

PROF. P. J. KURIEN : You abolish the export duty on pepper.

SHRI P. R. DAS MUNSI : Mr. Kurien, I tell you that we have to take a decision always in totality not off and on. We have to take in totality. Can you deny the fact that pepper till last year was fetching such a good price which even our other export commodities could not think of. May be this is a lean period. This does not mean that you have to change your policy every now and then. We cannot play ping-pong with the export policy. We have think of the totality of the economy and the exports. We have to take that with the State.

MR. DEPUTY SPEAKER : Half-an-hour discussion is over. Now we are resuming the discussion on railways.

Now Mr. Mahfooz Ali Khan...

PROF. M. R. HALDER (Mathurapur) : You have heard both the sides May we conclude that ..

MR. DEPUTY SPEAKER : No, no. It is over. We cannot allow you to put questions in half-an-hour discussion. Your name is not in the list.

18.40 hrs.

SUPPLEMENTARY DEMANDS FOR GRANTS (RAILWAYS) 1988-89

Contd.

[*Translation*]

SHRI MOHD. MAHFOOZ ALI KHAN (Etah) : Mr. Deputy Speaker, Sir, today this discussion is being held on Supplementary Demands for Grants (Railways). As the hon. Minister of Railways is not present in the House, I would expect from the hon. Minister for Parliamentary Affairs present in the House to note the points made out by me and convey them to Mr. Scindia. First of all, I want to read an Urdu couplet. This is my good-luck that in the meanwhile Mr. Scindia has arrived in the House before my reciting the couplet :

“Unke Dekhe Se Aa Jati hai muha par rozak,

Vah Samajhate hain ki bimar ka baal achha hai.”

Before speaking on the Railways I would like to pay thanks to Mr. Scindia for providing us with a train i.e. 101 up and down from Kasganj to Bareilly and for giving his approval for its halt at Gangagarh railway station. For it I thank him personally and on behalf of the people Transport-facilities are the most essential factor for the development of a place. It is quite evident that more attention is being paid to the big stations and important rail sections. I would urge upon the Government to make a survey in respect of those railway lines which are incurring losses, to identify the reasons thereof. The officers of Railways are present here and they should note as to why these lines are running in losses and how they can be made profit earning. For example, Etah-Barhan line which has remained a limited one, is incurring losses. No attention has been paid to it. I want to make it clear that it can be profitable only in case it is extended. If this line is extended from Etah to Farrukhabad, our district Etah which is a backward district will be able to make progress.

Today all the narrow gauge lines wherever they are in India are running into losses. A survey in respect of all these lines should be got conducted and it should be seen as to how those can be saved from losses. I would once again urge upon the Government to conduct a survey in this regard. Although I feel ashamed of saying one thing again and again but I have to say this repeatedly. Even our hon. Mr. Scindia will be thinking that the same question is being raised by me but I am bound to repeat it.

I will be highly obliged to you if Etah station is converted into a model station. It is the demand of the people of this area that two more boggies for Lucknow and Allahabad should be attached to the trains running on Tundla-Etah section via Barhan. Lucknow is the capital of U.P. and Allahabad is the seat of the High Court.

[Shri Mohd. Mahfooz Ali Khan]

People go there. If a bogie is attached at Tundla Jn. then it will relieve the difficulty of the people to some extent, but this will not solve the problem fully. Nothing lesser than extension of this line from Etah to Farrukhabad will solve the problem. So I hope you will do it. I am reciting a couplet in your favour :

“Humne mana ki tagaful na karoge
lekin,

Khak ho jayenge hum, tumko
khabar hone tak”.

We know that Shri Scindia wants to extend this line, but God knows when it will be done or what will be done. Nobody knows that next time both I and Mr. Scindia or either of us will remain in this House. Of course I pray to God that Scindia Sahab should there... *(Interruptions)* and that is why I am making arrangements for a place for my seating through Shri Scindia.

Mewat is a very backward area in Haryana. When I visited there, I felt necessity of a Railway line from Gurgaon to Ramgarh via Nooh and Firozpur. This will provide much relief to the people. So I want that this line should be constructed without any further delay.

Secondly, many over-bridges are required to be constructed on the Riwarl-Bhatinda section, but no attention has been paid to it since independence. So I want that you should get it surveyed. Fatchabad is a commercial town. I request that a line should be constructed from Etanabad to Fatchabad via Sirsa.

There is yet another request I would like to make. As two M.Ps, one Shri Khurshid Alam Khan and other myself, take trains for Delhi and Lucknow from Kayamganj railway station, but there is no quota of first class berth from this station, as a result of which we have to face difficulty. I, therefore, request that a quota of at least two first class berths provided at this station for the passengers travelling from

this station to Lucknow and Delhi, specially when two members of Parliament catch trains for Delhi and Lucknow from this station. I am making this request on behalf of my colleague Shri Hafizji.

In the end, I would like to thank Shri Scindia and make a request that the railway line from Etah to Farrukhabad be constructed. This is my one and the only demand.

I am grateful to you that you have fulfilled almost all my demands in the past.

[English]

DR. GOLAM YAZDANI (Raiganj) :
Sir, I shall be very brief in my speech. I support the Supplementary Demands for Railways brought by the hon. Minister.

I have to say you one thing that when crores of rupees are being spent on the staff and other requirements of the railways, can't we expect that the railway staff should be responsible and dutiful? I can place before you one instance where the railway staff were very irresponsible and even the GRP did not do their duty. I am referring to an incident which happened on the 24th June in the district of Murshidabad due to the negligence of the railway staff of the station and the GRP which resulted in the killing of scores of Muslims. It is well known that on the 24th June, thousands of Muslims were proceeding to offer prayers to Katra Masjid in Murshidabad, but they were prevented from doing that. They performed *namaz* at some other place namely Karbala Maidan and were returning by 365 Up Sealdah-Lalgula passenger train. At Berhampur station many of them got up and when the train came to Nasipur Road railway station, the train was stopped by some miscreants. They entered the compartment where these Muslims were sitting and they brutally killed many Muslims. The train was detained over there. The railway Station Master did not start the train.

The GRP was present over there. The

train was detained there for three hours. Now, I would like to ask the Hon. Railway Minister whether any investigation has been done about the matter and whether any FIR was lodged with the local police. Has there been any entry in the Log Book regarding the detention of the train for about three hours at Nasipur Road Station? It had resulted in the killing of so many Muslims. We cannot say anything if the railway staff works in this way. I request the Hon. Railway Minister to be serious about this matter and investigate about it because it has resulted in the loss of lives of so many Muslims.

