Other Expenditure Capital	1,00,000
	Railway Funds	30,64,18,00

MR. DEPUTY SPEAKER: Prof
Nirmala Kumari Shaktawat to speak

[Translation]

PROF. NIRMALA KUMARI SHAKTAWAT (Chittorgarh): Mr. Deputy Speaker, Sir, I rise to support the Demands for grants for the Ministry of Railways.

Railways is the biggest Public Undertaking in the country and it has been functioning efficiently. Sir, the Railway Budget presented in the House is a balanced one and this goes to prove that the Budget is a well thought exercise and has been prepared intelligently and in a responsible manner. Sir, I welcome the proposal of constructing new railway-lines and thank the Minister of Railways from the core of my heart for extending assistance to complete quickly the construction of broad-gauge line from Kota to Chittorgarh. It is a matter of joy, for us, we had not even dreamt of the completion of this railway-line so early i.e. till 31st March. It is the result of consistent efforts of the hon. Minister and the efficiency of this department that the construction work of Kota-Chittorgarh broad-gauge line has been completed. We have been aspiring for this railway line since long. This railway line is a

link to many historical places with which name of Meera is closely associated. So I would urge upon the Government to name one train on this route as Meera Express. I have been demanding this thing since 1980 when I was elected as a Member of Lok Sabha. You are requested to pay adequate attention to this.

So far as railway facilities are concerned, Rajasthan is a extremely backward state. It would not be exaggerating to say that in development works Rajasthan share has been nominal, even the capital of the state, Jaipur, has not been linked with broad guage line. The hon. Minister is urged upon to provide a broad guage link to Jaipur by connecting the broad gauge line from Sawai Madhopur to Jaipur.

It has also been our long standing demand to complete the construction work of the railway line from Delhi-Ahmedabad via Jaipur. No provision has been made to conduct a survey for this purpose even in the present Budget. The hon. Minister should pay attention at least to this area which includes Jaipur, Ajmer and many other cities.

We cannot deny that the hon. Minister

has paid attention to many problems related to our State. The train known as Chetak Express is very important for the tourists. It provides a link to a number of tourist places like the pink city Jaipur, city of holy shrives-Ajmer, the place of power and devotion-Chittorgarh and the city of lakes Udaipur. The Government have only provided a diesel-engine for the train. No other improvements have been made in it. Most of the tourists within the country and outside the country travel by this train. I would, therefore, request the hon. Minister to attach at least A. C. sleeper, if not first class AC to this train.

In this connection, I would like to submit further that I have made a number of requests to you to change the time schedule of this train, because it is an important train which has been named after Chetak, the famous horse of Rana Pratap whose name is written in the golden letters in the history. As such the speed of this train should be as fast as that of Chetak so as to justify its name. Some people ridicule this train by terming it "Khachar Express". This belittles its name and fame. That is why I request you to increase its speed and change its timing. This train starts at 6 O' clock in the evening from Udaipur and reaches Delhi at 2.30 P.M. the next day. The time schedule of this train is required to be so adjusted that this train reaches Delhi at 10 or 11 O' clock in the morning at the earliest. This will be highly convenient to the people. As per the present schedule the train reaches Delhi at 2.30 P.M. As such nobody will be able to attend to any work at Delhi the same day. He has to stay in Delhi for the next day also. In this way, he will require at least three day's time. If the train reaches Delhi at convenient time, people having work at Delhi can save time at least for one day. As such the timing of this train may be changed.

The Pink City Express which used to run 3 days in a week earlier now runs 6 days in a week. I express my thanks to you for this.

But due to either some track defect or some other defects, people travelling in this train gather a thick layer of dust on their bodies. I would like to request you to provide A.C. coaches or some other device so as to provide relief to the passengers from this dust menace.

I would like to make yet another submission that Ramganj Mandi, a place in district Kota comes under my constituency. There is a big stone mandi at this place and stones by the name of Kota stones of Rajasthan are transported to all over the country from this place. No fast running train stops at this place. I submitted a memoranda in this connection to higher authorities a number of times. The Frontier Mail or the Awadh Express passing through this place may please be provided a stoppage at this place so that the people of the area may be benefited.

There is a need to lay new railway lines in Rajasthan. Especially, Dungarpur and Banswara areas in Rajasthan which are Adivasi dominated areas, are still lacking railway facilities. I, therefore, want that if not now, a survey may please be conducted in the Eighth Five Year Plan with a view to extending railway facilities to this area. In this way, the people of the area will be benefited. Secondly, a railway line already exists from Jaipur to Bari Sadri. I request you to conduct a survey to extend this line upto Chhooti Sadri Via Pratapgarh, Banswara and Dohad so as to lay a railway track in this area which is also an Adivasi area. It will open the doors of development for these people. I would like to request you to pay attention to it.

There are a number of unmanned railway level crossings. This causes a lot of difficulties for the villagers. The gates open at 7 A.M. or 8 A. M. Sometimes it so happens that patients cannot reach hospitals due to closure of gates. The people of my constituency face this problem. I, therefore, request

[Prof. Nirmala Kumari Shaktawat]

you to post at least one chowkidar at each of the crossings.

As regards passenger amenities, I would like to submit that besides the express trains drinking water should be provided to passengers in containers etc. in other passenger trains also so that the passengers may get water to drink. Earlier there used to be separate compartments for ladies. But now a days this facility has been withdrawn in the trains. As a result, the female passengers face a lot of difficulties while travelling by trains. As such the practice of providing separate compartments for ladies should be re-introduced.

Sometimes, the passengers find it very difficult to carry their luggage. I would like to make a suggestion in this regard that just as trolley facilities are available at the airports and some of the railway stations such as Madras, this facility should also be extended to major stations like Delhi so that the passengers may not feel any difficulty.

I would also like to submit that a large number of passengers need newspapers and magazines to read in the trains. But they cannot afford to purchase magazines which are very costly. In order to solve this problem magazines should be made available with the conductors attached to the compartments so that passengers may borrow the same on payment of nominal charges.

I support the Demands of Grants presented by you. I would also like to submit that there must be special allocation for a big state like Rajasthan.

TEXT TO CUT MOTIONS

[English]

SHRI G.M. BANATWALA : I beg to

move:

" That the demand under the Head Railway Board be reduced to Re. 1."

