

APPROPRIATION BILL, 1988*

[English]

THE MINISTER OF STATE IN THE DEPARTMENT OF EXPENDITURE IN THE MINISTRY OF FINANCE (SHRI B.K. GADHVI) : I beg to move for leave to introduce a Bill to authorise payment and appropriation of certain further sums from and out of the Consolidated Fund of India for the services of the financial year 1987-88.

MR. DEPUTY SPEAKER : The question is :

“That leave be granted to introduce a Bill to authorise payment and appropriation of certain further sums from and out of the Consolidated Fund of India for the services of the financial year 1987-88.”

The motion was adopted.

SHRI B.K. GADHVI : I introduce† the Bill.

I beg to move :

“That the Bill to authorise payment and appropriation of further sums from and out of the Consolidated Fund of India for the services of the financial year 1987-88, be taken into consideration.”

MR. DEPUTY SPEAKER : The question is :

“That the Bill to authorise payment and appropriation of certain further sums from and out of the Consolidated Fund of India for the services of the financial year 1987-88 be taken into consideration.”

The motion was adopted.

MR. DEPUTY SPEAKER : The House will take up Clause-by-Clause consideration of the Bill.

The question is :

“That Clause 2 stand part of the Bill.”

The motion was adopted.

Clause 2 was added to the Bill.

MR. DEPUTY SPEAKER : The question is :

“That clause 3, the schedule, clause 1 and the Enacting Formula stand part of the Bill.”

The motion was adopted.

Clause 3 the Schedule, Clause 1 and the Enacting Formula were added to the Bill.

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

“That the Bill be passed.”

MR. DEPUTY SPEAKER : The question is :

“That the Bill be passed.”

The motion was adopted.

14.10 hrs.

RESOLUTION RE : TENTH REPORT OF THE RAILWAY CONVENTION COMMITTEE, 1985,

DEMANDS FOR GRANTS (RAILWAYS), 1988-89

SUPPLEMENTARY DEMANDS FOR GRANTS (RAILWAYS), 1987-88 AND

DEMANDS FOR EXCESS GRANTS (RAILWAYS), 1985-86

[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 1988-89, Supplementary Demands for Grants (Railways) for 1987-88 and Demands for Excess Grants (Railways) for 1985-86 for which three hours have been allotted.

*Published Gazette of India Extraordinary, Part-II, section 2, dated 21.3.1988.

†Introduced/moved with the recommendation of the President.

[Mr. Deputy Speaker]

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.

THE MINISTER OF STATE OF THE MINISTRY OF RAILWAYS (SHRI MADHAVRAO SCINDIA) : Mr. Deputy Speaker, I beg to move :

“That this House approves the recommendations made in paragraphs 11 to 14 contained in the Tenth Report of the 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 23rd February, 1988.”

Sir, by a resolution adopted in the Lok Sabha on 20th March, 1985 and concurred in by Rajya Sabha on 28th March, 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 Railway Finance vis-a-vis the General Finance and make recommendation thereon, for the Seventh Plan period (1985-90).

The Ministry of Railways submitted third interim memorandum requesting the

Committee to permit continuance of the financial arrangements between the Railways and the General Finance for the year 1988-89 as recommended by the Railway Convention Committee, 1980 and as adopted for the year 1987-88 pending their final recommendations 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 : Motion moved :

“That this House approves the recommendations made in paragraphs 11 to 14 contained in the Tenth Report of the 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 23rd February, 1988.”

MR. DEPUTY SPEAKER : Motion moved :

“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 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 against Demands Nos. 1 to 16.”

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

No. of Demand	Name of Demand	Amount of Demand for Grants sub- mitted to the Vote of the House
1	2	3
		Rs.
1.	Railway Board	8,53,66,000
2.	Miscellaneous Expenditure (General)	55,51,06,000
3.	General Superintendence and Services on Railways	398,66,18,000
4.	Repairs and Maintenance of Permanent Way and Works	820,42,91,000
5.	Repairs and Maintenance of Motive Power	658,29,66,000
6.	Repairs and Maintenance of Carriages and Wagons	869,41,16,000
7.	Repairs and Maintenance of Plant and Equipment	442,59,07,000
8.	Operating Expenses—Rolling Stock and Equipment	702,37,20,000
9.	Operating Expenses—Traffic	926,46,11,000
10.	Operating Expenses—Fuel	1328,52,27,000
11.	Staff Welfare and Amenities	287,28,46,000
12.	Miscellaneous Working Expenses	429,91,01,000
13.	Provident Fund, Pension and Other Retirement Benefits	575,43,88,000
14.	Appropriation to Funds	2149,00,00,000
15.	Dividend to General Revenues, Repayment of loans taken from General and Revenues and Amortization of Over-Capitalization	778,94,40,000
16.	Assets—Acquisition, Construction and Replacement Revenue	39,99,50,000
	<i>Other Expenditure</i>	
	Capital	4561,98,53,000
	Railway Funds	1785,49,90,000

MR. DEPUTY SPEAKER : Motion moved ;

“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, 1988, in respect of the following Demands entered in the second column thereof :

Demands Nos. 1, 3, to 14 and 16.”

Supplementary Demands for Grants (Railways) for 1987-88 to submitted to the Vote of Lok Sabha

No. of Demand	Name of Demand	Amount of Demand for Grants submitted to the Vote of the House
1	2	3
		Rs.
1.	Railway Board	46,21,000
3.	General Superintendence and Services on Railways	29,54,75,000
4.	Repairs and Maintenance of Permanent Way and Works	52,78,01,000
5.	Repairs and Maintenance of Motive Power	8,07,10,000
6.	Repairs and Maintenance of Carriages and Wagons	8,27,86,000
7.	Repairs and Maintenance of Plant and Equipment	21,00,16,000
8.	Operating Expenses—Rolling stock and Equipment	64,50,85,000
9.	Operating Expenses—Traffic	62,07,80,000
10.	Operating Expenses—Fuel	30,61,49,000
11.	Staff Welfare and Amenities	18,17,11,000
12.	Miscellaneous Working Expenses	39,05,61,000
13.	Provident Fund, Pension and other Retirement Benefits	142,31,76,000
14.	Appropriation to Funds	4,60,00,000
16.	Assets—Acquisition, Construction and Replacement Revenue (OLWR)	2,05,86,000
<i>Other Expenditure</i>		
	Capital	3,000
	Railway Funds	5,000

MR. DEPUTY SPEAKER : Motion moved :

“That the respective excess 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 make

good the excess on the respective grants during the year ended on 31st day of March, 1986, in respect of the following Demands entered in the second column thereof :

Demands Nos. 4 to 13, 15 and 16.”

Demands for Excess Grants (Railways) for 1985-86 submitted to the Vote of the Lok Sabha

No. of Demand	Name of Demand	Amount of Demand submitted to the Vote of the House
1	2	3
		Rs.
4.	Repairs and Maintenance of Permanent Way and Works	5,04,64,354
5.	Repairs and Maintenance of Mative Power	21,11,46,914
6.	Repairs and Maintenance of Carriages and Wagons	3,74,06,000
7.	Repairs and Maintenance of Plant and Equipment	1,18,72,388
8.	Operating Expenses-Rolling Stock and Equipment	1,01,34,924
9.	Operating Expenses—Traffic	3,46,34,128
10.	Operating Expenses—Fuel	4,05,08,268
11.	Staff Welfare and Amenities	1,20,37,933
12.	Miscellaneous Working Expenses	5,75,30,930
13.	Provident Fund, Pension and other Retirement Benefits	11,69,63,805
15.	Dividend to General Revenues, Repayment of loans taken from General Revenues and Amortization of over-capitalization	83,76,67,933
16.	Assets—Acquisition, Construction and Replacement	
	<i>Other Expenditure</i>	
	Railway Funds	51,32,35,883

[Translation]

*SHRI C. SAMBU (Bapatla) : Mr. Deputy Speaker, Sir, Indian Railways has been playing an important role in the development of the country. It is the life line of our national economy. But I am rather constrained to remark that the development of Indian Railways is not uniform throughout the country. Railways do not cover all parts of the country equally. It is a lopsided development that we find in the expansion of our railway net work. In certain parts it is running efficiently and has all the facilities while in some other parts there are no railway lines and if there are any they negligible and inefficient. It is

not an exaggeration to say that there are certain places in the country which have not heard of railway trains. Speaking about Andhra Pradesh, Sir, one has to admit that the State had been neglected very badly. No new lines were added during the past 40 years of our independence. All the lines that are existing today are the ones which were laid during the British days. These lines are too old and need immediate attention. Due to the negligible allocations made all these years, they are very poorly maintained. It is the main reason why accidents take place so frequently in my State. It is the responsibility of the Government to see that the track everywhere is maintained well. There

[Shri C. Sambu]

is hardly anything in these demands to improvise the existing lines. It is the primary responsibility of the Government to provide sufficient funds for the developmental activities of the Railways. I really appreciate the efforts of Shri Madhav Rao Scindia in improving Indian Railways. He has done justice to the portfolio that he holds. The people in my constituency join me in thanking the hon. Minister for sanctioning halt station at Epurupalem in Prakasam district. We all convey our good wishes to him.

Sir, there was a marathan discussion on the Railway budget in this august House. Unfortunately this year's budget has become burden some to a commonman in this country. Even an increase of Rs. 100 is not burdensome to a richman but an increase of even a single rupee will burden a poor man very much. I do not mind if rich people are made to pay more. We have to, at any cost, exempt a common man from increase in the fares. I take this opportunity to request the hon. Minister to revise his decision to enhance the fares. Similarly, Sir, freight rates have also been raised exorbitantly. Ours is a vast country and essential commodities move from one corner of the country to the other every day. This increase in the freight rates will make the essential commodities still costlier. Hence I appeal to the hon. Minister to withdraw the increase in both freight and passenger fares.

Sir, the Railways are in an advanced technology state in other countries. On the other hand our railways are yet far away from that advanced stage. While the trains can travel at a speed of 300 to 400 Kms. elsewhere, even the fastest train cannot travel half of that speed. Even the facilities are very poor. Catering services on the trains is still poor. Only the quality of the containers has changed but not the quality of food. It is not only not tasty but also not heiginic. Many complaints were received by the Ministry. But no effort has so far been made to improve the quality of the food stuff. Hence it is high time to

take appropriate measures to see that the catering services aboard the trains improved. Similarly in some long distance trains such as Madras to Delhi or Kanyakumari to Ahmedabad one has to travel for 2 or 3 days. It is necessary to provide some entertainment for these passengers like providing music or video.

Sir, I take this opportunity to bring to the notice of the hon. Minister some of the problems pertaining to my State and especially my constituency. There has been a longstanding demand to provide a circular railway system to the twin cities of Hyderabad and Secunderabad. The population of twin cities is more than 30 lakhs now. The present city road transport service is too inadequate to meet the demand. Hence there is an acute necessity for taking up circular railway around Hyderabad and Secunderabad at once. The State Government had already sent the proposal to railway Ministry and also expressed its willingness to share 25% of the cost of construction. Urban Development Ministry is also willing to share the cost of construction. Hence I appeal to the hon. Minister to take up the construction of circular railway line around Hyderabad and Secunderabad this year itself. Sir, Chirala is an important town in Prakasam district. Steps should be taken to stop G.T. Express at Chirala. There is no train facility for the passengers who wish to go to Delhi. Though there are several trains from Madras to Delhi which go *via* Chirala no train stops at Chirala. Trains pass through Chirala every 10 minutes. But none of these trains stop at Chirala. There is not even a single train available to passengers at Chirala for coming to the nation's capital. Hence I earnestly appeal to the hon. Minister to take immediate action to stop G.T. Express at Chirala. Chirala town is fast coming up. It is a very important business centre. I hope, the hon. Minister would immediately concede to this demand. Sir, the railway track passes through the town of Chirala. There are hundreds of villages on both the sides of the track. Quite frequently the manned gate is closed causing traffic jam. One can see the traffic jam throughout day and night. Hence, there is a need to construct a fly over here. We

had been pleading the hon. Minister to sanction a fly over at Chirala. The State Government too is pleading with the Railway Minister to sanction this fly over. I take this opportunity to repeat the request to construct an over bridge at Chirala. Since the construction of a fly over takes some time, it is better to provide a small over bridge for the pedestrians to cross the railway line. Let me remind that this track is so busy that every ten minutes there is a train running on it. Sir, Nizampatnam is one of the major fishing harbours in the country. There is a need to provide a railway line between Nizampatnam and Kidubrohi in Guntur district for promoting the export of fish, jute and cotton. At present only the road transport is available which is too inadequate to meet the movement of exportable commodities like fish, jute, cotton etc. The economic activity has also grown many times in the recent years in this area. Hence a new railway line between Nizampatnam to Nidubrolu will go a long way in serving the needs of the people in this region. This line has already been surveyed and would entail an estimated cost Rs. 20 crores. I request the Minister to take up construction of Nizampatnam Nidubrolu line, during this plan period itself.