Sir, through you I would like to draw the attention of the Railway Minister to the fact that there is a train from Malda Railway Station to Sealdah, called Gour Express. Now, it has been published in some papers that it is going to be extended to Jalpaiguri. After the publication of this news in the local newspapers, the people of Mald & West Dinajpur district criticised it and they expressed concern over the decision of the Railway Authority. The present position is that I have been requested by all sections of people and I have also received representations from Congress as well as non-Congress organisations in which they have asked me to request the hon. Railway Minister not to accept the request for extending the train up to Jalpaiguri. If this is done then the people of West Dinajpur district will be faced with a problem. After the partition of the country the West Dinajpur district has been left with no railway connection to Calcutta at all. We are trying for Ekla-kehi-Balughat Railway Station and from Buniyadpur to Raiganj. Now, mostly the passengers of West Dinajpur district depend on Gour Express. Hundreds of passengers travel by special tourist buses. Two State buses carry passengers for Gour Express Daily. Another special train runs from Kathihar to Malda for the connection of Gour Express. If this Gour Express is extended to Jalpaiguri it will come to Malda full from there and so not many passengers will be able to get up from Malda Station. So, there is no need to extend it to Jalpaiguri because the passengers coming from there can get so many other trains. They have got Darjeeling Express, Kamrup Express Kanobanjanga

Express and Trivandrum Express. Recently the Janta Express has been cancelled. Why it has been cancelled, I would like to know. I would say that instead of extending the train up to Jalpaiguri the Railway Authority should start the Janta Express. It is a very good train. So, there are so many trains which come from Jalpaiguri district but the Malda and West Dinajpur district have got only the Gour Express. Where will the passengers of these districts go? Darjeeling Express and Kamrup Express have got no reservation quota from Malda. If these trains have got enough of reservation from Malda then it is a different thing but it is not so. The newspapers have widely published against this decision. One INTC leader, Vishwanath Guha has said that if this will be implemented then they will launch a mass movement and fierce movement. They say that they will shed their blood to see that this decision is never carried out.

I am even prepared to translate all these Bengali newspaper cuttings into English and give them to the hon. Railway Minister.

I have just one last point. The level crossing at the Dalkola is a great disadvantage to the people there because NH-34 is the only road link from Calcutta to Siliguri. The gate at the level crossing remains closed at least 20 times a day and this results in a huge traffic jam. So, is the case at Kishanganj railway crossing. A proposal to construct an overbridge at Dalkola has been sanctioned and work also has started. But the work has been now stopped and I do not know the reason why they stopped their work. I request the hon. Railway Minister to take note of this and expedite the construction of the overbridge at the Dalkola Station soon.

[Translation]

SHRIMATI PATEL RAMABEN RAM-JIBHAI MAVANI (Rajkot) : Mr. Deputy Speaker, Sir, I support the Supplementary Demands for Grants of Ministry of Railways. I would also like to make a few points through you for considerations of the hon. Minister.

[Shrimati Patel Rammaben Ramji
Bhai Mavani]

First of all, I would like to congratulate the hon. Minister of Railways Shri Madhav Rao Scindia for providing two trains within a short span of four years for my constituency. It is our good luck, but we have still some more demands to make and hope that he will certainly fulfil them. One of the members belonging to our areas has made a request to provide long distance train from Rajkot to Delhi. Sarvodaya Express terminates at Ahmedabad itself. We will be grateful if long distance train is provided upto Delhi. Secondly, we hope that Viraval broad gauge project will be completed during Eighth-plan period. We have been promised that it would be done, so I will not say it much about. We talk of foreign countries. There trains run at aeroplane speed. But India is lagging behind, though efforts are being made in this regard, I want to say that Shri Scindia takes pains in doing work entrusted to him. He is providing new facilities through new technologies. Wherever there is necessity of a train, he makes every effort to fulfil it. I would again request that a new train should be provided for our area and other small problems regarding trains are always solved.

With these words I conclude.

*SHRI S. THANGARAJU (Parambatur): Hon. Dy. Speaker, Sir, I wish to speak a few words on the supplementary demands for grants for Railways on behalf of the AIADMK.

[English]

MR. DEPUTY SPEAKER: Shri Thangaraju. Please come to the mike, you please come to the mike.

[Translation]

*SHRI S. THANGARAJU: The Hon. Minister seeks the approval of the House to these supplementary demands amounting to Rs. 1,67,01,000 for the purposes of

*Translation of the speech originally delivered in Tamil.

Miscellaneous expenditure. Fuel expenses and expenses on assets acquisition, construction and replacement. Sir, I find to my dismay that there is no provision made in this supplementary demands for the State of Tamil Nadu. The State has been completely ignore.

19.00 hrs.

Mr. Dy. Speaker, Sir, on 6th last month, Hon. Prime Minister in the presence of Hon. Railway Minister inaugurated the broad gauge project of the Karur-Dindugal line. While I congratulate the Hon. Prime Minister and the Hon. Railway Minister for inaugurating the project, I would like to state my grievance that the line does not connect Tutucorin. Further the line covers the Karur and Dindugal Parliamentary constituencies. But with great anguish I invite the attention of the Hon. Railway Minister to a sad fact that the representative from the Dindugal Parliamentary constituency to this august House has not been invited to the inaugural function with due honour. His name did not appear in the invitation cards. Hon. Member Shri KR Natarajan who represents the Dindugal Parliamentary Constituency was not shown the due respect and was not accorded the due honour in such an important function. Hon. Railway Minister must ensure that due respect is paid and honour is accorded to a member of Parliament in such important functions. I hope the Hon. Railway Minister would at least give an assurance to this effect in his reply.

Originally, the Karur-Dindugal line was to connect Karur and Tutucorin. But today, as the project stands, it stops at Dindugal. This must be extended upto Tutucorin via Virudunagar, so that the better rail transport contributes to the industrial development of Virudunagar and Tutucorin areas. Late Chief Minister Dr. MGR created three separate districts namely, Kamaraj district with Virudunagar as District headquarters, the V.O. Chidambaram district with Tutucorin as headquarters and Anna district with Dindugal as headquarters. These three district headquarters namely Virudunagar, Tutucorin and Dindugal of the three big districts in Tamil Nadu bearing the names of three Great leaders who did exemplary service

to this nation should be connected by this Karur-Dindugal - Virudunagar - Tutucorin line. Hon. Railway Minister should include this in the future plans. This only would boost the industrial development in these areas.

Traffic congestion is increasing day by day in Madras city. The city is facing serious problems because of this increasing traffic congestion. Some thing must be done to regulate this traffic in the city. The Rapid Transport System has been conceived of with a view to solving this growing traffic problem in Madras City. But the implementation of the project is at snail's pace. I expected that the Minister would make some provision for this RTS in the supplementary demands. But there is no provision for RTS in the present demands. Hon. Railway Minister may kindly take steps to expedite the completion of the project.

As far as Tamil Nadu is concerned, the metreage of broad gauge line is very less. Efforts must be made to convert all the metre-gauge lines into broad gauge lines. On an urgent basis the doubling of lines from Madras to Villupuram and Madras to Jolarpet may be taken up. This is a long pending demand of the public. I hope Hon. Railway Minister would not refuse to yield to my request.