/Failure to make the train service between Mangalore and Bombay daily (Southern Railway)./(159)

"That the demand under the head Railway Board be reduced to Rs. 1."

/Failure to double the line between Mangalore and Shoranur (Southern Railway)./(160)

" That the demand under the head Railway Board be reduced to Re. 1. "

/Failure to provide adequate quota for transport of betel leaves, a highly perishable commodity, by fast trains to the poor agriculturists of the backward areas of Tirur, Calicut and Shoranur (Southern Railway) leading to great loss of this perishable commodity./ (161)

" That the demand under the head Railway Board be reduced to Re. 1."

/Failure to provide adequate passenger train facilities for the Malabar area under Southern Railway. (162)

" That the demand under the head Assets-acquisition, Construction and Replacement be reduced by Rs. 100."

/Need for early completion of Trichur-Guruvayur railway line (Southern Railway)./(163)

" That the demand under the head Assets-Acquisition, Construction and Replacement be reduced by Rs. 100."

/Need to give priority to early comple-

tion of West-Coast Railway line connecting Mangalore and Bombay. (164)

" That the demand under the Head Assets-Acquisition, Construction and Replacement be reduced by Rs. 100."

/Need for improvement of railway stations between Kuttipuram and Ferok (both inclusive) in Palghat Division of Southern Railway be providing adequate roof-covering, second platforms, foot over-bridges and separate sheds for booking fish-baskets. (165)

" That the demand under the Head Assets-Acquisition, Construction and Replacement be reduced by Rs. 100."

/Need to provide foot over-bridge connecting the two platforms at Tirur railway station, Palghat Division (Southern Railway) / (166)

" That the demand under the Head Assets-Acquisition, Construction and Replacement be reduced by Rs. 100."

/Need for providing adequate roof-covering on the second platform of Tirur railway station, Palghat Division (Southern Railway). / (167)

Mr. Deputy Speaker, Sir, I will not go into the details of the Railway Budget but I shall take this opportunity to plead for adequate improvement of train facilities in the Malabar area of Kerala.

As it is, in the matter of train facilities, Kerala is very much neglected and within Kerala, Malabar suffers the most. We have been repeatedly making representations to the hon. Minister, the railway authorities and others but, hardly anything is achieved through these repeated representations.

Sir, in this House, for the last several

years I have been pleading for the Guruvayur-Kuttipuram railway line. After persistent pleading for the Guruvayur-Kuttipuram railway line in the Palghat Division of Southern Railway, the then Railway Minister Shri Kamalapati Tripathi was good enough to announce that the same would be taken up. But since then the budgetary allocations that are made for the completion of this particular railway line are very inadequate. It is not at all possible to conceive of the completion of this railway line, in any near future if such inadequate allocations continue. I must, plead that adequate allocation of funds should be made for the purpose of this railway line so that the Guruvayur-Kuttipuram railway line is completed as early as possible.

Sir, subject to correction, I think that the hon. Minister of State for Railway Shri Madhavrao Scindia had promised that the Trichur-Guruvayur new line would be completed by May 1991. That promise was given, I believe, as on 30th August 1988. Now we have been pleading again and again with this Government to at least fulfil its own promise, to see that the promises are fulfilled and work on this railway line is expedited. We are now being told that all this depends upon the availability of funds. For several years, we have been pleading for this railway line. There was a survey and everything was done and then the Railway line was sanctioned. A date was promised for the completion of the railway line. We now find that the entire project seems to be a vision in the distant future. I must, therefore, very emphatically plead for adequate allocation of funds and speedy work in order to complete this project within the time that has been promised to us viz. May 1991. In fact I rise to speak today in order to plead that this line should be completed even before 1991. I hope that necessary attention will be given to this pleading.

Sir, I must say that Malabar is very

[Sh. G.M. Banatwala]

unfortunate in not getting the due attention of the Government. Very small small things that we ask for are also not being considered. When we approach the General Manager of Southern Railway also, the replies are stereo-type and technical types of replies are given. Nothing comes out. We approached the hon. Railway Minister also. We find ourselves pleading in vain. From Tirur, we get betel-leaves. Tirur comes under the Palghat Division of Southern Railways. Calicut, Tirur and Shoranur are backward areas. The main business is betel-leaves. There are several baskets of this commodity. You know betel-leaves i.e. *pans* are perishable commodity. The basket cannot lie there on the platform for so many days and as a result of this there is loss. The requirement of betel-leaves traders and agriculturists in the backward areas of Tirur, Shoranur and Calicut is 10 tonnes per day. But then hardly four tonnes quota has been allotted with the result daily six tonnes shortage is there in the carrying capacity for betel-leaves. Further, the betel-leaves get spoiled and also the betel-leaves are exported. By the betel-leaves getting spoiled, not only we loss foreign exchange but then the agriculturists, poor agriculturists of these backwards areas also lose. A few days back, I approached the hon. Minister pleading "for God's sake, do something so that these baskets do not get destroyed on the railway stations. " When I went back, I found that even the present quota- while I was pleading for increasing the quota- is also not being made available to them. What is this position? The poor agriculturists in this very backward area, who are producing *pans* which is exported to our neighbouring countries, are made to so suffer. I pleas with the Government to see that necessary increase in quota at Madras is made- quota for carrying the *pans* from Calicut, Tirur and Shoranur people. I hope that this cry, this agony

which is there today, does not remain a cry in wilderness.

Let us go to Tirur. After lot of pleadings, we got the second platform there. But then the second platform is very low. I do not know how it happened. But it is not of a standard size. It is very low. Even when I go there, I require two people to help me to climb into the train. Then there are old people, there are ladies. And it is such a miserable plight that even one platform of a proper size cannot be made for this Malabar people. Even the surface for that platform is not properly made. Such is the situation. (*Interruptions*)

MR. DEPUTY SPEAKER: Please wind up.

SHRI G.M BANATWALLA: I have just started. Please bear with me. I have moved nine cut motions. This is something very important. There is no roof-covering for the second platform. We have there in Kerala, in that part, very heavy monsoon and that monsoon is approaching. It is almost breaking. No over-bridge is put connecting one platform to other platform. You have to jump on the railway tracks and cross the railway tracks to reach the platform. I am also generally helped by two or three people to jump down and then jump up at the other end. This is the position not only with respect to Tirur railway station, but it is the position with all the railway stations which are there between Feroke and Kuttipuram. Please see that proper passenger facilities are given at these stations.