There is an express train running between Madras and Hyderabad. There are no general bogies attached to this train. Many a poor who wish to travel by this train cannot do so for the simple reason that they have no reservation. Hence adequate general compartments should be attached to this express train for the benefit of the common people. Similarly there is no quota of A.C. berths allotted to Chirala. Earlier, there was a quota of a couple of A.C. sleeper and 1st class were available. But this is no more there. Hence, I plead for allotment of 5 or 6 A.C. berths at Chirala station.

I request the hon. Minister to kindly see that Himsagar Express stops at Chirala. Chirala is a big business centre. People quite often travel to Ahmedabad and Bombay etc. There are other trains to these cities which go *via* Chirala. But none of them stops here. Hence I appeal to

the hon. Minister to see that Himsagar Express halts at Chirala.

The passenger facilities available at various stations in our area are very poor. The retiring rooms at Ongole station need improvement. This station also needs modernisation. Similarly facilities available at Nellore are also very poor. Steps should be taken to provide more and better facilities at Nellore station. It is a very big railway station and hence needs more attention.

Before I conclude I once again appeal that the construction of circular railway around twin cities of Hyderabad and Secunderabad should at once be taken up.

I conclude my speech thanking you for providing me an opportunity to speak.

[English]

SHRI HANNAN MOLLAH (Uluberia) :
I beg to move :

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

[Failure to settle the cases pending since 1980 of the victimised railway employees so far.] (82)

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

[Failure to provide better amenities to the passengers.] (83)

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

[Failure to check increase in cost consequent on giving work to private contractors.] (84)

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

[Failure to check rise in cost due to purchase of high power engines which can be produced in Electric Locomotive works and Diesel Locomotive Works.] (85)

“That the demand under the head Staff Welfare and Amenities be reduced to Re. 1”

[Shri Hannan Mollah]

[Failure to implement the principle of 'singing on and signing off' for the running staff.] (86)

"That the demand under the head Staff Welfare and Amenities be reduced to Re. 1"

[Failure to fill up the vacancies in various departments of Indian Railways for the last many years.] (87)

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

"Need for earlfy completion of the Howrah-Amta and Howrah-Champadanga broad gatge line on Eastern Railway.] (88)

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

[Need to construct a new over-bridge connecting the new booking office at Eastern end of Chengail Station on South Eastern Railway.] (89)

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

[Need to construct a latrine on the down platform of Chengail station on the South Eastern Railway.] (90)

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

[Need to provide a halt station at Chakesi on South Eastern Railway.] (91)

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

[Need to construct a metaled road from Bauria station to Chakesi Industrial Complex on South Eastern Railway.] (92)

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

[Need to convert the abandoned siding line from Bauria station to Chakesi on South Eastern Railway into metal road.] (93)

SHRI SAIFUDDIN CHOWDHARY
(Katwa) : I beg to move :

"That the demand under the Head Railway Board be reduced by Rs. 100"

[Need to introduce double line on Bandel-Katwa section of Eastern Railway.] (106)

"That the demand under the Head Railway Board be reduced by Rs. 100"

[Need for electrification of Bandel-Katwa section of Eastern Railway.] (107)

"That the demand under the Head Railway Board be reduced by Rs. 100"

[Need to run effectively the Burdwan-Katwa and Ahmadpur-Katwa railways.] (108)

"That the demand under the Head Railway Board be reduced by Rs. 100"

[Need to introduce a new suburban service from Memari to Howrah on the main line of Eastern Railway.] (109)

"That the demand under the Head Railway Board be reduced by Rs. 100"

[Need to allocate more funds for the quick completion of Metro-Railway at Calcutta.] (110)

SHRI MATILAL HANSDA (Jhargram) : I beg to move :

"That the demand under the Head Operating Expenses—Traffic be reduced by Rs. 100"

[Need to check late running of trains on Burdwan-Sahibganj loop lines of Eastern Railway.] (149)

"That the Demand under the Head Operating Expenses—Traffic be reduced by Rs. 100"

[Need to ensure punctuality of trains on Burdwan-Sahibganj loop lines on Katwa-Howrah, Eastern Railway.] (150)

"That the demand under the Head Operating Expenses—Traffic be reduced by Rs. 100"

[Need to provide a halt of Kharagpur Tata passenger train between Jhasgram station and Gidham station of South Eastern Railway.] (151)

"That the demand under the Head Operating Expenses—Traffic be reduced by Rs. 100"

[Need to introduce additional trains between Tata and Kharagpur station to fill big gap.] (152)

"That the demand under the Head Operating Expenses—Traffic be reduced by Rs. 100"

[Need to provide minimum facilities in trains like fans, light, water, electricity and clean compartments for railway passengers of Eastern Railway.] (153)

"That the demand under the Head Operating Expenses—Traffic be reduced by Rs. 100"

[Need to remove encroachment upon railway lands on either side of Railway Platform at Nalhati railway station. (154)

SHRIMATI KISHORI SINHA (Vaishali): I rise to support the Demands for Grants for Railways and I am glad to note that the Railways have shown all round improvement in their performance for which I compliment the Railway Minister. He has given concessions to outstanding sports persons, to children who receive bravery awards, to honoured teachers, to industrial workers receiving Prime Minister's 'Shram' Award and to the widows of all policemen killed by extremists and terrorists. The Railway Minister deserves congratulations for these well-deserved concessions.

The performance of the Railways has been better than expected. But the Railways

find themselves short of funds for meeting the dividend liability.

A glance at the works undertaken by Railways including technological changes, have left the Minister no option other than increase in fare and freight charges. The maximum share of the additional revenue raised by the Minister is from the second class passengers. Hence it would hit the poor people and I feel that it should have been avoided.

I would suggest that the working expenses should be closely scrutinised in order to identify areas where economy could be effected. It is not a healthy and popular step to increase fares and freights year after year to meet dividend liability particularly when the Railways have a monopoly. The components of capital at charge could be scrutinised in order to weed out dead wood and make the dividend liability more realistic. If over 50 per cent of the assets are too old and worn out like steam engines, then these could be sold or written off. In view of the monopoly position of the Railways, it may be necessary to set a limit to expenditure so that Railways do not seek the easy way of raising fares whenever there is a deficit.

14.25 hrs.

[SHRI SOMNATH RATH in the Chair]

There is need for reappraising manpower needs and to re-deploy surplus manpower in areas like ticket checking and to plug loopholes. If 10 per cent is leakage—in fact I feel it is more—the railways could save Rs. 600 crores or more by merely plugging the leaks. It may obviate the need for raising fares and freight charges.

The Railways also carry social burdens which are not freight earning. This could be separated and quantified so that the general revenue could bear the burden or to that extent the dividend liability could be reduced. This would release money which may be utilised for badly need repair, renewal and restocking.

I would not take more time. I would like to submit as other hon'ble Members

[Shrimati Kishori Sinha]

from Bihar have already said that Bihar has not received a fair deal from the Minister.

I have been requesting the Minister for getting survey conducted of a railway line from Hazipur to Lalganj, Vaishali, Saraia, Sahebganj and Kesaria, Narkatiaganj to Sugauli and estimates made but no attention has been given to my request. This is very important as it would pass through Vaishali, a place of historical importance and go upto Nepal border.

In my constituency, Sarai is a very important station both for trade and tourists but only one up and one down train stops. I would urge the Minister to issue instructions for stopping an express train both up and down.

I would request the Minister to consider the question of increasing the frequency of Delux Train between Delhi and Patna from two days to three days a week.

The timing of the Magadh Express as suggested by Prof. Mahavir Prasad may be adjusted so that the train could reach Patna at 10 A.M. and also New Delhi. North East Express is not at all convenient for Patna Passengers.

Will Railways are going into the high speed train business, it must also consider the needs of intermediate stations. There must be enough trains for these people so that they are not forced to get into high speed trains and disturb long distance passengers. Sleeper coaches go without Conductors. This jeopardies safety of travellers besides causing inconvenience. Large number of thefts in sleeper coaches take place.

In the end, I would emphasise the need for making rail travel safer and punctual. With these words, I support the demand.

PROF. N.G. RANGA (Guntur) : Mr. Chairman, Sir, I wish to congratulate the Railway Minister for the overall efficiency of the Railways. I have already drawn the attention of the House to the crying needs for improving the conditions of the carriages, of the services and safety of the Second Class passengers, as they are called now,

who used to be called Third Class passengers and who continue to be suffering from almost all the disabilities of the former third class passengers.

I would like my hon. friend and also the Railway Board to pay some special attention for improving the conditions of service, of travel and convenience for the Second Class passengers going by ordinary passenger trains and also by other express trains. Generally the conditions in express trains are much better, but the conditions in the ordinary passenger trains so far as the second class passengers are concerned are deplorable. They have not been improved. They are badly in need of improvement, and special attention on the part of the Railways.

Having said that, I would like to emphasize 1 or 2 points made by the spokesman of Telugu Desam in regard to the need for providing a stop, at least for one Express train viz. the Grand Trunk Express at Chirala. In fact, there is a case and need for 1 or 2 other Express trains also to be stopped at Chirala, because I agree with him when he says that Chirala is one of the most important towns between Vijayawada and Madras. What is more, Chirala is the second, I think, most important railway stop in the whole of the Prakasam district, apart from Ongole. Therefore, I hope the Railway Board will give some consideration to his suggestion, which I support.

For some time, I have been asking for a special railway station for what is known as Rural Bitragunta. It was said that Government was willing to allow or sanction it. But so far, it has been established. Therefore, I would like Government to take early action on that.

I wish to thank the Railway Minister Mr. Madhav Rao Scindia for having the courtesy of informing me that the railway line between Guntur and Macherla is being upgraded from metre gauge to broad gauge. By doing this, they would be helping passengers as well as goods traffic from Bibinagar to Madras; and by speeding it up and by reducing the distance between Madras and Bibinagar, by fulfilling the original objective, in fact, of providing this

particular convenience not only for the passengers and the public, but also for the Railways themselves by constructing the second railway line between Hyderabad and Bibinagar on the one side, and Madras on the other that one in line going *via* Vijayawada and the other coming down from Bibinagar *via* Guntur to Madras. This is a very good decision they have made. He has highlighted it also by saying that out of the total money that is being devoted this year for charge of railway gauge, as much as more than 30% of it is being devoted to this improvement. I appreciate it.

At the same time, I would like to draw the attention of the House as well as the Railway Minister to one peculiar development. It is not the Railway Minister who is at fault—rather it is the Government as a whole, and the Planning Commission. For what? For sparing only so small an amount for further construction of Railways and change of the railway gauge and devoting so much of their own construction staff, equipment, materials and other things to construct railways in other countries. I know that foreign exchange is needed. I also recognise that we should establish in other countries, the reputation of our railways. Thirdly, I appreciate Government's anxiety to go to the help of the newly-liberated countries, in railway construction. But that does not mean that the needs of our own country should be starved to so great an extent that so small an amount came to be allotted this year for charge of gauges from metre gauge to broad gauge.

Therefore, I hope, the Planning Commission as well as the Railway Board would succeed in placing much bigger funds, much greater quality of railway material, engineering staff and skill in addition to repairing and replenishing the earlier railway lines, in constructing new railway lines, in changing the metre-gauge into board-gauge also.

Let me come down to other local needs of ours. For a long time, myself and Mr. Rajgopal Naidu, who was a member and several members of Tamilnadu, have been asking for a change of these gauges between

Katpadi and Tirupati. With the help of Mr. Santanam, we were able to get this kind of change made between Gudur and Tirupati, but from Tirupati to Katpadi the gauge has not been changed. If it comes to be altered, it would go to the benefit of the railways themselves in addition to helping passengers. Right from Trivandrum upto Delhi, the total mileage of train services could be reduced by more than 100 miles, I think; I speak subject to correction and that would become economical. Why should the government grudge a small change that is needed for which members hailing from Kerala, Karnataka, Andhra and Tamilnadu have been clamouring, I do not know, for how long. I hope, in the next budget, the hon. Minister would be able to find sufficient funds with the help of the Planning Commission to fulfil this long felt need.