Sir, my Parliamentary constituency is a rural constituency. Only 70 KMs is the total length of railway line in my constituency. There are sugar and cement factories in my constituency. I made specific demands for the general public good for providing, extending and expanding the rail facilities in my constituency several times to the Minister. A report was caused to be given on my demands and the General Manager concerned gave a report in the usual fashion that, for reasons that were not properly explained, the demands could not be met. Hon. Minister has always regretted his inability to accede to my request in all his replies. But in certain other Parliamentary constituencies in Tamil Nadu and in certain other parts of the country, rail facilities are being provided immediately on asking and this has

caused doubts in my mind whether these facilities are being provided with party politics in mind. Hon. Minister may reply to my point so that I could shed my doubts.

Sir, there are three cement factories in Ariyalur. Ariyalur is growing into a big industrial centre. A permanent roof may be provided over the platform in Ariyalur railway station. A retiring room should also be constructed in Ariyalur railway station. I hope the Hon. Railway Minister will accede to my requests.

Let me now lastly summarize for the benefit of the Minister my demands. Sir, the Karur-Dindugal broad gauge project should be extended upto Tutucorin via Virudunagar. The RTS in Madras city should be completed without any further delay and funds should be periodically allocated without fault. Attention should also be paid to the rail transport needs of Ariyalur falling in my constituency.

With these words, I conclude.

SHRI R.S. KHIRHAR (Sitamarhi) :
Mr. Deputy Speaker, Sir, I support the Supplementary Demands for Grants of the Ministry of Railways. I also join with my colleagues in extending unqualified thanks to the hon. Minister of Railways for his efforts in bringing modernisation and all round improvements in the Railways. I fully appreciate Shri Scindia for his success and progress achieved by him in the last few years.

I want to submit that here we make laws and we update them. But the laws relating to Railways in India was made during the British Government's time. Under that law Railways was declared as a commercial institution. Even after 40-41 years of independence, we have been acting on the same nation. I, therefore, urge upon all our friends that they should prevail upon the Railways to adopt welfare as its motive. It is very necessary if the out-moded law made long-long ago is not amended, Railways will be run on the same pattern as a business man runs his shop keeping only profits in motive. Like

[Shri R.S. Kbirhar]

a business establishment, trains will also be run in the areas whereas where they earn profit. If this principle is allowed to be continued, railway will remain a dream for the people of the areas who are yet to see a train. It will take another hundred years to reach a train to such areas.

A survey was done to lay railway line from my constituency to Muzaffarpur during the regime of the then Railway Minister Shri Kedar Pandey and Shri Lalit Babu. A number of time I reiterated this request to the present Railway Minister but every time my request was turned down by him on the ground that railways operation would not be economically viable in the area. If railways facilities and other transportation facilities are not provided in a backward area like ours, how the business and other trade activities will flourish in such areas. In absence of such facilities these areas will remain backward. In order to change the commercial attitude of the Railways the MPs of backward areas should impress upon the Planning Commission or other Ministries that the word 'Welfare' be added to the notion with regard to making provision of railways facilities. When word 'Welfare' will be added to the notion with regard to railways, only then the backward areas can be developed. I have stated this earlier also that due to the efforts of M.Ps of Bihar and Uttar Pradesh, Bagha-Chhitoni rail bridge was sanctioned and its foundation stone was laid by our popular leader and former Prime Minister Shrimati Indira Gandhi. But that foundational stone has been wiped out and the scheme has more been shelved. This bridge if would be made very useful. Does it sound well for the Government of Congress Party stature to abandon this scheme. This bridge has been excluded from planned schemes. After a lot of hue and cry made by us, the hon. Minister agreed to revive it. If this scheme is completed the long-lasting demand of providing railway facilities from Sitamarhi to Muzaffarpur, will not be vigorously pursued because its extension from Sitamarhi to Darbhanga will reduce the journey time between Sitamarhi and Delhi by 4 hours. I urge the hon. Minister to take

effective step for early construction of Bagha-Chhitoni-bridge by reviving the old scheme, as also attention be paid towards long-awaited demand of construction of a railway-line between Sitamarhi and Muzaffarpur.

Mr. Deputy Speaker, Sir, second thing I would like to submit to the hon. Minister is about Bihar. Though Bihar is rich in mineral resources yet it is a backward state. Whom should I blame for it, specially when the Congress Party is in power both at the Centre and the State. North Bihar is very backward because there is no other source of development except agriculture, and this part of Bihar is a flood and drought prone area. In the allocation of funds for railways in the last Budget for Bihar, sufficient funds were not provided. In this Supplementary Demands, I want that the Central Government should provide adequate funds to Bihar so that regional disparity could be removed. The Government should pay special attention to Bihar.

With these words, I support the Demands and appreciate the measures of development taken by the hon. Minister.

[English]

SHRI N. TOMBI SINGH (Inner Manipur) : Mr. Deputy-Speaker, I support the Supplementary Demands on Railways. I belong to such area region, whose people are used to waiting and waiting in every respect.

We are at the end of the country on the eastern side. We are more than two thousand KMs away from the capital and therefore psychologically and physically we are remote from the capital. We are yet to see an inch of a railway line. For many years, we have been promised a very short extension from Sirchar to Jiribam. The survey was conducted a number of years back and it took many years. After that, construction work has been started. An assurance was given that it would be commissioned in 1986. Now, we are at the end of 1988. I had been to that place recently. Of course, construction of the track has been started. As we are all know, this is a rainy season. The best

season for construction is winter. We reiterated again and again at the General Manager's level, Ministry's level and at the Railway Board's level. I cannot visualise that this would come in the near future as of today.

If we like to remove the regional imbalances and also reduce the number of island of isolation in any part of the country, then we have to make certain priorities. Priority can be interpreted in many ways. We should give priority to those places where Railways have not yet reached.

I understand that Mizoram is also having some survey for a similar extension from Sirchar. There might be other similar areas also, like Goa, Kashmir Valley, Hill areas of U.P. We do not demand for a moment that Manipur valley should be the railway because that is far from possibility. Jiribam is an area bordering between Assam and Manipur where railway extension can take place easily. Here if we get a railway station, our one relief will be that some of the passengers and freight will be diverted to this route and we shall be able to avoid Dimapur sector. By going to the Dimapur sector, as I have been saying again and again, the Nagaland Police is harassing outsiders, I am not making any complaint against them because they behave suitably to their rules and regulations within their jurisdiction. But this is practically repulsive to people who go through that State particularly outsiders. So I have been and also my predecessors had been demanding in different forums and particularly on the floor of this House that it should be hurried up. I would like to request the hon. Minister to give special attention to this so that it would be ready, as promised by next year. Even so, I have my own doubts that this will be ready by next year. If the Ministry, engineers and connected officials take keen interest, I think, it will be possible to do it.

SHRI MADHAVRAO SCINDIA :
It will be ready in the Seventh Plan.