Then the fish baskets are there. The fish baskets are also lying there in all the platforms and the whole area gets dirty. Can't you have a separate shed for booking of these fish baskets? A separate small shed for the purpose is not of much of a cost. It is

not a heavy Budget that I am asking you for. These are small things.

Then very condemned coaches are given to us. Recently, I was travelling in the 49, Cannanore-Ernakulam Express in the First Class. I found all seats broken, handles loose in our own hands, perhaps to throw at the railway authorities. Then I just got up to go to the toilet. God helped me because before I reached the toilet, I found the water from the tank bursting down and coming right into compartment. People told me: "Mr. Member of Parliament, this is a daily thing." These are now not merely things from the people. It is a matter of personal experience. How long are we going to suffer like this? Let me tell you, people are getting very much discontented. Please read the writing on the wall. There is a limit to the patience. I have moved nine cut motions here in this respect. There no sufficient train facilities, passenger facilities at Shoranur-Palghat Section for our people. No sufficient and adequate quotas are there. I therefore have risen with only one point today. All these years I get up and make a big speech on the Railway Budget; and then the Constituency is lost. So I thought that today let me not speak of anything else but speak of the necessities the people want.

About train facilities, from Mangalore to Bombay we are promised by the Hon. Minister. When did he promise? We were promised by the Hon. Minister that there will be, if not daily, at least 5 days a week the train service. Long ago that promise was made. In February 1988 that promise was repeated; but instead of 5 days, we are having hardly 3 days. We are asking for a daily service but even your own promise is not fulfilled.

MR. DEPUTY SPEAKER: It is now time for taking up the Private Member's Business.

SHRI G. M. BANATWALLA: I will con-

tinue my speech next time, Sir.

MR. DEPUTY SPEAKER: Can you finish within two-three minutes? Otherwise you will have to wait for a long time.

SHRI G. M. BANATWALLA: I will conclude. We have also been saying that this train service between Mangalore and Bombay....

MR. DEPUTY SPEAKER: Madam Parliamentary Affairs Minister wants to say something.

THE MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS AND MINISTER OF STATE IN THE PRIME MINISTER'S OFFICE (SHRIMATI SHEILA DIKSHIT): I just give a proposal and then the Hon. Member may continue his speech. We have Private Members' Business at 3.30 p.m. today. I would propose that we could continue with this discussion and pass the Railway Supplementary Demands for Grants hopefully by 4.15 p.m. or earlier so that the Members could use this opportunity. We can postpone the Private Members' Business to 4.15 p.m.

MR. DEPUTY SPEAKER: We can adjust this 45 minutes and extend the sitting of the House upto 6.45 p.m. If Members feel like this, we can do this.

The proposal is, upto 4.15 we continue with the Railway Demands and finish it. After 4.15 p.m. we take up the Private Members' Business and extend the sitting of the House by 45 minutes and it will go upto 6.45 p.m. I think the House will accept this.

SHRIMATI SHEILA DIKSHIT: The sense of the House may please be taken to extend the sitting of the House till 6.45 p.m.

MR. DEPUTY SPEAKER: We have to give 2¹/₂ hours for the Private Members'

[Mr. Deputy Speaker]

Business. We can adjourn early, that is immaterial. But 2/1/2 hours will be given for Private Members' Business after 4.15 p.m. If Members want to finish earlier, I have no objection. According to our convention the 45 minutes given to this discussion will be adjusted after 6 O' clock and the sitting of the House will be extended upto 6.45 p.m. I think, the House will agree to this.

SOME HON. MEMBERS: Yes Sir.

MR. DEPUTY SPEAKER: Mr. Banatwalla to continue.

SHRIG. M. BANATWALLA: Mr. Deputy Speaker Sir, I was pleading with the Government for increasing and providing adequate passenger train facilities for the Malabar area under the Southern railways. I was also requesting the Government that the train service between Mangalore and Bombay be made a daily service. It is at present thrice a week whereas the Hon. Minister nearly a year ago had repeated his promise that it would be made 5 days a week.

There is only one line between Shoranur and Mangalore. This is a very old pleading of ours for doubling of the line between Mangalore and Shoranur stations of Southern Railway. In this section, viz., Mangalore-Shoranur, works have to be undertaken for the purpose of increasing the traffic carrying capacity. This is an absolute practical necessity and I need hardly dwell upon the great increase in the traffic density in this area which requires to be reflected in the provision of adequate facilities.

Sir, priority has also to be given to the completion of the West Coast railway line connecting Mangalore and Bombay. In this particular Section there are certain level crossings and there is need to have properly manned railway crossings. There is also

need for proper over-bridges. Whenever we approach the necessary authorities of the government in the matter we are told that the panchayats must come forward in order to foot the cost of all these constructions. You see this is a very backward area. The panchayats or the local bodies there are very poor. They are not in a position to foot the necessary cost for the over-bridges and for having manned railway crossings and so on. But then because of the poverty of the area and because of the fact that the area is backward it should be seen that it does not languish in its backwardness. Therefore, I must say there must be proper flexibility in our rules and Government must come forward. We are told to go to the State Government. What can you expect from the State Government there! You hardly expect anything when there are leftists in power over there- the so-called leftists. The area is neglected by them but then the area should not be neglected by the Central Government and the Railway Board.

Sir, I am very serious about all the nine cut motions that I have moved. I will conclude by once again emphatically pleading for proper improvement of passenger facilities, for proper improvement of all stations between Feroke and Kuttipuram in the Palghat division of the Southern railway. The situation is such that it demands several works to be undertaken and, I hope, Government will see to it that adequate attention is paid to the need for adequate train facilities in the Malabar area of Kerala. As I have said there is lot of resentment among the people. Lot of agitation is going on and there is limit to patience. Year in and year out we have been making representation and we hardly get anything. Even on the basis of population Kerala should get Rs. 174 crores but instead of Rs. 174 crores being provided in the budget hardly Rs. 19 crores and odd have been provided to Kerala. That is the neglect of Kerala. I hope Kerala and especially Feroke-Kuttipuram section of Malabar division

will receive due attention at the hands of the Railway Board and the Government.