In my village, there is a railway station called Nidubrolu. Only the other day four people came to be killed. Whose fault was it? The peculiar thing was that they went to Tirupati to pay their homage to Lord Venkateswara. Is it Lord Venkateswara responsible for their death because of their effort to cross the railway line from one platform to another? It was at night time and that speaks for the whole thing. Express Trains stop there. Certain Express Trains stop there at Nidubrolu my railway station. The Station Master ought to know when a train from Madras, from Tirupati at night time comes to stop at that station and which other trains are likely to come in the opposite direction from Vijayawada to Tirupati or Madras. They seemed to have neglected the need to caution passengers with the result that these people got down from one Express Train from Tirupati at that station not knowing that another train was likely to come; they tried to cross a railway line. But unknown to themselves, S.T. Express came from Vijayawada and struck them down; they were killed then and there. I express my regret on behalf of the railway as well as our government and my condolences also to the members of the bereaved family, if there is any survival at all. Father and mother, two children, one boy and other girl, all the four were killed on the spot.

[Prof. N. G. Ranga]

Now why should I mention this? It is to ask the government to take certain elementary preventive steps that is wherever and whenever at night time Express Trains are likely to cross from one side to the other at that particular station, it is most necessary either on one side or on both sides, special flood light should be installed so that passengers would know how to cross, whether to cross or not at all a railway line and know whether any trains are coming from the opposite direction.

This small precautionary step should have been thought of by the railway administration. At least from now, I hope that they would try to provide this much of precautionary convenience at all stations, not only at my station, at other stations where such things are likely to happen, where such crossing of express trains at night time is likely to take place.

Thirdly, it is necessary that the railway staff should be present at the platform on which these express trains are expected to stop. Ordinarily they are not there. On the one side, staff and equipment and telephone equipment and all these things are provided. But on the other side, the staff do not take the trouble to be present. Therefore, there is no body to caution the passengers at all. These things have to be attended to. I have already written a letter. I wanted to send it to the General Manager of the South Central Railway, but by mistake I gave it to the hon. Minister. I hope, the hon. Minister would take notice of this letter and try to take these small precautionary steps in the interests of the passengers.

When are they going to improve the service conditions of the porters and also the lower staff of the railways who are expected to serve during night time? It is high time that something is done for them.

There is a question of goods traffic. Only the other day, it was a shock to me. A special book parcel containing my own books was sent from Guntur to Delhi under the mistaken notion by my friend there that if he paid more and called it a special speed

parcel it would be speeded up to Delhi specially. On the other hand what happened was, it was delayed specially! He expected the parcel to reach here in not later than ten days. It reached here in 40 days or 45! Out of disgust, he was thinking of giving a lawyer's notice. It was only then that the parcel was received here. That is one complaints.

Another complaints is, my secretary here went over a number of times to the receiving station here.

PROF. MADHU DANDAVATE (Rajapur) : In which year was it?

PROF. N.G. RANGA : Very recently.

PROF. MADHU DANDAVATE : So, not in 1977!

PROF. N.G. RANGA : My secretary wanted to find out whether the parcel had come. I was told that there was so much of a crowd of people that the poor officers were not able to tell him, again and again whether it has been received at all there. Finally, when it was received my secretary got tired because he had to wait there for more than three hours! Therefore, something has got to be done in the goods despatch or parcel office of our railways and railway station here. Either you increase the number of people who have got to attend to the passengers needs or you increase the efficiency of despatch of the parcels, do something in order to prevent repetition of such—what should I say—very inconvenient and unsatisfactory delays and services.

SHRI AJOY BISWAS (Tripura West) : Mr. Chairman, Sir, I am from the North Eastern Region and I expected the Minister, while placing the Railway Budget, would announce some new projects in my region because the Prime Minister Shri Rajiv Gandhi made so many promises to the Tripura people during his election tour, including extension of railway line upto Agartala, But, I am sorry to say that no provision has been made in the Budget. So, the people of Tripura would have realised definitely that Shri Rajiv Gandhi made all those promises only to catch the votes.

Now, I do not expect the extension of railway line upto Agartala. For the ongoing project from Dharmanagar to Kumarghat, only Rs. 5 crores has been provided in this Budget. Originally the project was sanctioned during the Janata regime in 1978. This project was sanctioned after thirty years of Congress rule and during these thirty years of Congress rule, no project was sanctioned for the people of Tripura. As per the original Project, it was scheduled to be completed within 1982 and the total project cost was Rs. 8.5 crores. Now it is 1988. During the course of the speech, the Railway Minister mentioned that he is committed to complete so many projects within this financial year, but he did not mention about the ongoing project of Tripura.

Sir, now the project cost has gone upto Rs. 31 crores from Rs. 8.5 crores and to complete this project, it requires Rs. 1.5 crores more. Only Rs. 5 crores has been provided by the Railway Minister and he is not able to provide Rs. 1.5 crores more. It is a sorry state of affairs. If we do not provide this Rs. 1.5 crores within another one year, the project will be completed only by 1991. So, for constructing railway line of 33 KMs, the Government takes twelve years.

We do not expect from this Government that they will extend the railway line upto Agartala. If this type of progress will be there, then it will take one hundred years to complete the project from Dharmanagar to Agartala.

Survey report has been completed to construct the railway line from Dharmanagar to Agartala. But, I think, that is laying in some cold storage. The Prime Minister has made some promises about the construction of a railway line upto Agartala. I want to know from the hon. Minister as to when it will be taken up—in the next Budget or within five years or six years from this Budget? There is no specific answer from the Government in this regard.

Tripura and other north-eastern States are backward. According to NE Council's

report, the entire region is 70 years behind from the total development of the country. The Central Government has constituted a Cabinet Sub-Committee to develop that area. If the Central Government is not able to complete 33 kms. of railway line within a specific period, then what is the use of constituting a sub-committee? Gas has been found there. We demanded setting up of gas-based industries and other industries. But the reply of the Central Government is that there is no infrastructure, no railway line, no communication facility. In the absence of these, no industry will be set up. When we demand a railway line, then they do not provide any money in the Budget. Where shall we go? How will the entire North-eastern region be developed? Three districts of Tripura are backward according to the Central Government. And in the North-Eastern Region, except Assam's capital, Gauhati, no other capital of the Region is connected with a railway line. I want to know from the hon. Minister his programme to connect at least capitals of the States of NER.

About coaches, all obsolete coaches are being sent to NER. I request the hon. Minister at least visit that area once and see for himself the conditions of the coaches. It is just not possible for the passengers to travel in those coaches. Even minimum facilities have not been provided—no toilet or other facilities.

North Eastern Region is rich in mineral resources. That can be utilised properly for the development of that area and industrialisation can be there. But for want of communication and railway lines, it is not possible to set up any industry there. So I request the hon. Minister to do something for the North Eastern Region so that the people there can feel that they also live in India.

[Translation]

*SHRI V.S. VIJAYARAGHAVAN (Palghat): Mr. Chairman, I support these demands. This year's railway budget has presented before us a catalogue of achieve-

[Shri V. S. Vijayaraghavan]

ments. I take this opportunity to congratulate the hon. Minister for Railways for these achievements. I firmly believe that these are due to the strong leadership that he has provided to his men. We faced the severest drought of the century this year. The railways have done commendable service by transporting foodgrains and other relief materials to the drought affected parts of India. It is a great achievement that under heavy odds the railways have carried 313 millions tonnes of freight in 1987-88. Similarly, it was estimated that in 1986-87 the financial surplus would be Rs. 11 crores. This has gone upto Rs. 102 crores. In the case of accidents too there has been remarkable improvement. In 1985-86 the number of accidents was 717 which has come down to 644 in 1986-87. I welcome the hon. Minister's statement that he will make all arrangements to make the train travel very safe. It is the duty of the Government to ensure safety to the passengers who use the railways. I hope all necessary should be taken in this regard.

14.56 hrs.

[SHRIMATI BASAVARAJESWARI
in the chair]

Indian railways are the biggest railway system in Asia and it is second biggest in the world. Indian railways started with a meagre 34 Kms. of lines in 1853. Today it has 61813 route Kms. Railway is a very effective instrument for the alround development of the country. Normally while taking part in the discussion on railways hon. Members demand new railway lines, trains, coach factories etc. The reason is that railways have an important role to play in the development of undeveloped areas in the country. However, due to one reason or the other railway development has not taken place evenly in all parts of the country. Take the case of my own State Kerala. When there are 61813 route Kms. in the country Kerala has only 921 Kms. In other words this is far below the national average. Even after 40 years of independence Kerala is far below national average in respect of railway lines. This lead to the inferenee that the railway development in Kerala has not

received adequate attention of the Government. Railway development is very essential in that State where there are 27 lakhs youngmen and women in the live register of employment exchange. But that has not happened. It is a fact that the number of passengers from Kerala is more than from any region in the country. Again, it is the prople of Kerala who travel long distances. This year's budget has affected them. Kerala is contributing a very substantial share to the railways revenue but rail facilities are negligible in that State. How many lines have been demanded. How many times requests have been made. But no decision has been taken on these demands or requests. Similarly, in the list of lines which are going to be completed this year Kerala does not figure in. Not a single survey is going to be conducted in that State. It is not known when the Ernakulam-Alleppey coastal line will be completed. This line requires Rs. 12 crores more. The outlay for the Trichur-Guruvayur line is Rs. 17.5 crores. This year the amount allotted is only Rs. 2 crores. At this rate it will take at least 10 years to complete this line. There is no fixed time table for its completion. Therefore, I would request the Minister that he must take steps to complete Trichur-Guruvayur line next year itself.

Another point is about the trains which are running to Kerala. Previously there were 3 trains running from Delhi. After the Kerala Express was made daily train the other two were cancelled. This has increased the difficulties of the passengers. The problems of passenger from Malabar particularly have increased mani-fold. The Manga Express was very useful for the passengers from Malabar region who want to go to Delhi and other North Indian cities. The cancellation of this train has created a lot of problems for the passengers from this region. Reservation in Kerala Express has become extremely difficult. The MPs from Kerala met the Railway Minister and made a unanimous demand that Mangla Express should be restored. We had hoped that it would be done but that has not happened. I therefore, once again demand that Mangla Express should be restored. I am congratulating the Minister for taking the decision to restore the Himasagar Express.

Sir, it is a long standing demand from Kerala that a railway manufacturing unit should be set up in that State. When the neighbouring States have more than one factory each, Kerala has none. The factory which was set up in Kapurthala was original meant for Kerala. I request the Minister to pay serious attention to the demand from Kerala for a coach factory. Last year I had made a request to the hon. Minister that pending the setting up of a larger unit at least a smaller railway unit should be set up in Kerala. Accepting my demand the Minister took a decision to set up a concrete sleeper factory in Palghat. I thank him for that. But I am sorry to point out that even the preliminary steps have not been taken in this regard. I understand that the Railway Department has not been able to issue the tender. I therefore request the Minister to speed up the things and set up this factory in Palghat without any further delay.

Sir, from 1st January onwards as many as 9 trains running in Kerala have been cancelled. Many of these trains are passing through Malabar region. For example Ernakulam-Kannore Express, Cheran Express, Cochin-Trichy Express etc. This has caused a great deal of inconvenience to the public. Of course, the Minister has assured that some of these trains would be restarted soon. But that is like taking of a little load after overloading the camel to the breaking point. The camel will no doubt be happy when a little load is taken off its back. This should not be the attitude of the Minister. All the trains which have been cancelled should be restarted.

Now, I will raise a couple of minor demands pertaining to my State. There are a number of pilgrim centres in the South such as Rameshwaram, Madurai, Palani, Tiruvampadi, Paramakkav, Guruvayur. These pilgrim centres should be linked with railway line so that the pilgrims will be able to visit these places without any difficulty. In fact, a survey was conducted to construct a line to link all these places together. But nothing further was done. At present Palghat and Pullachi are linked by railway line. If this line is extended from Kollengode upto Trichur via Allatur it can be linked with the proposed Trichur-Guru-

vayur line. I want the hon. Minister to consider this seriously.

Sir, there is a general complaint that the coaches attached to Kerala bound trains are old and dilapidated. There are no amenities in many of these coaches. After using them in the northern parts of India for a very long time, these are attached to these trains. Many of these coaches are such that the doors of the lavatory etc. are rusted and if you happen to get a scratch on your hand you are likely to get tetanus. I would say that the hon. Minister may even be held responsible for causing such serious hazards to the life of passengers. What have you done to get this kind of treatment from the railways. After all India is not merely north India. South is also very much a part of this country. I would demand that these old and rusted coaches should be immediately replaced.