SHRI N. TOMBI SINGH : I do not

know whether you have seen the construction work there. I have been there because it concerns me practically and physically. I have my own doubts, I repeat. If it is completed by that time, Let me take a defeat sportingly.

In the existing circumstances, now the Dimapur sector has a certain number of seats reserved for Manipur. Even in my own case, I could not see a railway station as a teenager because I came out for studies at the late stage of my life. Even now, railways are stranger den and blue moon to many of our people. In this sector, when Dimapur is the only railway accessible to the Manipuris, why the number of seats cannot be increased to meet the demand? We have an out agency in Imphal, the State capital. Here in this out agency, reservations can be made for the few seats. But the demand and supply are not matching. As a result, people have not at all been attracted to railway journeys. As you know, Sir, the Manipur people are Hindus. They save small amounts from their hard-earned income and go out to pilgrim places. You will be surprised that our people are going by bus and while travelling by bus, they have to face the harassment at the hands of the inter-State police and the inter-State transport authorities involving lot of expenditure in the form of bribes and all that. This is something very torturous but they have to do it. When we are attracting the people to the mainstream and when we want to remove the regional imbalance, how are we going to do it? For instance, if we delay the construction of this line for so many years, then if it is not possible to increase the number of seats, at least for the time being in the existing circumstances, why not Manipur should have a separate coach in every train passing through Dimapur? Then I think a lot of relief will be given to our passengers. Perhaps the hon. Minister will give a favourable thought to this because I am not making an unreasonable demand, I am making a very reasonable demand. Manipur should have a separate coach both ways in every train passing through Dimapur, particularly in the superfast trains coming from and going to Delhi and other remote places.

[Shri N. Thombi Singh]

Reservation should also be made possible at the out agency in Imphal for the entire quota. Now only a limited number of seats are reserved there. With these words I support the Demands.

SHRI PIYUS TIRAKY (Alipurduars):

Mr. Deputy Speaker, Sir, I will confine myself to the North-Eastern Frontier Railway and I would like to draw the attention of the Minister also.

Sir, I was looking at the amounts which the Railways have demanded. There is no amount mentioned here for the purchase of new lines, restoration of dismantled lines, taking over of line wire from P&T, electrification projects, railway users' amenities, railway research and miscellaneous advances. The Ministry has not demanded any amount for these because they do not need such projects in the North-Eastern Frontier Railway. This is a very important railway zone which is touching the very important and vulnerable area of our country which is economically, politically and from the defence point of view very very important. So, special care should have been taken for the North-Eastern Frontier Railway. This was started only after the independence of our country because when the division of the country was done, this area was totally cut because of the creation of East Pakistan, now Bangladesh. But it is because of the efforts of the Railway Ministry that it has been connected by railway. We feel that railway is the only means to join the eastern zone with the rest of the country. So, a special care must be taken to improve the condition of trains and the running of all the trains which are coming from the eastern zone, right from Dibrugarh and other places. My friend has already spoken about this, but I will also take a little time because it is very important. Dharam Nagar Kumarghat line is 33 kilometres only. About Silcher to Jiriba he has already spoken. That is about 44.16 kilometres only.

- A very big project which has been taken up is a rail-cum-road bridge across

the mighty Brahmaputra at Jogighopa, along with a B.G. railway line from Jogighopa to Guwahati, which is about 143 kilometres. This is a very important project and crores of rupees are needed for this project. But the Railways are releasing very little money which is eaten up by the administration for their working only. The prices of cement and iron ore are increasing. Now the cost is going to be increased by crores of rupees. So, you need to finish this project as early as possible. That will be for the good of the country as a whole because this a very important bridge to bridge the eastern India with the rest of the country. As I have already said, economically, politically and from the security point of view also it is very very important. If it is cut down somewhere, if some enemies come from that side and if it is cut down at Alipurduars or somewhere, then Indian will be nowhere to get into contact with these people.

We cannot compare this North-Eastern Frontier Railway with the other railway zones because it is at a preliminary stage. We cannot think of electrification or anything. You are up so many projects for other zones for electrification. At least you must give some thought to the electrification of NJP to Guwahati line so that electric trains must be run there.

Other things you have already taken up. I am not imputing that you are not considering them. You have taken up so many projects. Our officers, engineers and other people are doing a very difficult job because most of the places are hilly areas. The construction cost is also high. In the plains, the construction of railway lines is a bit easier and economical but in that area.....

(Interruptions)

MR. DEPUTY SPEAKER : Now wind up please.

SHRI PIYUS TIRAKY : This is very important, Sir. You have not gone there. I welcome you to come there. In the

Kumedpur-New Jalpalguri Section, between Barsoi and Dalkhola, a distance of 29.05 Kms. is to be linked by railway lines and a distance of 4.9 Kms. only between Dhulabari-Aluabari is also required to be linked by railway line. Again, between New Alipurduar and Chautara, rail link is required for a distance of 24.15 Kms. These are all important places which should be connected with railway network. The Government has already done a big mistake, knowingly or unknowingly, in keeping these places inaccessible.

Another point is that you have got so many steam loco-sheds in the country, particular in the North-Eastern region. In these loco-sheds the people have been working. It is understood that you are going to close down these sheds because of use of other locomotives. It is my request that these loco-sheds can be changed into diesel or electric loco-sheds so that the people can continue to work there. These steam-loco-sheds were started for the first time when the Railways started working. That was the history of our Railways. So, you should not close down these sheds. It is my demand and everybody is concerned about it.

Sir, there is a demand for long distance railway from Dibrugarh to Nagpur-Bombay via Katihar-Ranchi-Sambalpur. Now all other trains are running on the different routes. There is no through trains touching all these points. This is my demand and the demand from the people of my region and I would request you to meet our demand (*Interruptions*). You have already accepted Alipurduar station as model station for which the work will start very soon. I will be very much thankful to you if you consider my other points which I have submitted in the course of my speech. Thank you.

[*Translation*]

SHRI BALASAHEB VIKHE PATIL (Kopergaon) : Mr. Deputy Speaker, Sir, I rise to support the Supplementary Demands for Grants for Railways. As such, no special demands have been made in this connection. Some amount has been

demanded for meeting the expenses of court decrees and some has been demanded for the Railway Fare and Freight Committee about which the hon. Minister had announced during the Railway Budget. Still, I want to draw the attention of the hon. Minister on this occasion towards my constituency.

The Bombay-Daund-Manmad and Manmad-Daund-Bombay passenger train has been withdrawn which had been running for the last 70 years. In my opinion, it should not have been withdrawn because trains are very crowded on this section and this being a passenger train, it was very convenient to the people. It is not possible to get seats in other trains. Therefore, I will request the hon. Minister to consider the restarting of this train.

Daund, Manmad and Bombay are very significant from the point of view of Railways. If an accident occurs somewhere between Manmad and Bombay or between Bombay and Daund the entire traffic comes to a standstill. I had told you earlier also to get an over-bridge constructed at Balwandi village on the Manmad Daund National Highway which is adjacent to Ahmednagar. It creates enormous difficulties for the people. When the traffic jams here. It is an industrial area and until both the over-bridges are constructed, these difficulties will continue.