SHRI MAHABIR PRASAD YADAV (Madhepura): Mr. Deputy Speaker, Sir, I have already made certain suggestions and in addition to those I want to make certain further suggestions with regard to the railway timings in the Samastipur Division.

While members from Bihar have supported the Railway budget in totality and have asked for certain new lines and certain changes in the timings of the trains but on account of financial constraints the hon. Minister of State for Railways has declined to give us any help in that regard because of his limitations and constraint of funds. At least we the Members of Parliament from that region want certain changes in the timings of the railway time-table in the best interests of the general public. Take, for example, Magadh Express 191 UP and 192 DN. Members of that region requested the Railway Ministry in the zonal meeting that the timing of the Magadh Express be changed. It starts at at 19.30 hours from Patna and reaches Delhi the next day at 12.00 hours. All Members unanimously brought it to the notice of the Railway Ministry and Railway Administration has not taken any notice thereof. In that way the passengers including the Members of Parliament have to undergo various hardships on that account.

There are two trains, the Janaki and Kosi Express. These two trains are joined together at Saharsa and bifurcated at Sakri Junction. One goes to Jainagar and the other goes to Nirmali. We have pleaded for hauling these two tracks by diesel engines from Saharsa to Sakri. But nothing has been done in that regard. I specially draw the attention of the Deputy Minister of Railways, Mr. Prasad to take into consideration the hardships of the passengers. We reach Patna, the distance of 992 kms. in 16 hours and the distance of 216 kms. are covered by

12 hours. You can very well imagine the difficulty, the hardship and harassment of the passengers.

I would like to point out that the railway bridges between Mansi and Saharsa are about hundred years old. There is one railway bridge near Dhamara Ghat railway station. Express trains, for example, 15 UP and 16 DN, Gauhati-Banaras Express, 41 UP and 42 DN do not halt at Dhamara Ghat. But the trains have to stop at the railway bridge for about 15 minutes. I have to draw the attention of the Railway Minister in this regard that this wooden bridge be replaced by a pucca bridge all the bridges constructed during the British regime have reached the expiry limit. So, the speed of the trains is not normal in that regard. Therefore, I would like that all the old bridges should be reconstructed and wooden bridges be removed at the earliest.

Trains, namely, 417 UP and 418 DN were introduced by the North-Eastern Railway at my initiative and instance in between Banmankhi and Saharsa. The timing of the train is such that only the driver of the engine and the guard have to run the train without passengers. I have already requested the Railway Minister that these two trains be cancelled and the coaches thereof be attached with Janaki Express which is a very important train and largest number of passengers travel by this train. The passengers are put to a lot of difficulties and hardship and that cannot be imagined and described.

With these words, I support the Railway demands.

SHRI ABDUL RASHID KABULI (Srinagar): Mr. Deputy-Speaker, Sir, I rise to support the Demands for Railways.

Without the development of railways, there cannot be a real progress, in the States. We in the valley of Kashmir are

[Sh. Abdul Rashid Kabuli]

suffering a lot because of lack of transportation. The only highway between Srinagar and Jammu is not sufficient and dependable and many a time it is blocked and the transportation is disrupted. There was a scheme to connect Delhi with Srinagar by a railway line, but that has not been implemented and without proper rail links, development of the Kashmir is not possible. I recall that I raised this issue about four years when Shri Ghani Khan Chaudhury was the Railway Minister. I had said this was a challenge before the Government of India and they must connect Delhi with Srinagar. He replied "I accept your challenge; in due course of time, we are going to connect Delhi and Srinagar whatever be the cost and whatever be the hurdles in this way." But nothing has happened so far. xyz

The real development of this far flung area is not possible and its backwardness cannot be removed without a proper transport system. Only the modern mode of transportation, that is, railways can help us. Therefore, I urge upon the Government of India to honour the commitment made to the people of Kashmir in this respect.

Within the valley, there are a number of tourist spots and tourists come to see them from foreign countries as also from within India. When they come to the valley, they suffer because of lack of proper transportation. It would not have been difficult for the Government of India to construct meter-gauge line connecting Kazikgund with Baramulla and round about, so that the tourists can go easily to various tourist places of the valley. That also has been raised a number of times, but nothing has been done.

Also, the Government had taken upon itself the task of constructing railway line from Jammu to Udhampur, but I feel ashamed that though we have been promis-

ing to the people as per the commitment made by the Government of India, that this would be implemented, but nothing has been done for the last several years. Even that track of 40-50 kms has not been completed. I request that the Government of India should carefully study the difficulties of the people and this railway line between Jammu and Udhampur must be constructed within the shortest possible time.

Then, we have two trains running between Delhi and Jammu; one is Jammu Mail and the other is Jhelum Express. The Jammu Mail runs in time. The other train comes from Pune. Very often the tourists suffer because we do not have sufficient trains playing between Delhi and Jammu and Jammu and Delhi. During summer there is a lot of rush from Delhi towards Kashmir and most of domestic tourists who depend on this mode of transport suffer for lack of adequate number of trains.

Lastly, the increase in the passenger fares has also affected tourism. I was recently in Srinagar and many persons belonging to various tourist organizations came to meet me. Their complaint was that many tourist groups have cancelled their trips from Bombay to Jammu because of the increase in fare per bogie which were registered before and have now shown manifold increase in the fare. This has been at the cost of tourism. Special consideration should be shown to the development of the tourism in the interest of the State. This complaint of the people working in the tourist sector should be removed and special interest shown in order to develop tourism in Kashmir.

[Translation]

SHRI SHANKARLAL (Pali): Mr. Deputy Speaker, Sir, the hon. Minister for Railways has himself admitted that the average kilometrage of railway lines for Rajasthan is below

the national average. While the national average is 18.81 kilometrage per 1000 kms, in Rajasthan it is 16.41 kilometrage per 1000 kms. Despite this, Delhi-Ahmedabad rout has not been converted into broad gauge. I will not be possible to develop Rajasthan unless this line is converted into broadgauge. There was a proposal to link Bilara with Bad by rail covering a distance of 33 kilometres for which survey was already conducted in 1983. If need be, you may conduct survey for the second time, if you so desire but I fail to understand what are the difficulties in taking up this work. I would like to request the hon. Minister of Railways to have the construction of broad gauge line from Bilara to Bad taken by the Railways after undertaking survey of the line and complete the construction work.