Another demand is that the Venad Express running between Trivandrum and Shornur should be extended upto Coimbatore so as to link it with the Kovai Express which goes to Madras. This will be very useful for the passengers from Trivandrum who go to Madras. If it is not possible then at least it should be extended upto Palghat from where there is a passenger going to Coimbatore. Another point is in respect of the development of Palghat station. Palghat is the headquarter of one of the oldest division in the country. Unfortunately, an attempt is being made to reduce its importance. I would request the Minister to retain the importance of this division as it links many important stations in the neighbouring States. Palghat is an important junction, Platforms do not have roofs with the result the people are exposed to rain and sun. Therefore, this station should be developed into a model station. I once again support the demands and conclude.

SHRI ZAINUL BASHER (Ghaziipur) : Madam Chairman, while supporting these demands, I want to give some suggestions to the hon. Minister of Railways through you. There is metre-gauge line from Varanasi to Chapra and people have been demanding since long that the same may be converted into broad-gauge. In 1980, the then Railway Minister, Shri Kamalapati Tripathi gave

[Shri Zainul Basher]

an assurance about it and a survey was also conducted for it and after that survey, the matter is, perhaps, under consideration of the Planning Commission. From 1980, it is now 1988, but no provision has been made in any Budget for this work. I want to submit to the hon. Minister of Railways to take concrete steps to convert this metre-gauge line from Chapra to Varanasi into broad-gauge, because this is the only part left, which has metre-gauge. Other side of Chapra has broad-gauge and from Gorakhpur to Varanasi, the work of conversion into broad-gauge is going on. When broad-gauge line will be laid from Orihar to Varanasi, then the link of Chapra to Varanasi will end, because trains running on metre-gauge lines, will only go up to Orihar and if the aforesaid line is not converted, the people of Chapra, Ballia and Ghazipur will be deprived from the facility of direct train. So from Chapra to Orihar, the metre gauge line should be converted into broad-gauge line, because the work for broad-gauge line from Gorakhpur to Varanasi is already in progress.

Secondly, I want to submit that the Magadh Express, which comes from Patna to Delhi, has been started for the facility of the passengers of Bihar and nearby eastern Uttar Pradesh. I have appealed many times to the hon. Minister of Railways in this House and outside also to provide a halt to Magadh Express on the Dildar Nagar railway junction. Dildar Nagar Railway junction is the last railway junction of Uttar Pradesh and by making a halt of Magadh Express at this junction the people of some parts of Bihar, and Ghazipur, Varansi and Ballia districts will get enough facilities. I have earlier also requested the hon. Minister of Railway a number of times in this regard and I once again request him to provide a halt to Magadh Express at Dildar Nagar Railway junction. Dildar Nagar junction is a district station and a branch line goes from here to Taari Ghat which is adjacent to Ghazipur district headquarter and links it with the district headquarter. If a three or five minutes halt is provided for Magadh Express at

Dildar Nagar Railway junction, it will be very convenient for the people of Ghazipur.

Thirdly, 15-20 Members of Parliament from Varanasi region have requested several times to the Minister of Railways to start a new train from Varansi to New Delhi. This train should leave Varansi in the evening and reach Delhi in the morning and again it should leave Delhi in the evening and reach Varanasi in the morning. The people have to face a lot of difficulties in coming here and we also cannot catch the evening train because the departure time of Kashi-Vishwanath is 2.00 P.M. and there is no train after this.

AN HON. MEMBER : Or the Prayag Raj may be extended.

SHRI ZAINUL BASHER : Yes, it will be alright. The Prayag Raj has enough time and it can easily be extended upto Delhi or a new train can also be started as may be convenient. The Railway Time Table used to be printed by 1st April perhaps this time it has been delayed and now it is going to be printed on 1st May. Perhaps it is being done for our sake. Once again, I would like to request the Government to provide halts to trains according to our demands and to start a overnight train from Varanasi to Delhi.

Some of the trains which were cancelled earlier are being started again. The Howrah-Amritsar Express has also been started again and the Minister of Railway deserves congratulations for this. The Upper India Express which used to run between Calcutta and Delhi has been cancelled and now-a-days it comes only upto Mughal Sarai and goes back. I would like to request the Government to extend this train upto Delhi again and if there is any difficulty, it should definitely be extended upto Varanasi instead of Mughal Sarai.....(Interruptions).....

[English]

It should be from Calcutta to Delhi. Now it comes only upto Mughal Sarai and goes back.

[Translation]

In the end, I would like to talk about 'Taari Ghat' Railway Station. As I have

earlier stated that Dildar Nagar Taari Ghat is branch line and Taari-Ghat is across the Ganga in Ghazipur city. Prior to the construction of the bridge over Ganga, the people used to come by trains and cross the river by boats or steamers. Some people would not go to catch the distant trains from Taari Ghat Railway Station because they did not want to cross the river by boats or steamers. They used to go to Varansi to catch a train. Now the bridge has been constructed over the Ganga River but the Taari ghat Railway Station is in a very deplorable condition. It seems that there is no one to take care of this Railway Station and the branch line. There has been no improvement in the condition of this Railway Station. It is as it was 60-65 years ago. I would like to request the hon. Railway Minister to get the Taari ghat Railway Station reconstructed. There are no facilities available at this Railway Station. The train which runs on that branch line is also in a very deplorable condition. I have seen the condition of that train with my own eyes. The bathrooms of that train are locked and even the seats are not provided in some compartments. The compartments have been attached to this train just like a goods train. There are no facilities of light etc. in this train. Therefore, I request you to see the condition of this train in order to bring same improvements.

With these suggestions, I conclude.

[English]

SHRI THAMPAN THOMAS (Mavelikara): Madam, there was a dynamic change in the railways in the year, 1978. It was a revolutionary change in the railways. But I am sorry to mention that the pace with which we started in the year 1978 is not kept up. Still the old feudal system in the railway is there. I see how the officers behave when we travel in the train. I do not know whether the Minister will be able to change the system in the railway which has been prevalent from the old British days. Even now, the railway officers move in a saloon. They have the old feudal system. If you go to the rail-

way station or railway office, you see the hierarchy and the system which cannot be said to be the system of a socialist system in this country. The real feudal system can be seen in the railways even now. It begins from the problem of the casual labourers. A person who cleans the train, the Safaiwala, gets Rs. 3 per day. At the same time, the railway officer move in a saloon with all facilities of a Maharaja from one station to the other station. I do not know how this system is going to be changed. Coupled with this, such officers are using this railway for manipulations and malpractices. I wrote a letter to the hon. Minister and I was rather surprised to see the reply. That is a very serious issue of a private entrepreneur making crores of rupees behind the back of the railway.

In Calcutta, for the purpose of making crossings and joints, the railway gives a contract to certain party. One of the party's name is Hindustan Development Corporation. In that Corporation, they have taken a contract for Rs. 6 crores but the profit of the contractor by selling the rail which is given to him—it need not be surrendered back to the Government, it is given free of price—is Rs. 26 crores. A person who gets a contract for Rs. 6 crores makes Rs. 26 crores at the instance of the Government. I wrote this to the hon. Minister. The hon. Minister replied that this is 5% of the total supply of steel made to him. Steel is owned by the Government. It is given to him for manufacturing the cross joints. The backlog has to be supplied back to the Government. But on this account in one year alone he has made 3,000 tonnes of iron in excess. The iron which is used in the railway is very costly. 3,000 tonnes of iron rail he can sell in the private market and get money as his private wealth. I was surprised. This practice is still going on with the help of people at the top. The poor casual labourer who is there working on Rs. 3 per day in the canteen and in the office, working round the clock serving the people and there is nobody to hear him. There is nobody to consider about his salary and his problems. This is what is happening in the railways.

[Shri Thampan Thomas]

Of course, I am very proud to say that the railway is working as a commercial organisation in certain respects. They have made profits. They are getting loans from the World Bank. There is progress. But behind the curtain, such things are happening. I would like to know whether the hon. Minister would like to take strong action in these things. A private party is making money and using the whole railway structure for amassing wealth of their own and this is how the contract system is working. It has adversely affected a large number of people who are working in the railway. The casual labourers in the railways are working from 15 to 30 years. Why they cannot be regularised? The railway officers are still behind the recruitment in the railway. I would like to bring to the notice of the hon. Minister that strong action has to be taken in this respect and such things will have to be avoided. About 2 million workers are these working in the railway. Who is looking after the problems of the workers? What is the trade union system by which the railway is working now? I heard that the Supreme Court has given a judgement saying that somebody is in majority in the railway. But the Railways say that they are not in the majority. The Railways accept or recognise certain unions and have dialogues with them. I represent a Trade Union in Southern Railway where there are 40000-60000 members in it. But the Railways are not recognising it. Their recognition goes to certain other targets only. That target is mostly politically-motivated. I do not know. I would like to know whether the hon. Minister will conduct a secret ballot verification about the trade unions functioning in the Indian Railways and see that those people who have got the majority are recognised for the purpose of negotiating things. They have got a PNM machinery. When they meet, they say that they are discussing about the problem of the workers. I do not know about this. Regarding all these problems, there is a large section of workers who are quite unsatisfied. Even in recruitment matters, such people are involved. It has gone something like a part of the system and

because of that, workers are not getting their rights. There is no occasion for the Government to look into the matters pertaining to the casual workers' problems, the problems of the construction workers, the problems of the safaiwallas, the problems of the poor head-load workers who are carrying things and the problems of porters who are carrying loads at the Railway Stations and their welfare is not being looked after. It is horrifying to note the plight of the head-loading carrying people, the poor porters who work in the Railways and how they live. Nobody is enquiring about these things. These people are doing their job round-the-clock. These people carry your baggage. They take a particular amount. They have to pay a certain amount to the Government to do that work. What security is there? What dignity of job the Indian Railway have given to such poor-class workers? I would like to know from the hon. Minister whether he will pay attention to these facts.

Coming to the development of Railways, I would like to say certain things. My friends from Kerala were repeatedly telling something about Kerala. Always, Kerala has been neglected. There is no doubt it. Even when I wrote to the hon. Minister about doubling the line between Cochin and Trivandrum, the reply that I got is: "It will be considered later". There is paucity of funds". About the Trivandrum-Cochin line, I know about it. I had a very very bad experience. The poor people from my constituency elected me in the year 1984. Just up to the date of the election, there was a stopping at the four Stations of my constituency. Next day, people used to say that it was because of the fact that they had elected a Janata Member, the train is not stopping there. Now, it straightaway goes from Cochin to Trivandrum. It does not stop in my constituency. It has come as a charge-sheet against me. Public say that since Shri Thampan Thomas has been elected, the Railways have stopped stopping the trains in our constituencies. I wrote to the Railway authorities umpteen number of times. One way or the other, they have given me a reply like this: "It is not possible". I do not know how it is not possible now. But during the election, it

was possible. When the election was on, it was done in four stations. I would like to know whether the hon. Minister will interfere in this matter even though it is a very small thing for the Minister. Of course, the DRM and some other small officer can do it. Below to that, even the Operational Manager can do it. Unfortunately, being a member of Parliament, I failed in this. I went to the DRM, the General Manager and all these people. I wrote to you. I know how you replied. It is a stereo-type reply. It is supplied to you by the office. I get the reply saying that it is not possible.

Regarding doubling the line between Trivandrum-Cochin, are there that much things? I would like to know about that. I would also like to get an assurance from the hon. Minister as to when he is going to complete the double-line between Cochin and Kayamkulam. I have brought all these letters which the hon. Minister has replied to me. Everything is with me. The file with regard to the contract which I mentioned earlier is also with me. I have forwarded it to him with a note containing all these things. Even, I can forward all these things, if he is prepared to conduct an enquiry in this matter. The only thing I would like to say is that when I ask about the completion of the Cochin-Kayakulam line, the reply is "there are no funds". Whereas, the people of Kerala are going all around India. If you take the stenographers, half of the number of stenographers working in the Parliament are from Kerala. Here and there, all these people are working. They come out of the State of Kerala in order to do work. But they find it difficult to get tickets or reservations to Kerala-side. Do you know how many MPs they have to approach? They are approaching many Members of Parliament to get this ticket to travel up to Trivandrum or Cochin etc. Their condition is very pathetic. There is no adequate train service for them. People working in other areas also are not having adequate train facilities for Kerala. I would request the hon. Minister to see to it and conduct a survey whether what I am saying is true or not. Therefore, these people require such facilities. Please provide more trains for us.