Ahmednagar, Kopergaon Belapur etc. are developing at a very rapid pace from the industrial point of view but the stations are not developing accordingly.

Due to the setting up of the Maharashtra Development Corporation, the traffic at Ahmednagar has increased so much that it became necessary to establish another station. A small station called 'Mulak' has been set up there. The load on the Ahmednagar station is enormous. Therefore, you should pay more attention here. It is also essential to make the Belapur and Kopergaon stations more beautiful. My demand is that the line should be doubled. As such, a provision

[Shri Balasahab Vikhe Patil]

of Rs. 22.01 crores have been made in the Supplementary Demands. In fact more funds should have been granted.

Mr. Deputy Speaker, Sir, Kuviri-Pandarpur-Parli-Baynath is a metre-gauge line. If it is changed into a broad gauge line, the traffic on this line will increase considerably. Therefore, I want to request that this line should be changed into a broad gauge one.

Mr. Deputy Speaker, Sir, the proposal of improvement of the hospitals in these Demands is very good. I thank you for it. There is scope for improvement in the hospital at Igatpuri and it should be done.

In the end, I conclude by thanking the hon. Minister for his good performance and also the Hon. Deputy Speaker for providing me an opportunity to speak.

[English]

SHRI SHANTARAM NAIK (Panaji) :
Mr. Deputy-Speaker, Sir, I stand here to support the Supplementary Demands for Grants (Railways).

I would like to invite the attention of the hon. Minister to one thing. Most of the speakers made submissions here. Although they are submitting their respective demands from the States, by and large we must admit that the performance of Railways in the last several years—especially from the time the hon. Minister has taken over, we have to admit, it is no exaggeration and everybody is saying it in his heart of hearts, that the performance of Railways has improved. Now, to what extent the hon. Minister can meet the demands of each of the States or the demands made by the Members here, it has to be seen from the resource point of view. I agree.

As far as Goa is concerned, you have to admit that we did not get the benefits of the first two Five Year Plans because Goa became independent in 1961. Therefore, this aspect you have to consider.

Secondly, we have got our demand of broad gauge railway from Miraz to Vasco de Gama. There is also Marmagao port. To supplement the efforts of the port area we have to have this broad gauge from Miraz to Vasco de Gama. No doubt, we have had research study on this aspects. But I respectfully submit, Sir, the RIGHTS to whom this study was entrusted, I do not know what criteria they take. If they take only the economics of the routes, then in most of the places we will not be able to have any routes at all, let alone broad gauge. Yesterday I heard that the RIGHTS has given a report that the route from Miraz to Vasco de Gama is not viable if it is to be made broad gauge. So, my submission here is that this Replot should not be taken into consideration because they have considered basically the economics of it.

Secondly, I would like you to consider this aspect that Goa is a tourist place and today the passenger steamer service which plies from Bombay to Goa is stopped because two of the steamers have been taken to Sri Lanka for IPKF efforts. So, that is totally stopped and in the near future there is no likelihood of the steamer service commencing. Therefore, there is an additional burden on the Railways. Today, if I want to go from Delhi to Goa, I have to change three trains and sleep two nights in the train. You can imagine my plight if I want to avail of the train service. I have to go from here to Bombay, from Bombay to Miraz and from Miraz to Goa; after two-and-a-half days I will reach Goa. So, for me, Sir, the Railway Pass which is given is of no use. I am just giving you this example. Therefore, at this stage, before the broad gauge is done, I will request you only one thing. The Jbelum Express which goes up to Poona can be extended up to Miraz. It can be made a super-fast train from Delhi to Miraz and from Miraz a connecting train can be there so that at least some hours can be saved and the people of Goa can get the benefit of your efforts.

Some time back I have reminded you of your relations with Goa and you also said that 'my grandmother hails from Goa and I owe something to Goa.' Your grandmother is from Goa.

MR. DEPUTY-SPEAKER : He has to go Goa to see his grandmother's place by train.

SHRI SHANTARAM NAIK . Because of his grandmother, at least the hon Minister will do something. But when the Budget was presented, there was headline in Goa : Despite grand-mother love, nothing was given. This should not happen again. I request you humbly to do something for Goa.

[Translation]

SHRI HARISH RAWAT (Almora) : Mr. Deputy Speaker, Sir, whenever the House passes the Grants for the Railways, I always feel that I am a loser. It is so because everyone gets some or the other benefit out of it but as regards our share we at-least had the privilege of appreciating the performance of the hon. Minister earlier, but the way some friends in the opposition are praising the hon Minister and the performance of his Ministry today, it seems, that even this privilege is also being seized from us.

We all want that Railways should get maximum allocation but Railways should also see as to how to reduce the interest disparities between the States. One hon. Member has raised a very good point just now and I want to join him in drawing the attention of the hon Minister towards the injustice being done with Uttar Pradesh. Out of the total investments made by the Railways since Independence, only 6 per cent has been invested for Uttar Pradesh which is the most thickly populated State. Last year three and a half per cent of the total investment was made for the State, I would urge that at least some more new railway lines should be taken up for gauge conversion and attention should be paid to other construction activities in the State which has a vast population.

I would like to draw your attention towards Lucknow-Pilibhit-Tanakpur railway line in Uttar Pradesh. The traffic is very heavy on this line and there is also the additional load from Nepal.

There has been a long standing demand for its conversion but the Railway Ministry is not considering it. Our demand is to enhance the allocation for Rampur-New Haldwani line. We also have demand for a broad gauge line between Bareilly and Tanakpur. If you do not have any intention to do all this and feel that it is not important to do so then you should at least get the approval for a survey of Ramnagar-Bhikyasen Chaubatiya line. If you think that even this is not possible, then we shall wait for another 4 to 6 months. It seems from what Surl N. Tombi Singh has stated that this waiting period would soon be over. But if the Government continues in this fashion we may have to wait for ever.

SHRI MADHAVRAO SCINDIA : There has been gauge conversion on Moradabad-Ramnagar section.

SHRI HARISH RAWAT : I will thank you for that but first let me make my demand.

In regard to the survey of Ramnagar Bhikyasen Chaubatiya new railway line, I want to urge that if there are some difficulties then a Rail-cum-Road office should be opened at Bageshwar. If even this is not possible then a Railway holiday home should be opened in our area which is a hill station. I had written to you that holiday homes should be opened at Ranikhet, Almora and Pithoragarh. If you find difficulties here also, then I would appeal to your finer sentiments. As Shri Shantaram Naik was making a claim on you, I would also say that you are similarly related to the Himalayan region as well. You may remember that you have matrimonial relations in Kashmir and we consider Kashmir as a part of the Himalayas. In order to make the people of the State happy, freight concessions should be granted on the apples, produced there. At present these apples are in great demand in the gulf countries and can be a source of earning rare foreign exchange. If a little concession is granted on freight as has been given in the case of mangoes the people of the hill areas would be grateful to you.