Sendra is a very important railway station on the Western Railways. There has been stoppage of Delhi Ahmedabad Express at that station for the last 20 years but this stoppage was withdrawn recently on the plea that hardly any passenger alight here. But the thing is that the railways do not issue tickets for that station. Tickets are issued for Beawar station. Tickets for Sendra are not issued. Not to speak of a new work, even the stoppage which was there for the last 20 years have been cancelled. Though it is a very important place and the army jawans in large numbers live in this area, yet the stoppage at this place has been cancelled. I would like to submit you that the Ahmedabad Mail should be provided a stoppage at Sendra.

Thirdly, I would like to submit that the 505-506 Ashram Express has been provided halt at Falna station from 16th February this year, but tickets for this station are not issued. Shri Ashok Gehlot and I myself tried to have tickets for Falna, we were issued tickets for Abu Road, but tickets for Falna were not issued. In the course of time you may cancel the stoppage at Falna on the

plea that the station is economically not viable. I would like to submit that you should issue standing instructions to issue tickets for Falna.

I would like to make yet another submission that Pali is an industrial town and also a district headquarters, but no direct coach is available for Jaipur and Delhi from this place. People desirous of coming to Delhi will have to go to Jodhpur, a distance of 75 kms to catch train for Delhi. I would, therefore, like to submit that a direct coach for Jaipur-Delhi should be attached to the train at Pali station.

As far as the question of construction of overbridges are concerned, I would like to bring it to your notice that Pali is an industrial town and in the absence of an over-bridge the traffic remains blocked for most of the time. The State Government is also prepared to provide funds for the construction of bridges so as to avoid traffic blockade. Another over bridge needs to be constructed at falna, because Ranakpur is a tourist place of world fame. Tourists travelling by roads are held up for hours together at the level crossing when a train passes on that line. An over bridge should, therefore, be constructed there. Similarly, a bridge should also be constructed at Marwar junction.

Besides, beautification of Pali and Marwar railway stations should be done. Though the Jodhpur-Ahmedabad Superfast trains stops here, tickets for this train are not issued at this station. Marwar junction is a very big junction. As such tickets should be issued from there.

There are some more minor complaints against the railways, but the railway officers are misleading you. You will have to think about it. There is a Delhi -Mehsana train in which mostly common man travel. This trains remains over crowded. People occupy seats in the every nook and corner of the bogies, even then you do not provide addi-

[Sh. Shankaria]

tional coaches to this train. You only care for the passengers travelling in air-conditioned and first class coaches. But feel difficulties in providing additional coaches for the people additional coaches for this train. One more train bearing No. 41 up and 42 dn runs from Ahmedabad to Abu. People wait for hours to board this train. I request you to extend this train running between Ahmedabad and Abu upto Ajmer.

My list of demands which I intended to make to the hon. Minister has not yet exhausted but in view of time constraints, I would like to conclude I will be thankful to the hon. Minister if the Department of Railways fulfil my small demands referred to above. I also express my thanks to you for providing me time to speak.

SHRI JUJHAR SINGH (Jhalawar): Mr. Deputy Speaker, Sir, it was very necessary for me to speak on this subject. I would like to draw the attention of the hon. Minister to some points in brief.

My Parliamentary constituency touches the borders of 5 districts in Madhya Pradesh starting from Morena to Sheopuri, Guna, Shahjahanpur and Mandsaur covering an area of 300 kms. which border Madhya Pradesh and the Parliamentary constituency of hon. Deputy Minister of Railways. Development taking place in the adjoining areas in Uttar Pradesh has a direct bearing on my constituency. Instead of taking more time, I would like to confine myself to only those very points which are very essential from railway point of view. First of all, I would like to submit that Kota is an industrial town. There has been a long standing demand to introduce a direct train from Kota to Delhi. A large number of passengers board trains at this place. You have also got it examined and after the examination the Railway Board received recommendations that it is very

essential to provide a train from Kota to Delhi.

I had also written a letter to the hon. Minister about a train and I have received reply to my letter. He has replied that the traffic load on the track between Mathura and Delhi is very heavy. As such no extra train can be introduced on this track. It was only an excuse. Recently you have introduced a new train from Ujjain via Guna. This train will also run on the same track via Mathura which otherwise have been stated to be very congested. I would, therefore, like to request you that for a place like Kota which has enough traffic to justify introduction of a new train and for which a recommendation has already been made a new train for Delhi should be given. I demand that a train may be provided from Kota to Delhi.

My second submission is that a new train has been introduced between Ujjain and Hardwar without touching Delhi. I want that Kota should be linked to this route. If it is not possible to provide an extra passenger train on this line, this train should be diverted via Guna and also cover Baran, Kota and Delhi. Thereafter let it go to Hardwar, There is more demand for this train as compared to the new line which has been sanctioned. Therefore, I want to request that some arrangements should be made to reduce overcrowding on this route to some extent.

It is also a fact that much of the traffic consists of passengers who travel without reservations. I feel that not even 25 per cent of passengers travel with advanced reservations. This includes second class, first class and air-conditioned classes. You have provided a lot of facilities in the matter of railway reservations. You have taken a number of steps for the long-distance passengers. However, you have not done much for the passengers who travel without reservation and sometimes people have to travel suddenly without advance reservations and at

that time they face extreme difficulties. I had proposed earlier in the party meeting also that arrangements should be made to provide a seat to a person who has not been able to get reservation.

16.00 hrs.

[English]

Even if he has to pay something extra he should be prepared to pay extra but at least he should travel comfortably. I think you will consider this proposal also that there should be some sort of arrangement made for some passengers who are not able to get reservation in advance but who come at the eleventh hour and it is very necessary for them to travel.

[Translation]

Besides, I want to submit one more point. There is one direct train between Indore and Bombay and between Indore and Delhi. There are other trains as well. 6 bogies are attached to Dehradun Express from Indore, Nagda which come upto Kota. I may submit that 6 bogies are attached for Delhi and 6 for Bombay. Instead of attaching 12 bogies, a new Indore Delhi train via Kota may be introduced on every alternative day. This will not be an additional burden on the railways and our requirements will also be met.