I ask for connecting Mysore to Nilambur which is a 120 kilometre railway line. If Chamraj Nagar is connected to Bangalore we can save ten hours from Cochin. If there is a train connection between Bombay and Mangalore, the Konkan Railway line, lot of time can be saved. I do not know when the railway is going to apply their mind to this question. I do not know when they are going to do something targetted in this way.

There is a train line between Nilambur and Shoranpur in my State. There are only two trains. One starts at 7.00 A.M. and the other starts at 2.00 P.M. That means, one train goes and comes back. It takes two trips. The whole line is there without any purpose. I have asked the Railways, "why can't you put a train service from Nilambur to Trivandrum directly?" There can be even an express train. There are people who come from Trivandrum and staying in Nilambur area. I have been making this demand repeatedly. We have written to the Minister also. And the Minister replies that there is a paucity of fund. Such problems will have to be given priority and Minister should attend to that. That is my humble request.

Another thing is about the First Class and A.C. facilities. There is congestion which we have been feeling every day. (*Interruptions*)

SHRI THAMPAN THOMAS : I am only telling the valid and relevant points.

MR. CHAIRMAN : I am hearing you. But you have already exceeded ten minutes. There are many more Members to speak. Please conclude.

SHRI THAMPAN THOMAS : There are two million workers working in the railways. I congratulate them along with you for the progress which has been made. But at the same time, I would like to say that you should pay more attention to these suggestions which I have made in this respect and see that mal-practices existing in the railways are cleared off and good name be brought back.

[*Translation*]

SHRIMATI VIDYAWATI CHATURVEDI (Khajuraho) ; Madam Chairman,

[Shrimati Vidyawati Chaturvedi]

while participating in this discussion many of my colleagues have congratulated the hon. Minister of Railways for his achievements and I also want to get myself associated with them. I believe that achievements and good performance of any department depend upon the officers and employees of that department. Therefore, I would like to congratulate officials of Railway Department also with whose efforts the Indian Railways have achieved great success, efficiency and made good progress.

The hon. Railway Minister also deserves congratulation for giving facilities to the widows of defence personnel and for giving concession in rail fares to those children who are the recipients of highest bravery awards. This is not only praiseworthy but it will also inspire and encourage our other children to adopt right course of action in life. Madam Chairman, so much disturbance is being created. You please ask Mr. Chobey to stop it, he has a very bad habit of disturbing others.

I would like to submit that now the number of freedom fighters in our country is not much and because of their old age they are not in a position to stand in queue to get their railway passes renewed every year. I, therefore request the hon. Minister to give them permanent passes till they remain alive. I shall be very thankful if this noble work is done by the hon. Minister.

Madam, I think whatever work has been done by the Railway Minister in these difficult conditions is praiseworthy. When the country is facing severe drought, the Government have done a remarkable job by sending foodgrains to those places where the people were struggling between life and death and by sending fodder to those areas where the cattle were dying due to the shortage of fodder. These works deserve appreciation and I once again congratulate the hon. Minister for doing all this.

I would like to place some problems before the hon. Minister of Railways. I agree that funds are always required for the progress of railway or any other department, for laying new railway lines, for

converting the narrow gauge lines into board gauge lines or for replacing the steam engines by Diesel or Electric locomotives. Therefore imposition of taxes is the only way for collecting money. The Government has no magic wand to collect the required amount except taxation. The passengers' fares and freight charges are the only sources of income for the Railway Department. The collect money from these sources and carry out their developmental work and serve the country.

Madam, we feel enraged whenever taxes are imposed. I remember, when scorching sun beams fall on the sea then although it has great depth and covers a vast area, becomes restless and furious, heaves sighs, Steam comes out of it but when its water reaches high up in the Himalayan mountain, it cools down and then rains in the form of water on the earth and reaches the sea through streams and rivers.

Similarly when taxes are imposed not only the general public but the representatives of the people are also enraged and feel sorry. We think as to how shall we provide them relief by imposing taxes in this manner. But when we provide the public new lines, good facilities, convert the narrow gauge lines into board gauge, provide electricity, make them available the Diesel and electric locomotives by using the same money collected in the form of taxes, then the people feel a great relief and realise that good work has been done by the Government.

Despite these things I would request the hon. Minister to increase facilities in first class and in A.C. if possible, and if they cannot be increased even then it is alright because only a few people like us travel in them and I do agree with this that the facilities should be increased only according to the number of passengers. But I request you to provide more facilities to the poor travelling in second class. All facilities of higher classes should be provided to second class also and they should be provided with all types of concessions. Now the summer season is at hand and it is well known that in summer season, the passengers have to face a lot of difficulties in trains. Much

attention should be paid towards problems like water shortage, fans shortage, unhygienic condition of toilets and trains which are faced by the passengers.

Besides this, I want to draw the attention of hon. Minister towards Jhansi-Manikpur narrow gauge. Now we have introduced many fast trains but I will request you to convert this particular line into a broad gauge line so that people of that area could get some relief.

I know that funds are required for constructive works and funds are granted by the Planning Commission. Therefore, I would like to ask the Planning Commission to provide more funds for the Department of Railways so that the demands of the people may be met.

Madam Chairman, I would now like to submit to the hon. Minister through you that my constituency, Khajuraho is a backward area. The hon. Minister has provided railway lines to the decoit infested areas but no railway line has been provided to my constituency which is no less decoit infested area. There is no industry in the area. If the hon. Minister will provide a railway line for that area only then the industries will be set up which will eradicate the poverty and unemployment of that area. It will help in solving the decoit problem also. If you extend Lalitpur-Banda railway line to that area even then, it will be very much convenient for the tourists 'to go' to the tourist spots of world fame Khajuraho. I reiterate my demand and hope that the hon. Minister will definitely consider it.

I congratulate the hon. Minister of Railways for introducing the Gwalior-Howrah Express but its frequency is once a week which will not serve any purpose. I would like to request how to make it daily service and if it is not possible for any reason then make it at least four days a week so that people concerned may feel some relief. People do not feel any relief by its operation once a week.

I would like to draw your attention to the effect that earlier there used to be trains called 'Vishwa Darshan' by which villagers got the opportunity to itinerate and see

different places of the country. Facilities should be made to visit not only to the 4 great religious sacred places of our country but also to the new places of pilgrimage like Chittaranjan Locomotive works, Bhilai and other such places. Such train should be introduced, either as a 'Krishi Darshan' or as a 'Bharat Darshan' so that a farmer of this country may meet and get friendly to the farmers of the different parts of the country and also could understand their plight, problems and resolve them through mutual discussion. Therefore, it is highly necessary to introduce such trains which should have not only concessional fares but maximum facilities should also be provided in them

15.37 hrs.

[SHRI VAKKOM PURUSHOTHAMAN
in the Chair]

I would like to focus your attention towards the growing incidents of the thefts on Jhansi-Delhi line and arrangement should be made to check them, Madam, Chairman, I have personal experience in this respect. I boarded the train at night at Jhansi and laid down but when I got up at Delhi in the morning, I found my attache missing. I had lodged a report also. Although I don't hope that I would get it back but you will be astonished to know that the attendant and conductor of my compartment were sleeping on my front seat. When I enquired of them about my missing attache they argued that they had closed the doors and none had entered or gone out of the compartment. I told them that my attache can't move itself and some one had certainly stolen that. I request to take stern action against such careless employees. I had come to know about the decision regarding making the attendant and conductors of the compartment in the train responsible for such thefts and would be dealt with sternly. Certainly, you would have to take stern action against them because number of such thefts is on increase.

Recently, I had to go Harpalpur 15 to 20 days ago. Although, I had told the conductor of the compartment to awaken me at the Harpalpur station but it were the people came to receive me there, who awakened me at the Harpalpur station.

[Shrimati Vidyawati Chaturvedi]

When I awakened, I found the heavily drunk conductor sleeping. It was not the first instance but it is a usual phenomenon. I have witnessed many times that the conductor of Jabalpur Express, also known as Mahakaushal Express, to sleep after taking liquor and he does not awaken the passengers at their destination. You will have to take some steps to take care of these things.

Otherwise, I congratulate you for various achievements and progress made in respect of Railways. With these words, I support the Railway Budget.

SHRI NARAYAN CHOUBEY (Midnapore) : Mr. Chairman, Sir, a worker could not fill his belly by mere appreciation for their better performance and carrying extra load.

[English]

Actually Railwaymen are under attack today. Employment is banned.

[Translation]

New recruitment is not being made on the posts vacated on the retirement of employees. I have learned from the figures that number of employees has come down by one lakh. Earlier there were 17 or 18 lakhs of employees excluding casual labour. This number has come down to 16 lakhs and I fear they may bring this number down to 10 lakhs.

[English]

Unabated retrenchment is going on the Railways.

[Translation]

The work which was earlier done by the Department of Railways directly is now being entrusted to contractors, for example the work of re-railing. These contractors are earning a lot. They don't use good quality material. You should pay attention to all these things.

Nearly one lakh Pakistani soldiers were kept in the Chambal valley area after the end of Indo-Pak conflict in 1971. They were detained there for 2 years. The

Central Government had borne all the expenditure for their boarding and lodging and sent them back to Pakistan and they were paid their salaries too. Our low running staff went on a strike in 1981 You should have taken a lenient view about them. I demand that 700-800 employees whose services were terminated at that time should be taken back immediately. What is the use of this simple congratulation for their good performance.

[English]

It will be a good gesture to the Indian railwaymen if the Minister announces that they are going to be taken back.

[Translation]

Now, I would like to talk about catering service in the Railways. Catering service also needs some improvement. You have announced that you are going to import pantry car from abroad. You have already spent lakhs of rupees on it. One gets a monotonous food supply in the your casserole system. The food supplied there is a medley of pickles, sauce, puri and pulse etc. I would like you to change this system and sooner the better.

You claim that you have done a lot for the benefit of the staff. I would like to draw your attention to the injustice done to the employees. On the page 78 of part-I of the 'Expenditure of Central Government on Railways' it is stated :—

[English]

'Residential buildings of all types.' How he mixes up everything? Residential buildings of all types : Rs. 692794 lakhs.

[Translation]

It means you are going to invest Rs. 692794 lakhs. But on the page 40 of the 'Memorandum in Railway Budget' you have shown that you are to invest Rs. 1 crore 34 lakhs for the 20 officer units and Rs. 6 lakh 90 thousand would be invested for 100 units of Railway workers. I am unable to understand what are the parameters for this allocation.

Similarly, you have allocated Rs. 18 crore 29 lakhs for medicines. If this

amount is divided by the 16 lakh, the number of the employees, will come to Rs. 114 per head per year. Further, if it is divided by 12 it would be nine and half rupees per month. If there are 5 members in a family average would be one rupee and fifty paise for individual per month.

[English]

This is the greatness of railwaymen towards the railways.

[Translation]

It doesn't matter if you simply say that Railway, have performed well.

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MADHAVRAO SCINDIA) : All would be not fall sick together.

SHRI NARAYAN CHOUBEY : What would be the expenditure if you get sick at this moment.

SHRI MADHAVRAO SCINDIA : I never fall sick by your blessings.

* SHRI NARAYAN CHOUBEY : Now, I want to talk about claims. The Claim system has many loopholes. Amount of claims is enhanced because of defective claiming system. Although the legitimate claims should be paid but claims system should be overhauled in such a manner that no loopholes are left. I had demanded from you to remove the bottleneck, at Kharagpur and Howrah if you want to save South Eastern Railways.

[English]

There must be immediate third line between Panaskura and Kharagpur. There must be immediate fourth line between Panaskura and Howrah.

[Translation]

I have been listening about the construction of Shajimar terminal for the last thirty years but it has not been constructed even now. I am reiterating my long standing demand about Kharagpur Tatanagar.

[English]

Two of the most important towns, big towns of Eastern India.

[Translation]

In that we need one more train, between 9.30 A.M. to 3 P.M. near about at 12'O clock. It at 12'O clock it is not possible to introduce the train let it be at 11.55 A.M. Just see the remarkably meagre allocation of the funds made by you for Deegha Taluka.

[English]

It is really unfortunate.

[Translation]

You have allocated even less than the last year.

Last point that I would like make is about modernisation of Railways. Although performance of Railways has been improved but the railwaymen's condition has not been improved. The condition of railwaymen should also be improved. You see, I have tried to highlight the corruption item by item which is taking place in the name of modernisation and technology. Although modernisation of Railways is highly necessary but corruption could not be allowed in the name of modernisation. I had pointed out to you that import of electrical locos of 6000 horse power would require an expenditure of Rs. 8-10 crores. We are manufacturing locomotives of 4000 horse power in Chittranjan at the cost of only Rs. 1 crore and 60 lakhs. I am unable to understand why can't we manufacture them by encouraging research and development in our own country.