[Shri Hariish Rawat]

With these words, I thank the hon. Minister for having completed the gauge conversion work on the Moradabad-Ramnagar railway line at such a rapid pace. I have demanded for providing several concessions. If you are not able to fulfil the major demand then at least the minor ones should be met and let me get an opportunity to hang on at least somewhere.

[English]

SHRIA CHARLES (Trivandrum) : I support the Supplementary Demands for Grants for Railways. I must at the outset congratulate the performance of the Ministry of Railways during the last few years which has been very encouraging as the hon Minister has been able to infuse his personal charm and dynamism in the working of this Ministry. Let me confine myself to some of the urgent needs of my State.

Doubling of line from Ernakulam to Trivandrum is the most important item of work in Kerala which has to be completed without any further delay. The present broad gauge line from Ernakulam to Trivandrum is fully saturated with a large number of Mail and Express trains. The freight capacity to Kerala for essential commodities like foodgrains, coal and Kerosene is also very limited. From 1st April, 1987 four new trains were introduced in Kerala, (1) a bi-weekly super-fast train between Bombay and Cochin; (2) a weekly super-fast train between Gauhati and Cochin (3) weekly super-fast train between Cochin and Hyderabad; and (4) a weekly super-fast train between Cochin and Ahmedabad. We are thankful to the hon Minister for new trains but quite unfortunately these new trains are not being extended beyond Ernakulam towards Trivandrum for want of spare line capacity on the saturated single line section where the percentage of utilisation is about 117%. Trivandrum is the capital of Kerala and unless these trains are extended to Trivandrum, the benefits from these cannot be fully utilised. This position can be improved only if the doubling work from Ernakulam to Triva-

ndrum is completed. In this sector, Ernakulam-Alleppey is 57 KM and from Alleppey to Kayamkulam, it is 43 KM. The work in this sector is in progress. However, from Kayamkulam to Trivandrum, only the survey work is over and the work has not been started. Unless this is also completed, the maximum benefit of the long Madras-Trivandrum Central trunk route which is 921 KM cannot be fully utilised. I plead that the doubling work which is a parallel line from Ernakulam to Trivandrum may kindly be completed as expeditiously as possible.

Another important request and long pending demand from Kerala is the Trichur-Guruvayoor line which is 24 KM long. Guruvayoor is a very very ancient and important pilgrimage and several thousands of pilgrims are visiting this important place every month. Last month, even our hon. Prime Minister of India paid a pilgrimage visit to this centre. I request the hon. Minister to remember that about a decade ago the then Minister of Railways Shri Kama'apathi Tripathi visited Guruvayoor and made a declaration that Trichur-Guruvayoor line will be given immediately. Even today it still remains a promise. This line may be given priority.

The hon. Minister has been kind enough to write to me a letter saying that Trivandrum has been selected as a model station. But after some time there was a news item that it has been cancelled and I got information from the hon Minister that there was no change in the project. In answer to an Unstarred Question in this Session, it was stated that there is no change in the project and that there is no delay in the work also. But nothing is coming up. If I understand correctly, some land has to be given by the State Government and the State Government is demanding about Rs. 2 crores and the railway is not willing to pay that amount. I request that the correct position may be clarified so that I may take up the matter with the State Government and difficulties, if any, can be removed. The gruesome tragedy at Perumon in Quilon about a month back took the lives of more than

100 people. I am thankful to the hon. Minister for the very generous approach he has taken. He was able to reach the spot even at the mid-night by chartering a flight. The compensation was doubled. He has done all that was possible. The hon. Prime Minister was kind enough to allot about Rs. 30 lakhs to give some amount to the weaker sections of the people, the traditional fishermen who risked their lives for saving the lives of hundreds of people. But it is really unfortunate that these funds have been mis-utilised by the State Government by paying to the party workers? I plead with the hon. Minister that an inquiry may be conducted in this matter and see whether the relief fund sanctioned by the Prime Minister has been properly utilised or given to the party workers.

Finally, I have one request to make. The food supplied in the trains by the Railways that too especially in the K. K. Express is very very bad, below standard and Rs. 7/- is charged for a vegetarian meal. I would request that arrangements may be made for providing proper food in the trains. Due to time lag, I would like to conclude. I would request the hon. Minister that these requirements may kindly be taken care of.

SHRI SRIBALLAV PANIGRAPHI (Deogarh): Mr. Deputy-Speaker, Sir, I thank you for giving me this opportunity. Secondly, I congratulate the hon. Railway Minister for the overall good performance of the Railways. I have got only six points to make.

Sir, the Railway is the main mode of transport in our country. Development of backward areas depends on the transport system in the region and continues growth and self-reliance of public utility units like the Railways are the base of our economic progress. The performance of the Railways during the Seventh Plan Period has shown significant improvement, both in terms of additional freight traffic, carriage and productivity of assets. Sir, you know the magnitude of the Railway Budget which he has brought. This demand amounts to only Rs. 167

lakhs. It is nothing. I wholeheartedly support this demand. I feel that the discussion on this demand is significant. It is significant from the point of view of Members expressing their feelings for the expansion and the qualitative improvements. We are demanding so much because the administration is responsive. The Minister is responsive and that encourages us to put in more demands. But, at the same time, I would emphatically plead with the Planning Commission to realise the importance of Railways particularly and allot more funds even out of the way so that the Minister, who is quite capable and responsive, could be in a position to fulfil the aspirations of the people and the Members in particular.

Now I will come to some of the demands of my area, just point-wise. There should be some new zones created in the country. Now, it is time to think of this. There should be a new zone in Orissa comprising some areas of Madhya Pradesh also with Jharsuguda as headquarters. Secondly, Sambalpur Division's jurisdiction should be re-fixed. We have had discussion with Railway Minister. He was kind enough to give us a patient hearing. I have discussed it with him. He should personally intervene to see that in addition to the areas coming under this new division, Orissa portion on the Bombay-Howrah line should be brought under this division. Construction of the Sambalpur-Talcher line should be expedited. Facilities for journey from Western Orissa to New Delhi should be created by the introduction of a Superfast train. This should be introduced.

Allahabad and Banaras both are religious cities. There should be some railway facility for passengers of western Orissa to go to Allahabad and Banaras. I have discussed a specific proposal with the Minister and G.M., S.C. Railways and also with the Railway Board in this regard.

Hirakund Express should be extended up to Jharsuguda. Pantry car and AC sleeper should be attached to Madras Bokaro Express and Pantry Car should be attached to Ahmedabad Express.

[Shri Siballav Panigrahi]

There should be a level crossing at Sripura near Jharsuguda. We have placed Rs. 1,70,000 with the railways out of the poor people's money. For this, estimate is now revised upward. We are not able to cope up with that.