With this I conclude.

SHRI C.P. THAKUR (Patna): Mr. Deputy Speaker, Sir, from the economic point of view Bihar is the most backward State. In view of this, it is absolutely essential to increase railway facilities there and the hon. Members from that State also want the same. There are certain long standing demands. One of them is the proposal for constructing a railway bridge on river Ganga in Patna which will connect North and South

Bihar. The construction of this bridge is essential for the development of two parts of Bihar. Hence, I implore you to consider it and get the railway bridge constructed at the earliest.

There are certain things which can be done without incurring any expenditure. There are no direct fast or superfast trains between Bombay which is the commercial capital of the country and Patna which is capital of Bihar. Many fast trains are there upto Varanasi for example, Mahanagari Express which terminates at Varanasi but does not come upto Patna. Either a fast train should be provided upto Patna or that train should be extended upto Patna. There is a train between Madras and Patna but it is being demanded that it should run twice a week. The Magadh Express reaches Delhi after 12.00 noon, and as a result thereof the whole day is wasted. Therefore, the timings of this train should be so adjusted that it arrives in Delhi by 2 hours early and also reaches Patna at a suitable time. This will enable the passengers to utilise the entire day in Delhi or in Patna.

The population of Patna has increased enormously and along with it, there is a substantial floating population from adjoining areas as well. Hence, it is essential to introduce a passenger train between Arrah and Mukamma. The Railway Ministry should provide an extra train on this route. There is population explosion in Patna and the concentration is on the Southern side of the Railway line. In the absence of a railway crossing at Mankaghat, the people have to take the subway which gets blocked during the rainy season. Therefore, a railway crossing should be provided there. The same should be provided at Ranipur, Khirki and Begumpur as well.

I want to submit one more point. The Fatva-Islampur railway line which has been closed to traffic should be reopened to en-

[Sh. C.P. Thakur]

able the movement of the people of this areas. Similarly, the Arrah-Satna route should also be re-opened.

With these words, I thank you for providing me an opportunity to speak.

SHRI GIRDHARI LAL VYAS (Bhilwara): Mr. Deputy Speaker, Sir, I have lots of complaints against the Railway Ministry. I had submitted earlier also that the Railway Ministry is not implementing the recommendations of the Railway Committee for the constitution of a separate Railway Zone for Rajasthan. The Railway Ministry has undergone so much of expansion that no work is carried out in a systematic manner. It has expanded so much that it is not possible to take decisions for the whole country which while in Delhi. The Railway Board which is a vast organisation should be divided into different zones and zonal offices should look after the needs of rail traffic of different zones. This will remove much of the grievances of the people. People are complaining that new railway lines are not laid in their areas. Railway Ministry accords sanction to lay new railway lines in some areas and completely neglect others. This enhances regional imbalance and gives rise to resentment. But little attention is being paid to it.

There are 6 members in the Railway Board and Rs. 10 crores are spent on them every year. All the hon. Members of Parliament are discontented because it is unable to solve the problems and therefore, its division into different zones is essential so that there can be a uniform development of railways in all regions and new railway lines can be laid everywhere.

10 years have passed since I entered the Parliament. I have been constantly demanding for three railway lines, namely, Todha-Raisingh to Nathdwara, Kota to

Devgarh and Lapibea to Beawar. Survey has been completed in respect of all these three lines Todha-Raisingh-Nathdwara line is not being constructed on the plea that it is uneconomic and unviable. There is a railway line between Jaipur and Todha Raisingh and from Ahmedabad to Nathdwara. I cannot understand the basis on which this line is being declared as uneconomic and unviable. This is the kind of functioning of the Railway Board. Railway lines were constructed in our area during the days of the Princely Rule. There was a railway line from Udaipur to Chittorgarh and train services were available on this route. Even now we have to look towards 'Raja'. Apart from a few areas, new railway lines are not being laid anywhere else. Therefore I want to request the Government that it is essential to bring changes in this policy. Until this is done the prevailing discontent will not be removed.

The hon. Deputy Minister should pay special attention to this point. Railway expansion is taking place in your constituency but other areas are being neglected. I requested you to make arrangements for increasing the reservation quota in 'Bhilwara' and 'Garibnawaz' but you replied that there is no possibility because coaches are not available. If you are not willing to extend any facilities then you should strangle us so that we may not be able to put forth our demands.

In this way, there is major discontentment with the Railway Ministry and I want to draw the attention of the hon. Deputy Minister towards it. At least you are not 'Raja'. You are ordinary worker like us. You should make efforts to pay attention to the points which I have made which will contribute in the streamlining of the Railway Ministry.

You should divide the Department of Railways, Zonewise, so that new railway lines are laid in all areas and entire railway system is streamlined.

I have great hope that attention will be paid in this direction.

*SHRI R. JEEVARATHINAM (Arakkonam): Hon'ble Deputy Speaker, Sir, I would like to say a few words in support of the Supplementary Demands for Grants (Railways) presented by our Hon. Railway Minister.

A shuttle service from Arakkonam to Katpadi should be introduced. It should leave Arakkonam at 5.30 p.m. and reach Katpadi at 6.45 p.m. Passengers from Kovai Express and Brindavan Express alighting at Katpadi must be able to board this shuttle train. The shuttle should start from Katpadi at 7.45 p.m. and reach Arakkonam at 9 p.m. The introduction of the shuttle service would help to promote the industrial development of the area.

Presently the Railways are laying three broadgauge lines from Madras to Tiruvallur. These lines should be extended upto Arakkonam. In this could be done, then trains coming from Bombay and other Northern cities may be able to reach Madras without delay.

The construction work of the Railway overbridge at Arakkonam Junction should commence immediately. Likewise the Pondicherry Bangalore rail link announced by the Railway Minister in his speech must also be started without delay.