[English]

Why are you running after Japanese laws quickly when our three locos can perform the job of two locos of Japan.

[Translation]

Similarly, I have spoken for railway track, pantry car and also for carriages which in propose to import.

[English]

We are bringing bogies from outside.

[Translation]

The steel used in these bogies.

[Shri Narayan Choubey]

[English]

Steel cannot be available in India.

[Translation]

You should also keep in mind that—
If you import these bogies naturally you
would have also to import this steel every
year.

I hope you will consider all these points
and also my point on railwaymen.

[English]

Kindly withdraw the ban on recruit-
ment immediately. Don't handover to
contractors and have the railway property
looted by them.

[Translation]

And you should immediately reinstate
the workers of loco running staff terminated
in 1981. With the words, I conclude my
speech and wish you best in the Railways
and continue best performance.

SHRI MADAN PANDEY (Gorakhpur) :
Mr. Chairman, Sir, we are prepared to pass
the Supplementary Demands of Grants
presented by the hon. Minister of Railways
without uttering a word keeping in view the
performance of Railways. Even then I
would like to say something as Shri Choubey
has drawn attention of the hon'ble Minister
towards certain issues.

SHRI NARAYAN CHOUBEY : But
Shri Scindia is not going to listen to that.

SHRI MADAN PANDEY : It does not
matter whether anybody listens or not. But
it is our duty to say. He will definitely
listen if it is repeatedly said. (*Interruptions*)

Just now Shrimati Vidyavati made a
mention about thefts in the trains. Wnen-
ever I travel between Delhi and Jhansi, I
hear people saying that maximum number
of thefts take place between these two
stations. The railway officials should be
asked to explain the reasons behind this.
In order to check the incidents of theft,
the hon. Minister of Railways has for the
first time decided, to hold the conductors
in the trains responsible for such incidents.

It says that if any incidence takes place in
the two tier coaches, its responsibility should
be fixed. But myself and Shri Kamala
Singh have just come after a whole night
journey by the 29 UP train. It would not
have been a matter of surprise for us, had
the property of only common men been
stolen but we were taken by surprise to
find that curtains of the railway department
fixed in the train had also been stolen. I
would, therefore, like to point out that
though the hon. Minister has good intention
and his performance is also very good, yet
it is all the more necessary that to pull up
his sub-ordinates so that they should also
be careful. There is no need to conduct
any research as to how to make his sub-
ordinates more responsible. He is capable
of handling the situation and I hope that
there will be no such problems in future .

Mr. Railway Minister, Sir, my face may
remind you that Chhitoni-Bagaha and
Bhatni-Varansi lines are lying as they were.
Though I realise your problems yet I am
constrained to say that 3 crore population
of North-Western Bihar and Eastern Uttar
Pradesh will remain backward for the
present as well as future and they have
little ray of hope for any development
because the people have to cover a distance
of 300 kilometers from both sides in the
absence of construction of a surface bridge
on 3 kilometer land between Chhitoni and
Bagaha. You had explained the financial
constraints in constructing the bridge. In
this connection I had made a request to the
Prime Minister also who is the Chairman
of the Planning Commission. You can take
a loan of Rs. 100 crores for this bridge in
the same manner as you have collected
hundreds of crores of rupees from the
Railway Finance Corporation and pay
interest, and after construction the loan can
be repaid after collecting money by impos-
ing tall tax. In any case, the rail road
bridge must be constructed. It is not only
my view point but it is also necessary to
construct the bridge from the point of view
national security. There was no need or
my part to lay stress on this point, never-
theless I would like to say that there is
only one bridge between Uttar Pradesh and
Bihar on this big and furious river Gandal
at one place between Sonepur and Hajipur

Under the present day circumstances, God forbid, if there is threat from China or any other country, we would require an alternate route. As such this bridge is essential from security point of view also.

Besides, it is also essential for the development of this backward region. The development of the entire region depends on it. I had made a request to the hon. Prime Minister in this regard and that day Shri Scindia had also reached there. The estimate of Bhatani-Varanasi project was of Rs. 11 crores. The hon. Minister of Railways has already released Rs. 24 crores liberally for this project. It is for him to ascertain that how the money has been utilised, but it is still being said that a further sum of Rs. 54 crores is required for the project. The project can be completed within six months after spending an amount of Rs. 42 crores in addition to Rs. 8.6 crores. If completed, it would open the avenues of development for 3 crore population of Eastern districts. I have laid stress on these two points and expressed my views. I am confident that the hon. Minister will pay due attention towards them.

Now I would like to draw the attention of the hon. Minister towards various trains running through Eastern districts. I am thankful to him for introducing a new train between Bombay and Lucknow. This train runs twice a week. I want that this train should run daily. We should be provided with the opportunity of reaching Bombay daily in order to meet the challenge of Dr. Datta Samant.

SHRI MADHAVRAO SCINDIA : Please ensure that he may not reach you.

SHRI MADAN PANDEY : He will come to our area and we will visit his area. Apart from that I request him to connect Gorakhpur with Bombay by rail.

Secondly I would like to request him to tour Eastern districts of Uttar Pradesh and Western Bihar on narrow gauge lines by train at least once. I have a word of praise for him for providing broad gauge lines in our area. But the condition of coaches, mis-connection and a sort of mis-management prevails on these narrow gauge lines. I

request the hon. Minister to tour the area at least once. I am confident that his visit would improve the condition a lot. He may make Gorakhpur as base for this purpose. I am prepared to chalk out the programme along with him. I shall accompany him wherever we shall plan to go on this branch line. He will come to know the details of all the problems and after that he can draw his own conclusions.

SHRI MADHAVRAO SCINDIA : Shri Mahabir Prasad belongs to Gorakhpur, you may please explain to him and he will explain the position to me.

SHRI MADAN PANDEY : I do not find any difference between Shri Mahabir Prasad and yourself. If Shri Mahabir Prasad comes to you, he will also have to be explained as has been explained to you. The only thing I would like to say is that the files are lying pending and the survey has since been completed. Shri Mahabir Prasad belongs to Bansaon tehsil. When I was a student of class IV a question was generally put to us as to the tehsil in Gorakhpur district where there is no railway line and its answer was Bansaon. The line connecting Sahajanawa to Doharighat, Doharighat to Azamgarh and Mahu is still lying incomplete. But the railway track from Sahajanawa to Doharighat is not being connected by rail. I request you to take out those files and if need be, get a survey conducted. Besides, the timings of the train running from Gorakhpur to Delhi, I should say Barauni to Delhi, need be changed. Because, I do not want to say Gorakhpur which pinches Shri Laliteshwar Shahi. People have made requests in this regard repeatedly. I know your limitations. Earlier Vaishali used to leave at 10.00 and reached here at 8.00. It makes no difference if it starts at 10.00 or 11.40. The train which starts at 10.00 or 11.00 should reach here at 6.00, 7.00 or 8.00 O'clock in the morning. It may start from Barauni a bit earlier, say at 9.30. But the timings of the Delhi Barauni train should be so arranged that it will facilitate the Members of Parliament attend Parliament and provide an opportunity to the people to catch train in the evening after attending to their whole day's work. A superfast train runs between

[Shri Madan Pandey]

Gorakhpur and Howrah twice a week. This train starts at 10.00 and reaches at 4.15 O'clock the next day. The timings of this train should also be properly planned. It should leave at 1.00 O'clock so that people can also attend to their work at Gorakhpur and catch the train which should arrive there at 5.00 O'clock or 6.00 O'clock. If such an arrangement is made, it will increase the utility of this train.

Even now people believe in several superstitions in our area. The days on which this train leaves Gorakhpur are considered inauspicious days for undertaking any journey. I, therefore, request that this train may be allowed to run for two more days so that people of both categories could be accommodated. There was a proposal to introduce a new train from Gorakhpur to Delhi. I request that this commitment made by the hon. Minister must be fulfilled at costs. There was also a proposal for conversion of the line from Gorakhpur to Siswabazar Chhitoni covering a distance of about 100 kilometers. The train leaving Gorakhpur takes 4 hours to reach Siswabazar. Though I am the M.P. of Gorakhpur, I rarely travel on this line. So nobody pay attention towards this line. It should not take more than one and half hour to cover a distance of 66 kilometers. If the Government does not have adequate infrastructure, it should raise the same. In view of this I suggest that you make it convenient to visit our area at least once and ask your officials also to visit this area.

16.00 hrs.

Beside, Gorakhpur-Gonda narrow gauge line runs along the Nepal Border. It is very necessary to convert this line into a broad gauge line in view of our increasing trade potential with Nepal.

I thank the hon. Chairman for providing me an opportunity to express my views and also the hon. Minister of Railways for listening to my views attentively.

16.01 hrs.

[English]

DR. DATTA SAMANT (Bombay South Central) : Railway Budget has been

discussed and now we are discussing the supplementary demands. I think we should have a discussion on the Railway Minister too and I join Mr. Pande in praising the Minister. The young, enthusiastic, energetic and good looking Railway Minister has presented the Budget rather very well and there are no two opinions about it. But if one really looks at the overall working of the Railways in this country, it can be observed that everything is stagnant over the last three years. The route length remains stagnant at 61,850 kms. No further progress is being achieved. On the contrary, it is even going down. The number of employees has also gone down by one thousand in the year 1986-87 compared to the figures of 1985-86. The number came down from 1613.3 thousands in 1985-86 to 1612.2 thousands in 1986-87. So also, the number of wagons also came down during these two years. All these figures clearly show that in spite of the development of various parts of the country and in spite of various demands from every Member of Parliament for more and more railway lines in his constituency, there is no progress. I think the main reason is the non-availability of resources. 93 per cent of the budget is spent on looking after the old lines and it is practically impossible to spend on new lines. That is the reason why out of the 35 lines that have been pending for about last 20 years, we can complete hardly one or two. As per the figures given by the hon. Minister, the railway line added since 1980 comes to about 900 km. On an average it works out to a mere 120 km. per year. At this snail's pace, what can we really achieve? Of course, the hon. Minister must be complimented for putting up things at a very good pace. But all said and done, the progress achieved is just 120 km. of added line per year. If this is the way things are going in this country, it is high time that the Government should consider other ways to speed up pace of progress.

Hon. member Shri Pande has observed that people are even prepared to pay the money in advance. They are also prepared to give the money with interest back to the Governments. I think we must proceed on such new lines. The hon. Minister has

already pointed out that in Bombay, the metropolitan railways' responsibility is not going to be taken by the Central Government and the State Government or the Corporation or the local authorities should look after the railways there. Accordingly, a new experiment is already being carried out in Mankur and Vachi in Bombay for which the Government has contributed 80 crores of rupees. I suggest that the Government must take up more and more such developmental programmes. Otherwise, the prospect of railway development in future seems to be very bleak because even the money allocated by the Planning Commission is gradually coming down. It has gone down from 15 per cent to 7 per cent. If things continue in this very same manner, we cannot make any progress whatsoever and the demands of the Members of Parliament can never be met and the requirements of the people can never be fulfilled. Howsoever competent a minister may be in putting up things, the position will remain the same if we continue to function at this pace.

Now, I am going to make one very important suggestion. Our country has a boundary of coastal line on three sides—Eastern, Western and Southern sides. Instead of concentrating on railway track alone, we must also explore our waterways through ship and steamer transport. This will definitely reduce the burden on the Railways, I come from the Konkan area where there is a terrific demand for more railway facilities. From Goa upto Mangalore we can explore the possibility of having more and more water transport methods. When we are fortunate enough to have about 80 per cent of our borders in the form of coastal line, we must concentrate on the development of transport systems in water through ships and steamers.

The hon. Minister observed when he visited Bombay last time that the suburban trains in Bombay are making losses upto Rs. 9.5 crores. Nearly 70 per cent of suburban passengers of this country are going from Bombay. Out of the total collection of Rs. 2400 crores, about Rs. 1600 crores come from Bombay alone. So,

I would say the Bombay people are contributing so much for the development. By way of increases which you have made this year, you are doing a great injustice to our Bombay people. 70 per cent of the pass holders are from Bombay. Therefore by increasing it from Rs. 4 to Rs. 8, you are collecting a lot of revenue. So out of Rs. 640 crores which you are collecting, about Rs. 400 crores are from Bombay alone.