There should be a manned level crossing at Sripura with additional expenses borne by the Railways. And passenger halt at Gondpanpali between Dhutra and Bagdihi station near Jharsuguda should be introduced. It is quite reasonable. The distance is 14 kilometre.

Passenger trains should be given priority and preference over the goods train in movement. Otherwise, lot of passenger time is wasted. In some places, railway staff is being beaten up. I am not going to illustrate this. There should be proper control. In some cases, what happens is that control does not work properly. They work mechanically without applying their mind. Otherwise, there will be lot of improvement in punctuality in the train movement and also late running of train can also be reduced.

Members of Parliament while travelling make some complaints in the book. This should be looked into by the Minister personally. Our complaints are being dealt with at lower level with replies sent mechanically, as for example, we are looking into it; inconvenience is regretted and something like that. It should be looked into by the Minister personally.

Food should be prepared in the trains itself at least where there is a pantry car and without getting it from the base kitchen.

Cleanliness and punctuality are the motto of the Railways. This should not only be done not in the long distance prestigious trains but all the trains. This should be given more emphasis.

There should be shower bath facility in the bathrooms in all the coaches. Secondly, 1st and AC Class.

Parcel booking facility which has been withdrawn from Sambalpur road station should be restored.

I have all words of praise for the Minister. He is one of the rare Ministers whose work is appreciated from both sides of the House. I wish him all the best. His work is a challenging one and he has to do a lot. Indian Railways is the leader in so many areas. Now it ought to be the leader in the world in the area of technology also which would help us fulfilling the aspirations of the people. Thank you.

[Translation]

SHRI BHISHMA DEO DUBE (Banda): Mr. Deputy Speaker, Sir, I support the Supplementary Demands of the Railways. Firstly, if I do not express my gratefulness to the hon. Minister of Railways, I will be committing a major mistake. The extent of work done under him in my area has been unprecedented. However, there are many places in the country where in spite of major work being done, lot needs to be done. My constituency is also one such area. I would request that in the informal Consultative Committee meeting of the Central Railways held on the 11th of this month, I had submitted a detailed note and therefore, I will not mention these points here because they are already with the hon. Minister for his kind consideration.

Apart from this, I would like to raise a few more points. There are some lines where the load or traffic is very heavy and has reached a saturation point. Not much can be done in those places. Along it, there are some parallel lines on which with if some modifications are affected it may reduce the load on those lines which have reached a saturation point. For example, on the Delhi-Howrah railway line the load is very heavy between Kanpur and Allahabad. If this is diverted via Jhansi-Manikpur, it may not only help in reducing the load but also provide an additional link for the people of this area. The pressure of traffic will also become less. In this way both the areas will develop simultaneously. Keeping this in view I want to request the Government to pay

attention to lay a double line between Jhansi-Manikpur-Allahabad and provide for its electrification. In this way, traffic towards Kanpur can be diverted and the traffic load reduced. If it has to be extended then it should be towards Jhansi-Manikpur side so that even those areas are benefited.

Just now an hon. Member said that development depends on the means of communication. The only reason for the backwardness of any place is the lack of means of communication. The hon. Minister should keep those areas in view where development has not taken place while formulating a Railway expansion policy so that these areas also get railway facilities. An infrastructure should be prepared by providing communication facilities so that other projects are also set up here and the backwardness of the area removed. As one hon. friend said we should not be seen at this stage whether it is profitable or not.

The Railway Ministry should realise that they are not merely to arrange transportation of the people but to provide such facilities which may help in the further development and prosperity of a particular area and also to assist in the removal of backwardness of that area. With all these things in view and in mind, if the entire work is done it is quite possible that Railway Ministry may lay down new railway lines in the backward areas and the old track can be renewed by them. Besides this, passenger trains may be replaced by the express ones.

I will like to submit one thing in this connection that there is a new train named Chitrakoot Express which passes through my area. We are very grateful that you have changed the timings of this train on the demand of the people of that area. You have increased the total running time of this train from 15 to 19 hours. We were expecting that this time will be reduced. It is my submission that the running time of the train which operates between Lucknow and Jabalpur should be reduced and it should be converted into a utility train so that it may be of some use

to the people. With the extension of this train up to Gorakhpur, the places of pilgrimage like Ayodhya and Chitrakoot will also be connected with each other. I, therefore, urge upon the hon. Minister to extend Chitrakoot Express upto Gorakhpur. I have mentioned in my note all the hurdles likely to come in this work and request you to be kind enough to remove them by paying attention to it.

I also want to make a submission about Mahakoshal train that there is always a great rush in this train. If one more AC sleeper coach is attached to this train, the people will get the reservation in it. Whenever I intend to travel by this train, I have to seek reservation a week in advance. Otherwise I do not get it. I want to say one thing about Chambal Express. We are grateful that Chambal Express has been made a biweekly train, but if you provide two things more, the train will be very useful. One thing is that the timings of this train should be so fixed that when this train reach Gwalior from Howrah, the passengers of this train should get the connecting link with Taj Express to reach Delhi. At present there is a difference of one hour with the proposed connecting link, the people from Calcutta will be able to make direct journey up to Delhi. Removal of the existing restriction of 480 km. in regard to Chambal Express is also solicited. It will be of great benefit from the area and in turn, may also increase the traffic.

20.00 hrs.

In the end, I would like to say that change in the timings of Chitrakoot Express has caused difficulties for the daily passengers. I urge upon you to extend Kanpur-Banda passenger upto Manikpur to link the entire area between Manikpur and Banda with Kanpur which is the biggest industrial Centre of northern India. Kanpur-Banda passenger train is stranded at Banda for eight to 10 hours. If this time is adjusted slightly, this train can reach Manikpur in time.

With these words, I congratulate you wholeheartedly for the commendable performance of the Ministry of Railways.

SHRI DAL CHANDER JAIN (Damoh) : Hon. Speaker, Sir, I rise to support the supplementary demands of the Ministry of Railways. Along with this I want to congratulate the Railway Minister for the expeditious handling of goods traffic and for the increase in passenger traffic. The railways while on one hand, fulfil the aspirations of the people and provide facilities for them. On the other hand, they add to the national resources by providing additional money for development in the budget.

On this occasion, I want to draw your attention towards my area. Recently on 20th August the Railway Minister has introduced a super fast Express between Indore and Howrah but the train runs only once a week. I want to say through you that the train which has been recently started attracts a great rush and until it is run atleast thrice a week, it will not serve its purpose. This super fast train connects Mahakaleshwar, Allahabad, Mador, Banaras and Gaya and we feel that perhaps there is no other train so useful as to connect so many places of religious significance. I hope that the Hon. Railway Minister while giving his reply on the debate on the supplementary demands, will make a clear cut announcement in this regard to meet the aspirations of people. Beena-Katni section has always remained neglected for the excessive transportation of coal and goods traffic on this route. Where increase in goods traffic in the country is a desirable proposition, it is also imperative that the passenger traffic is not neglected. It is our quite old demand that Katni-Beena section should be linked with Bombay and Ahmedabad. It should be fulfilled.