The train Nos. 39 and 40 running from Bangalore to Madras and vice versa presently do not stop at Sholingar. Sholingar is a growing industrial area. There is vast potential for industrial development in this town. I, therefore urge upon the Minister to issue orders for stopping of the train at Sholingar. A survey must be conducted of all meter-

gauge lines in Tamil Nadu. These lines should be phase by phase converted into broadgauge lines. The Karur-Dindignall broadgauge conversion project must be started quickly. The public have demanded that higher allocations should be made for this project. I had also in my speech on the main budget pointed out the paltry allocation for the project. I request the Hon. Minister to increase the allocation for this project. Lastly I would request the Hon. Minister to enhance the amount of loan being provided to railmen for construction of houses. The Railway Minister must see that housing facilities are provided to railway men in the location desired by the railway men. With these words, I conclude.

[English]

SHRI CHINTAMANI JENA (Balasore): I am grateful to you for giving me an opportunity to speak on the Railway Budget. I support the Railway Budget presented by the hon. Railway Minister. The policy of the Government is to give priority for the development of backward areas and backward States. Madhya Pradesh and Orissa are backward in question of railway lines and railway facilities are not provided there. In this connection, I would urge upon the Railway Minister to give a top priority in providing more and more railway facilities and more and more railway lines for the States of Orissa and Madhya Pradesh, which are backward, as far as national average is concerned. In this connection, I would request that the Rupsa-Bangiri-Poshi narrow-gauge railway line, which has gone through the entire tribal area-it was constructed about 100 years ago-may be converted into a broad-gauge railway line to connect Bombay line near Garumahisani. By doing this, a distance of 150 kms will be curtailed with the result our national wealth is

* Translation of the speech originally delivered in Tamil.

[Sh. Chintamani Jena]

saved by way of wear and tear of the railway components will be saved as also the timings will be saved to a large extent.

Some trains from Orissa areas were withdrawn in the month of November 1988. I would request that those trains like Puri-Howrah-Passenger, Puri-Assansol-Passenger and Madras-Howra-Ganta-Express should be revived.

Besides, the Link Express and the Sambhalpur passenger should be revived. In this connection, I would like to mention that recently from the month of November the Railways have changed the timings of No. 915 and 916, 175 and 176 Neelanchal Express. We would very much appreciate if the earlier timings of these trains are revived.

I am very grateful to the hon. Minister that he has sanctioned a passenger halt at Parikul between Balasore and Haldipada railway stations. This station needs to be constructed in right earnest.

I would also like to mention in this connection that passenger halts were sanctioned about 30 or 40 years ago by the Railways at Rajghat as well as Nuagem Mayurbhanj road. But unfortunately, they could not be converted into flag stations so far. I request that these passenger halts may be converted into flag stations.

I also request that the commission porters and commission bearers should be made permanent in their services. Besides, transshipment labour who are now in a very miserable condition may be made at least casual labourers, if not made permanent.

MR. DEPUTY-SPEAKER: I think we can extend the time by 10 to 15 minutes to finish this item.

THE MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS AND MINISTER OF STATE IN THE PRIME MINISTER'S OFFICE (SHRIMATI SHEILA DIKSHIT): We may extend the time by 15 to 20 minutes and complete this item.

MR. DEPUTY-SPEAKER: I think, the House agrees. The Minister.

THE MINISTER OF STATE OF THE MINISTRY OF RAILWAYS (SHRI MADHAVRAO SCINDIA): Mr. Deputy-Speaker, through you I would like to thank the hon. Members who have participated in this short debate on Railway finances. I have, just a few days ago, dwelt at very great length on the various aspects of railway working and I have tried to elaborate the directions in which special efforts are being made on the basis of priorities fixed. I would not like to go over all that ground again. Many individual members have made suggestions pertaining to their areas and their constituencies. We will certainly look into all their suggestions and efforts will be made to try and satisfy them wherever it is possible.

Hon. members in this very short debate did make a mention of road overbridges. With the high growth of vehicular traffic in many areas in this country we are trying to sanction road overbridges wherever the need arises, on a fairly generous and liberal basis. But I have to remind hon. members that it is necessary for the State Governments to initiate the proposals in first instance and also to include them in their State budgets so that we could reciprocate, we could further deliberate and arrive at firm decisions. But as I said, it is necessary for the State Governments to first move these proposals. I would like to assure hon. Members that wherever traffic requirements demand and on the basis of the proposal initiated by the State Government we will try and sanction as many road overbridges as is possible within our budgetary limitations.

Some hon. Members made a mention of certain railway lines. Jammu-Udhampur line was also mentioned. We have greatly increased the allocations for Jammu-Udhampur line to almost Rs. 13 crores. It is a very difficult section. It is a very difficult area and has many mountains. It requires a lot of tunnels. I think engineers of the Indian Railways are doing a very satisfactory job in that very difficult section from the engineering point of view. Beyond Udhampur upto Qazigund and Srinagar, a bi-modal study has been undertaken, which will determine the cost benefit that will accrue between a railway line and a major road. Only after that study is completed, the Planning Commission can come to some firm decision, which will then of course be communicated to us after discussion. Sir, I am not in a position to talk about extension of the line beyond Udhampur. Our first priority is to complete the line upto Udhampur and give the State of Jammu a new railway line.

Sir, I am grateful to Mrs. Shaktawat who was kind enough to appreciate the efforts of the Railway staff and Railway Officers in the speedy construction of Kota to Chittorgarh line, which is nearing completion. Of course, in the last two years we have been giving substantial allocations and I hope that very soon within a few months, we will open the section to traffic and later on we can consider the movement of passengers also on this section. I am grateful to her because there are many instances where inspite of increased allocations, some hon. Members conveniently forget where the allocation has been increased and only tend to enlighten the House where the allocation is still minimal because of resource constraint. One such reference I remember, was made in the general discussion on Railway Budget, a few days ago by a hon. Member from Karnataka, who talked about the neglect of Karnataka. It is not the case. I have said time and again that the Railway Minister is an operational Ministry and it has to be looked