There are two stations in Bombay—Churchgate and Marine Line. Between these two stations—it is a distance of two and a half kms.—you are charging Rs. 1.50. This increase in the fare which the Bombay people are going to contribute, will mainly affect the poor people. Pass holders are there. Season ticket holders are there. Reserved tickets holders are there. These burdens will affect the people of Bombay mostly. I am not saying that you provide additional lines because you are not going to provide the same. The British people have constructed the Molland Station. It is very narrow. Lot of space is there. Why don't you make the platform a little high? If you have no money, I can tell my workers to contribute for it. You raise the platform by 100 feet. The signal may be shifted a little high.

The small suggestions which our Bombay people are making, they are never cared for by this Government. Please do not give a step-motherly treatment to our Bombay people. We are contributing a lot. At least, you provide some passenger amenities for Bombay.

Take for example the electric indicators. It is very difficult to see during the evenings and also in the mornings.

Regarding platform, I would say that there is so much rush that people can't stand on the platform. With a mere Rs. 2 lakhs or something like that, we cannot improve it. It requires more money. Take the case of Konkan. From Goa to Mangalore-Sindudurga and Ratnagiri District—from where Prof. Dandavate comes, that is my native place, the Railway Station is away by 10. kms. It is not only in U.P. or Bihar. In Maharashtra—in

[Dr. Datta Samant]

these two districts—also, it is like this. The railway facility is not available. About 200 buses ply daily from Bombay to Goa. About 6000 passengers are going and coming from Bombay and Goa. We are prepared even to contribute some money.

Regarding its survey, he has completed it in three years time. Now the hon. Minister is telling that we are waiting for the Planning Commission's Report. Therefore I am requesting you to kindly expedite it.

Take the case of Maratwara. Rs. 5 crores which was allotted, was too meagre an amount. The other day the Prime Minister promised to the hon. Members that he will look into the matter.

Similarly, take the case of Aurangabad. With the constraint of resources, I do not know that they are going to do. I really pity the manner in which this Government is functioning. I would request you to kindly change all the based functions and satisfy the public.

SHRI JARUN KANTI GHOSH (Barasat) : Mr. Chairman, Sir, I rise to say a few words to Mr. Scindia, one of the brightest young Ministers that we have got today.

What I would like to tell him, through you, is this. The railway is the only mode of transport available for the poorest of the poor in our country. I do not want to really make an untrue statement this august Assembly. I never go by train from my house at Barasat to Calcutta or from my constituency to Calcutta. You see the way in which the trains are maintained my dear Scindia, it is really impossible for decent people to go by the train.

First of all, in many cases, the lights are not there, as you all know. I do not blame you, Mr. Minister, because many a time the lights are put there, but they are taken out—I do not know by whom. So, there have to be more security arrangements,

so that these amenities for the passengers are not tampered with,

Secondly, I had told the people of my constituency that the hon. Minister had already announced in the Lok Sabha that a double line would be there, of the Barasat-Bongaon line. But I would like to say that in this year's budget, they have put only Rs. 10 lakhs. That amount is not sufficient even to move some of the earth needed for that purpose. I would like to tell the young Minister that this Bongaon line is very important. After all, it is a border area, and God forbid, we may need it for our Army also. So, this has to be done in a bigger way.

I will not take much time, but I would like to tell the Minister this much : I know that he had no other alternative but to increase the fares. But could he not reconsider the question of increasing the fare of the poorer people, *i.e.* second class passengers ? On behalf of my constituents, I make a request that he may kindly put off this increase in fares. If need be, he may increase tee fare for the air-conditioned classes, so that he may not lose money. Let him at least see that the additional money does not come from the pockets of the poorer classes.

My friends said that I was doing *makhan lagao-ing*. That is not correct. I will end my speech saying that we have got the fullest confidence in this young Minister. The Railways are being run today in a very efficient manner. Yesterday I came by the Rajdhani Express. I found that the service has improved during the last 2 or 3 years.

[Translation]

***SHRI MANIK REDDY** (Medak) : Mr. Chairman Sir, we are discussing the demands of the Ministry of Railways. Sir, I am happy to take part in this discussion and would like to avail this opportunity to bring a few things to the notice of our young, energetic and efficient Minister of Railways. I am raising these issues with the hope that hon. Minister would try to implement them as early as possible.

Sir, there is a proposal to construct a circular railway around the twin cities of Hyderabad and Secunderabad. Some spade work was done and the proposal was abandoned. Hyderabad has a population of 30 lakhs and is quite an important city. I request the hon. Minister to take steps to take up the construction of the circular railway as early as possible. Sir, Medak in Andhra Pradesh has no railway line keeping this in view the late lamented leader, Smt. Indira Gandhi after getting elected to Parliament from Medak ordered a survey for a railway line from Patam Cheru to Nizamabad and Karimnagar via Medak and Siddipet. The survey was duly conducted but there arose a dispute on payment of compensation. The Centre has demanded that the State Government should pay the compensation for acquisition of the land. Because of this dispute the proposal was dropped. The entire work has come to a grinding halt. I request the hon. Minister of Railways to take steps to revive the construction work and see that the railway line is completed early. The Ministry of Railways should take the responsibility of paying the compensation. The 6 crore Telugu people will ever remain grateful to the hon. Minister for this gesture.

Sir, there is a flyover in Kamareddy town. This flyover was constructed during the days of British. It is a very narrow bridge and the population of the town has gone up 20 fold. I appeal to the hon. Minister to take steps for expansion of flyover.

Sir, there are 3 distinct regions in Andhra Pradesh namely Andhra, Rayalaseema and Telengana. At present the transport facilities between Andhra and Rayalaseema are not many. Hence Ongole in Andhra region should be connected with Nandyal in Rayalaseema. The construction of this Railway line would help the further integrate the two regions of Andhra Pradesh and contribute to all round development of Rayalaseema area.

Sir, there is a wagon repairing workshop at Rayanapadu near Vijayawada. Only a few of the employees working at the workshop are provided with housing facility. Many of them have not

been provided without housing accommodation. They are staying in private accommodation pay a high rent. Unfortunately, these employees are not being paid house rent allowance now. These employees were given this allowance for one year. But alter the payment of house rent allowance was discontinued. I am bringing this issue before the hon. Minister with the hope that he at once direct his Ministry official to pay the house rent allowance to the employees who have not been provided with Government quarters.

Visakhapatnam is a prominent place not only in Andhra Pradesh but in the entire country. There is a very big ship yard there. The prestigious Visakhapatnam steel plant is coming up there. This city is already overcrowded. Many people from Annakapallay and Vijaynagaram go to Visakhapatnam every day for their work. Hence a shuttle train service from Annakapalli and Vijaynagaram to Visakhapatnam should be provided. I hope the hon. Minister would concede to this demand of mine and take steps to provide the shuttle train service.

Sir, a flyover was sanctioned at Pendurthi some time ago. But the construction work has not yet started. I request the hon. Minister to direct concerned officials to take up the construction work at once.

An underground bridge at Ajitnagar near Vijayawada has already been sanctioned but construction work has not been started yet. I request the hon. Minister to see that the construction of this underground bridge is taken up immediately.

Sir, Chirala is an important town in Andhra Pradesh. I visited Chirala personally. Chirala is fast growing up as an important commercial centre. It is comparable to Bombay for its commercial transactions. The Navjiwan Express between Ahmedabad and Madras runs via Chirala. But this Express does not stop at Chirala. Since Chirala happens to be a business centre it is both useful and desirable also to stop Navjiwan Express at Chirala. I earnestly appeal to the hon. Minister to take arrangements to stop Navjiwan Express running between Ahmedabad and Madras to stop at Chirala.

[Shri Manik Reddy]

I conclude my speech. Thanking you for the opportunity you have given me to speak.

SHRI MOHD. MAHFOOZ ALI KHAN (Etah) : I have to say a few points. Shri Scindia knows my problems which need no repetition. There are no two opinions that the country could make a lot of progress had there been more Ministers like him in the House. I pass through two railway lines, one in N.E. Railway and the other Northern Railway. He has provided a station. Now I would like to request him to make Ballupur a fullfledged station. I also request the hon. Minister to travel from Baran to Etah and accord priority to that branch line. No income accrues to the Railways from that line. It has failed there and I request the hon. Minister to ascertain the reasons of this failure. I am of the view that until and unless it is extended, its income will continue to fall. Steps may be taken to extend it from Etah to Farrukhabad in this seventh plan itself. Sir, through you, I also urge the Planning Commission to allocate more funds to the Railway so that the hon. Minister may be in position to solve our problems placed before him and also meet the requirements of the people. He cannot do anything without availability of funds.

The railway time table is being changed from the first of next month. In this connection, I would like to state that I have been making a demand for the last three years to provide a halt for only two minutes to 57 UP and 58 DN Kasganj-Lucknow Express at Dariaoganj Railway station. It will not make any difference. Besides, I would like to remaind that before taking a decision to provide a halt to any train, the Railways should find out as to where maximum number of passengers will be available—and where more income will accrue to the Railways. Thirdly, the Ballupur halt should be converted into a fullfledged station as it will be a source of huge income to the Railways and it will be convenient for the people also. It is a long standing demand of the people. I hope a survey to provide a halt to 57 UP/58 DN Express at

Dariaoganj will be connected. I have been meeting the hon. Minister from time to time and explaining him the problem. I hope that he will take a sympathetic view as he is fully aware of our difficulties.

SHRI SALAHUDDIN (Godda) : Mr. Chairman, I rise to support the Railway Budget and the Supplementary Demands of Grants. I will take minimum line and conclude. During the hon. Minister towards a particular problem and I am happy and thankful to him that he took action by appreciating the problem and solved a number of other problems.

I had, particularly, submitted a proposal to explaining that Asansol is an important centre of the Eastern Coal Limited and thousands of workers hailing from all over Bihar work in that coal field. But the workers find it difficult to move about in surrounding areas of Bihar as no other alternative train is available to them. It is very difficult for the workers to reach other parts of Bihar from there. I hope that the hon. Minister of Railways will consider our demands sympathetically and take suitable action keeping in view the interests of large number of workers.

I belong to Santhal Parganas, which is an Adivasi area. There are 4 districts in Santhal Parganas. Though it comprises of a vast area, yet railway lines have been laid at one or two places and even Dumka, the divisional headquarters of Santhal Parganas has not been connected by rail. Expansion of railway network in other parts of the State is also negligible. It has been the policy of our Government to remove the regional imbalances and develop all the areas evenly. In view of the fact that the Government wishes to develop Adivasi areas economically and remove regional imbalance and is committed to it. I would like to submit to the hon. Minister of Railways to follow the policy of the Government and expand railway network in the tribal areas. This will enable the tribals to join the main stream of development along with others. I request him to connect our divisional headquarters, Dumka and Muddupur with railway lines. The Railways have so far conducted survey of 4 railway

lines in the Santhal Parganas, but none of these lines have been completed for want of funds or for some other reasons.

I would like to thank the hon. Minister of Railways for introducing some new trains in the country. At the same, I would like to bring to his kind notice that though he made announcements to introduce new trains in several parts of the country, yet he forgot about Bihar and West Bengal. No new train has been introduced either this year or last year. Of course, a bi-weekly train was introduced last year. But year even that much has not been done.

I want to submit that there is no direct train from Patna to Madras or Bombay.

Mr. Chairman, Sir, through you, I would like to say something about the rail traffic and railway employees and request the hon. Minister to solve the problems relating to them and remove the bottlenecks which have been pointed out by our hon. colleagues. I personally know that in the last several years the Government have taken many radical measures for the welfare of employees of Railway Department for raising their standard of living. Therefore, it is not true that the Railway officials are not being taken care of. Due attention is being paid to them and I feel that they are fully satisfied.

Personally I want to say that the Steam Loco Shed which was there has been abolished under the name of abolition of Steam Engines but unfortunately. Steam Engine is still running there. The hon. Minister has resolved for the Dieselisation of all trains in India by 2000 A D. As such that steam shed was abolished under this scheme and perhaps the officers have shown it as dieselised in papers. But the actual position is that even today the steam Engine is being run between Asahsol and Jhajha. It cause more expenses when the steam engine is brought from Jhajha or Danapur. The coal is also stolen in this practice. When the steam locoshed has been abolished then, the Government should give a Diesel Shed in place of that. You may please get these things examined I have been raising this demand for several years to instal a diesel shed in place of the abolished steam loco

shed, so that the long standing demand of the people may be fulfilled.

[English]

THE MINISTER OF STATE OF THE MINISTRY OF RAILWAYS (SHRI MADHAVRAO SCINDIA) : Sir, I would like to thank all the hon. Members who have participated in the discussion.