at from an all India angle. Our basic objective is to transport the largest number of passengers over long distances the middle and lower income groups especially and provide for bulk transport of freight. If we do not keep this all India objective and perspective in mind, it can lead to very severe bottlenecks, affecting the public distribution system, affecting the economic growth and affecting a lot of infrastructural activities, which depend on the movement of freight on the Indian Railways. This will always have to be uppermost in our mind and subject to that particular priority, certain weightage will then also be given to opening up of backward areas, and opening up of far flung areas. Our Prime Minister had asked us to lay great stress on the development of the north east area of our country. That is why, Railways have fulfilled their commitment of completing four new railway lines projects within the Seventh Plan for the North East area of this country. I would just like to request the hon. Members to look at it from an all India angle. Our effort is to see that within our priorities, we pay attention to backward areas, tribal areas and hilly areas. For instance, in Karnataka, Bangalore-Mysore conversion, has been given as much as Rs. 17 crores. Our total budget for conversion is about Rs. 84 crores. So, Rs. 17 crores would probably be somewhere around 20 to 25 per cent of the total budget for conversion, of the country, which has been given to one railway line project in Karnataka. The hon. Member from the opposition bench very conveniently did not mention about this. He did not make a mention of the fact that a few years ago because of the efforts of the Congress Government and because of the efforts of Shri Jaffar Sharief, as major plant as Wheel and Axle plant was located in Bangalore. We this year, have decided to undertake a major expansion from 70,000 wheels to 85,000 wheels at a cost of Rs. 32 crores. This also was conveniently forgotten. My request to the hon. Members from the ruling party actually is to try, while criticising us for our shortfalls or

[Sh. Madhav Rao Scindia]

where we have fallen below their expectations, sometimes may be due to our own fault and sometimes because of limitation of resources, to pick up these positive aspects and highlight them. For instance, in Orissa we have given 36 per cent of the total Budget for new lines for this country. An amount of Rs. 90 crores out of Rs. 250 crores has gone to Orissa. Within our limitations we do the best possible for areas which are still backward and unconnected.

I would like to thank Shrimati Nirmal a Kumari Shaktawat for expressing appreciation of the efforts of the railway staff and railway officers. On the other hand, there were some other hon. Members from Rajasthan who were highly critical. I appreciate their suggestions also because, I am sure, it is done in a very constructive manner. But I would like just to remind hon. Members from Rajasthan again without bringing in the State aspect, that allocation for Mathura-Alwar railway line has been greatly increased. Mr. Natwar Singh has been pursuing this very vigorously. Kota-Chitorgarh line will now further go on to Neemuch. We will try and expeditiously finish this line right upto Neemuch. Apart from that, the final location survey for a broad-gauge link from Swai Madhopur to Jaipur, Phulera Road, Jodhpur and Bikaner is being undertaken. And later on consideration is being given to the second stage beyond Jodhpur to Barmer and Jaisalmer. And as the hon. Members know, in Railway's parlance final location survey means pretty near finality though it is not hundred per cent; otherwise, final location surveys are very seldom undertaken. So all these things are there.

Another thing I would like to clarify is that a number of hon. Members talked about the West Coast line. Mr. Oscar Fernandes and Mr. Janardhana Poojary have been taking special interest in this. We have this

year managed to include Mangalore-Udupi line in our Budget. There has been some talk from the opposition benches that the amount given was very very minimal. If you look at any railway line, the first year of entry into the budget papers, the amount is always minimal because all the formalities like acquisition of land and other procedures have to be done first. It is very difficult to absorb more than that in the first year. There is no point in allotting something which is not going to be used. But I would like to assure the hon. Members that Mangalore and West Coast line is something which we consider very important. When these initial procedures are finalised and when the acquisition of land has been completed, certainly we will try our best to give much better and adequate allocation within the budget to this line.

I would like to thank the hon. Members for the various suggestions that they have made. Mr. Chintamani Jená also made very valuable suggestions. I am happy to tell him that in accordance with his wishes, in May we will be restoring the Neelanchal train to its original timings. As far as the Link Express is concerned, that will also be done in the month of May. Apart from that, there are a number of other things which we are also doing for Orissa. I would like to assure him that whatever suggestions he puts or other hon. Members from Orissa put, are certainly paid full attention and it will be our effort to continue to rise upto the expectations of the hon. Members and the people of India and the railway users.

MR. DEPUTY SPEAKER: I shall now put the resolution regarding approval of recommendations made in the Thirteenth Report of the Railway Convention Committee, 1985, move by Shri Madhavrao Scindia to the vote of the House. The question is:

" That this House approves the recommendations made in paragraphs 9 to 12 contained in the Thirteenth Report of

Railway Convention Committee, 1985, appointed to review the rate of dividend payable by the Railway undertaking to General Revenues as well as other ancillary matters in connection with the Railway finance and General finance, which was presented to Parliament on 22.2.1989."

The motion was adopted.

MR. DEPUTY SPEAKER: Shri G. M. Banatwalla has moved his cut motions to the Demands for Grants (Railways) for 1989-90. Since he is not here, I shall put all his cut motions to the vote of the House together.

Cut Nos 159 to 167 motions were put and negatived.

MR. DEPUTY SPEAKER: I shall now put the Demands for Grants (Railways) for 1989-90 to vote. The question is:

"That the respective sums not exceeding the amounts shown in the third column of the Order Paper be granted to the President of India out of the Consolidated Fund of India, to defray the charges that will come in the course of payment during the year ending the 31st day of March, 1990, in respect of the heads of demands entered in the second column thereof against Demand Nos. 1 to 16."

The motion was adopted

MR. DEPUTY SPEAKER: I shall now put the Supplementary Demands for Grants (Railways) for 1988-89 to vote. The question is:

"That the respective supplementary sums not exceeding the amounts

shown in the third column of the Order Paper be granted to the President of India out of the Consolidated Fund of India to defray the charges that will come in course of payment during the year ending the 31st day of March, 1989, in respect of the heads of Demands entered in the second column thereof—

Demand Nos. 4,9,10,12,13, and 16."

The motion was adopted

16.32 hrs.

APPROPRIATION (RAILWAYS) BILL,
1989*

[English]

THE MINISTER OF STATE OF THE MINISTRY OF RAILWAYS (SHRI MADHAVRAO SCINDIA): Sir, I beg to move for leave to introduce a Bill to authorise payment and appropriation of certain sums from and out of the Consolidated Fund of India for the services of the financial year 1989-90 for purposes of Railways.

MR. DEPUTY SPEAKER: The question is:

"That leave be granted to introduce a Bill to authorise payment and appropriation of certain sums from and out of the Consolidated Fund of India for the services of the financial year 1989-90 for the purposes of Railways."

The motion was adopted