I do not want to take much time of the House as it was only a few days ago, I have given a comprehensive reply to all the issues raised and all the points that came under discussion.

The discussion again today had a familiar ring—mainly there were vociferous and very strong demands for new lines. I had explained time and again that keeping in view the constraint of resources, we have had to prioritise the railway investment programme and as a priority, we have taken up rehabilitation and modernisation of the system.

I have always been maintaining that a meaningful expansion of the system can only take place after we are confident that the present system is in good health.

I think, the process that was set in motion, a few years ago, is well under way, and certainly in the future, we must contemplate a greater investment and a greater allotment to new lines, doubling and conversion, whatever they are required. I do not feel that conversions are necessary *per se*, but in some areas it is necessary because I have always maintained that metre gauge itself is not an inferior system. In fact, in most parts of the world, even the developed countries do not have the broad gauge system, but they have their own system called 'standard gauge'. Our metre-gauge is approximately 23,000 to 24,000 kilometres out of 62,000 kilometres. This is a very vast system. It is not financially possible to convert such a vast system into broad-gauge and secondly it is not necessary. What is required is that we should improve the existing metre-gauge and ensure that it fulfils the expectations of the people, who are serviced by the Railways. If there has been a slight neglect of the metre-gauge in the past because of greater concentration on the

[Shri Madhavrao Sciendia]

broad-gauge because of larger traffic movement, I feel that this is the time that we should now start restoring the balance somewhat. I have told the Railway Administration that greater focus must now be given to the metre-gauge. We must now improve the track structure, rolling stock and transshipment facilities.

Today a lot of people ask for conversion from metre-gauge to broad-gauge because people feel that industry does not want to go to the metre-gauge area. But it should be our endeavour, and it will be our endeavour that we improve the standard of metre-gauge so that industry should not shy away from coming to metre-gauge area. That is going to be our concentration. Just an example of this is the fact that until last year we were ordering only 60 coaches approximately per annum from ICF for metre-gauge. This year the order is something in the region of 250 to 300. This is the same all along the line, whether it is the rolling stock. We want more fuel efficient and better locomotives for the metre-gauge. We want better wagons for the metre-gauge. We are investing in the track structure in the metre-gauge and also in the signalling and tele-communication and also, of course, transshipment facilities which are so important. But there are certain areas where metre-gauge should be converted. There are certain identified areas where links to the broad-gauge would be more efficient and more viable.

Coming back to the expansion of the system, hon. Members do know that the requirement is in the region of something like Rs. 1500 or 1600 crores and what has been allotted to us over the five-year period is Rs 350 crores. This year the allotment is only Rs. 195 crores. And as hon. Members know, both the sanction of construction of new lines and allotment made, is done in great consultation with the Planning Commission. We have got Rs. 195 crores out of which about Rs. 90 crores to Rs. 100 crores are only for two lines which are project linked. That leaves at out Rs. 85 crores on new line allocation for the entire country. These are the problems we are facing. I myself am a representative of the

people. I do understand how much pressure comes on the representatives and they are totally justified in asking for what they have asked. But I am just requesting you to understand the position we also are in. I do think, this is the time to start contemplating on a greater allocation on new lines because the process of renewal of track has achieved a very good impetus. We are renewing about 4000 to 4200 kms. of track annually, hoping to wipe out the backlog which we have inherited, by 1995. We are also giving priority to electrification. Whereas 10 years ago only 97 kms. used to be electrified per annum, we are now electifying something like 670 kms. And the third area of priority is the rolling stock. In this year, in fact, there has been some confusion because people tend to feel that we have given a very small allocation for rolling stock, about Rs. 500 crores or so, in our Plan. But what is not, of course, understood—and I would like to set the record straight here—is that about Rs. seven to eight hundred crores of IRFC funds will also be added to that Rs. five hundred crores, which will make about Rs. twelve hundred to thirteen hundred crores for rolling stock, which means approximately 35 to 40 per cent of the Annual Plan. So, these are our priority areas. But as we take care of them, we can, slowly start shifting our priorities to expansions, to conversion and to doubling.

The North-East sector was mentioned. I have given a commitment to the House that it will be our sincere attempt to ensure that four lines in the North-East sector are completed within the Seventh Plan. In fact, the target for the Dharamnagar-Kumarghat line is December, 1989. Amguri-Tuli line also we could have completed but there is a land dispute between two State Governments and unless the land is handed over, we cannot make progress on this line. The sixth line is the Guwahati-Bernihat line which concerns the Meghalaya Government, and I think certain discussions are going on with them.

As far as the extension of the line beyond Kumarghat is concerned, after we finish up to Kumarghat, we can then take into consideration the extension of the line ...*(Interruptions)*.

SHRI AJOY BISWAS : The Prime Minister had assured during the elections that up to Agartala, the Project will be taken up in this budget. Your Prime Minister has assured.

SHRI MADHAVRAO SCINDIA : I will reiterate that after Kumarghat is completed, we can then take into consideration the question of extending it up to Agartala ...*(Interruptions)*

Dr. Datta Samant mentioned about the Konkan line—the West Coast line. This is a very important line. I tend to agree with him and that is why it has been sent to the Planning Commission. Survey has been completed. Mr. Janardhana Poojary and Mr. Oscar Fernandes have been constantly stressing the importance of this line and as I said, I am in full agreement with them. But it is up to the Planning Commission to sanction it. The survey is completed and the matter has been sent for appraisal to the Planning Commission with our recommendation that we should start construction, as soon as possible, on the Mangalore-Udupi section, especially because of the tremendous advocacy for this line, put forward by my colleague Mr. Poojary and by Mr. Oscar Fernandes.

Some hon. Members were talking about security. This is a problem in certain areas. Along with the State Governments, it is our endeavour to ensure greater security of the people who travel. I have also asked ICF that in all the second-class sleeper coaches that are manufactured, certain chains should be a standard item underneath the berths, so that a person could put the chain through the handle and lock his luggage up and ensure that there is no theft during his journey.

As far as Jogigopa bridge is concerned, we have already taken up the survey and the preliminary work on this bridge. The Brahmaputra river is a very difficult river to bridge. We are employing the latest technology to construct this bridge. The conformation of the river-bed is such that it requires a cable-stayed bridge. This is the first time that we are going in for this technology in India and it will mark a new stride in bridge technology in our country.

Mr. Madan Pandey mentioned about the Bagha-Chitauni bridge. This whole matter is being examined by the Planning Ministry. An Expert Committee is being set up which would also involve a railway element. The Planning Commission, the Railways, the Bihar and the U.P. Governments, and the Surface Transport Ministry would be represented on this expert committee and hopefully, within a few months they should come up with a Report and their recommendations.

For Bhatni-Varanasi conversion, Rs. 450 crores would be required for all the conversions to be completed in the country and we have been allotted only Rs. 150 crores in the five year period. This year, the allotment is about Rs. 60 crores and Varanasi-Bhatni conversion has got about 14% of the total allotment, Mysore-Bangalore conversion has got another 11%, Guntur-Macheela conversion has got approximately 35 or 40% of the total allotment. So, within the limitations, I think a fair amount has been allotted to Varanasi-Bhatni conversion and to the other lines that I have mentioned.

Sir, I do believe that the financial position of the railways due to the efforts of the railwaymen and due to the efforts of the smallest railway workers on the line, has shown an improvement and apart from that, the total tonnage that we moved, the total passengers that we moved and the general attitudinal change that has come around, I do agree that there are still a lot of shortcomings, a lot of drawbacks. There is still a lot of margin for progress to be made. But I am sure the hon. Members do believe that the effort in improving is sincere and there is a definite attitudinal change and the railwaymen are putting their best shoulders to the task. I do believe that, as I stated, in the budget speech, that if an organisation improves, member of the staff should also experience that improvement in their well-being. That is why as far as railway staff are concerned, where the capital expenditure of the staff quarters and staff amenities in the Sixth Plan averaged Rs. 20 crores or so, in 1988-89 we have increased it to Rs. 47 crores, which is an increase of about 130% or so,

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Sir, I would like to make it clear that we are not an employment agency but we are an undertaking which has to provide transport services to the nation and tomorrow if I start getting over-staffed with the objective that I am only to give employment, it would be the same hon. Members from all sides of the House who would say "what an inefficient organisation you are running". Already I am getting criticism that we are spending 50% to 55% of the total expenditure on salaries and tomorrow if you ask me to employ more and increase the amount towards salaries, about 70% or 75%, I would say that it is an absurd suggestion. This is what I would say in all humility.

Sir, concerning these staff members who are today members of our railway family, it is our duty to ensure that they also enjoy the well-being that the railway organisation is experiencing and that is why expenditure on staff quarters and staff amenities has been increased from Rs. 20 crores in the Sixth Plan to Rs. 47 crores in 1988-89. Apart from that, I would like also to tell the hon. Members that just two or three months ago I had taken a special meeting of the General Managers on providing medical facilities and on educational facilities. I called all the General Managers only to discuss these two points and no other points. We have tried to evolve a plan which would be implemented over the next two years so as to improve medical facilities to the railwaymen and their family, and also to improve the educational standard. We have a plan for implementation, so that they can avail of this facility. I would also like to add that my friend Shri Narayan Choubey who is so sweet off the floor of the House and so bitter on the floor of the House, keeps saying that nothing has been done for the railwaymen. I have already enumerated several things that have been done and I would like to remind the hon. Members specially, Shri Narayan Choubey, that the railways this year gave 42 days' productivity link bonus to the staff members. I think it is a very generous bonus, but well deserved. It is not given out of charity, it is because those railwaymen, those pointmen, those gungmen, those cabinmen deserved it

because they actually worked for it. And therefore, it is something which I was very happy to announce. It was entirely due to the tremendous support that the Prime Minister gave as far as this proposal was concerned. It is he who has told us to ensure that our staff is looked after, it is he who has told us to give total priority to the North-East area, and the atmosphere in which he has allowed us to work, is why there has been certain improvement. There has been this encouragement which we have received from the highest quarters.

So, Sir I would again like to thank the hon. Members for their cooperation. I would like to thank Shri Mahfooz Ali Khan Sahib for the generous compliments that he paid.

One more clarification, Sir. There was a new Express train between Bhopal and Rajkot via Baroda and Ahmedabad. Some hon. Members are feeling that this will not touch Baroda. But it will also be touching Baroda and Ahmedabad and it will go on to Rajkot.

SHRI THAMPAN THOMAS : What about the contract system? (*Interruptions*)

SHRI MADHAVRAO SCINDIA : Sir, I would again like to thank the hon. Members for the cooperation we have received and for the constant guidance that they gave us, and I am confident that we will keep receiving their support in great measure in the future also.

SHRI THAMPAN THOMAS : About the contract, I asked something, but you just avoided it.

MR. CHAIRMAN : I shall now put the Resolution regarding approval of recommendations made in the Tenth Report of the Railway Convention Committee, 1985, moved by Shri Madhavrao Scindia to the vote of the House.

The question is :

"That this House approves the recommendations made in paragraphs 11 to 14 contained in the Tenth Report of the 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 23rd February, 1988."

The motion was adopted.

MR. CHAIRMAN : I shall now put all the cut motions moved to the Demands for Grants (Railways) for 1988-89 to vote together, unless any hon. Member desires that any of his cut motions may be put separately.

All the cut motions were put and negatived

MR. CHAIRMAN : I shall now put the Demands for Grants (Railways) for 1988-89 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 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 against Demands Nos. 1 to 16."

The motion was adopted.

MR. CHAIRMAN : I shall now put the Supplementary Demands for Grants (Railways) for 1987-88 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, 1988, in respect of the following Demands entered in second column thereof :

Demands Nos. 1, 3 to 14 and 16.

The motion was adopted.

MR. CHAIRMAN : I shall now put the Demands for Excess Grants (Railways) for 1985-86 to vote.

The question is :

"That the respective excess 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 make good the excess on the respective grants during the year ended on 31st day of March, 1986, in respect of the following Demands entered in the second column thereof :

Demands Nos. 4 to 13, 15 and 16.

The motion was adopted.

16.50 hrs.

APPROPRIATION (RAILWAYS) BILL,
1988*

[English]

MR. CHAIRMAN : Appropriation (Railways) Bill for introduction, consideration and passing. Shri Madhav Rao Scindia.

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MADHAVRAO SCINDIA) : 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 1988-89 for the purpose of Railways.

MR. CHAIRMAN : 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 1988-89 for the purposes of Railways."

The motion was adopted.

MR. CHAIRMAN : The Ministers may now introduce the Bill.