Our area of Bundelkhand is very backward and our Hon. Prime Minister had visited Khajuraho, Chhatarpur, Manhara, Damoh and Sagar in the area during elections by road. A demand for a railway line was submitted to him at that time. Whenever there is a proposal for establishing an industry in that area, it is stated that there is no means of transportation. When this matter is raised. With the Railways Ministry, we are told that it is not a profitable proposition. In this connection

I want to submit that if it is viewed from the service point of view it may not be profit earning in the beginning but it can be that at a later stage.

Another thing I want to say is that Utakal Express which starts from Puri and reaches Delhi at 1 P.M., runs as per its schedule upto Gwalior and starts getting late from Gwalior onwards and thus the people reaching Delhi by this train cannot utilise their full day. Some such measures should be taken so that Utakal Express, reaches Delhi at 10 A.M. Being it so, passengers and Members of Parliament coming to Delhi will be able to utilise their whole day. The time of its departure for the return journey from Delhi is also 1 p.m. It should start either in the morning or in the evening, Anything convenient may be done in this regard.

I want to give one more suggestion. Railways have got their own arrangement for maintenance. Even our first class boggies are in a deplorable condition. They are in a worse shape than the ordinary second class compartments. I have been told that manufacturing of first class boggies has been stopped. But the boggies which are already in use, should be maintained in a proper condition. It is only yesterday that water was not available in the first class compartment in Utakal Express. In spite of repeated requests, it was not supplied. Whereas our Railway Minister and his entire staff are busy with the development of railways, there are still some such employees who pay no attention towards its maintenance. Such things should also be paid immediate attention.

My another suggestion is that meetings of the Advisory Committees, be it station-wise or division-wise or those of the committee of the Board, should be held at least once in three months and their suggestions should be seriously implemented.

I thank you for this opportunity you have given to me.

DR. CHANDRA SHEKHAR TRIPATHI (Khalilabad) : Mr. Deputy Speaker, Sir, there is no two opinions about it

that during the tenure of Hon. Sciendiaji Railways have established a glorious record in all spheres. It is a thing worth appreciation. Efforts being made to modernise the Railways are praise-worthy.

I will like to recall that I had submitted during the last Budget debate and also during this year Budget debate that the Railway Ministry was such an enormous organisation in which several lakhs employees are employed. Good facilities for medical treatment have been provided but the facility of C.T. Scanner has not been provided in railway hospitals. An assurance was given that this facility would also be soon provided in the Railways hospitals and money has been demanded in this Supplementary demand for providing C T. Scanner for the treatment of cancer patients at Varanasi hospital. I want to congratulate for this. Human life cannot be weighed in terms of money. I will remain grateful if the Rythotripter system is also made available at Railway hospitals, such arrangement should be made.

Mr. Deputy Speaker. Sir, with hygienic point of view disposable tumblers were introduced for serving tea, etc, but it has been observed that these tumblers are not thrown away after use, rather it is used again. They are not destroyed and a group of people collect them and put them into use, as a result of which the very purpose of improving hygienic condition is defeated as also thousands of people who earn their livelihood by making earthen pots have been put to loss. It is therefore requested that decision is required to be re-considered so that the people who are engaged in making earthen pots to serve tea are not deprived of their livelihood.

Many irrelevant things are said and all aspects are not taken into account while deliberating the Demands for Grants. In democracy, we must respect the public opinion and heed to their problems and difficulties being faced by the people in different parts of the country. That is why I want to draw your attention towards this point so that you may consider it fully and provide facilities to the most needy persons.

I would also like to submit that there is a long standing demand from my area for conversion of Varanasi-Bhatni line and you had given assurance to accord priority to the same, I hope that you will fulfil your commitment very soon for which we will be very grateful to you.

In addition to it, I want to draw your attention to some more points. It is true that when the platforms were first constructed, the trains consisted of 10 boggies only and now they run with 20 boggies but the length of sheds have not been increased proportionately. Sick, old and handicapped persons have to face much difficulty during the rainy season in boarding trains. Sheds should be increased at platform No 1 and 2 at Khali'abad Jn. in my constituency so that the entire train could be covered. Similarly, platforms of lower level also cause difficulty. These are petty items but are of much importance. Attention must be paid towards them.

[English]

MR. DEPUTY SPEAKER: Mr. Minister, what he is saying about railway platform is correct in respect of most of the stations. Now the trains are very lengthy but the platforms are the old once still. Passengers have to get down from the train by jumping.

DR. CHANDRA SHEKHAR TRIPATHI: I am talking about the same thing

SHRI MADHAVRAO SCINDIA: Then I will remove those extra coaches...

DR. CHANDRA SHEKHAR TRIPATHI: You should not reduce the number of coaches; otherwise thousands of innocent pilgrims will be deprived of transportation.

[Translation]

I do not say like this, I will like to make one more submission. There has been a constant demand since 1962 when Shri Jagjivan Ram was the Railway

[Shri Chandra Shekhar Tripathi]

Minister. There are some areas which have not been developed merely because there are no transport facilities. It is the accepted aim of the Government and the Prime Minister has given assurance in this August House repeatedly that disparity between different areas will be removed. This cannot be removed unless these areas are developed for which facilities of Railway lines are required to be provided in backward areas. This is a long standing demand and in spite of repeated survey, it is stated that it is not viable and introduction of train service is not economically viable. Development of an area cannot be overlooked on this plea. A new rail line should be laid for Bakira, Bansi, Uttarwala via Sabjanwa-Dumariyaganj Reservation quota has been provided for Vaishali Express at Khalilabad but this train does not stop at this station. I submit that provision for stoppage for this train at that station should also be made.

SHRI K. D. SULTANPURI (Simla) : Mr. Deputy Speaker, Sir, I extend my heartiest congratulation to the Railway Minister for writing a letter to me regarding renovation of Simla Railway Station and making it an ideal Railway Station. I like to say that Kalka Simla line was laid during the British times and the train runs on the same rails. There has been railway expansion in all parts of the country but there is no railway expansion in Himachal Pradesh. It is my demand that this railway line be extended up to Rampur. There are tall trees along the roads and railway line from Kalka to Simla and Pathankot to Jogindernagar. Resin is extracted from these trees illegally and is sold. This should be stopped. Resin is extracted from the trees along the railway lines and is old, this should not happen. When Pt. Kamalpatiji was the Railway Minister, he had given an assurance to lay a line from Kalka to Parwana, he had also said that a new rail line would be laid from Jagadhari to Pouta Sahib which has now developed as a new industrial area. No work has been done on this and no survey has been carried out. Work is being done on the new line which is being laid between Nagal and Talwara.

This project is facing financial crisis. The expenditure incurred on paying compensation for the land has been born by the Himachal Government but the Railways are not making adequate allocations for this. An enquiry should be made about the illegal occupation of land of Railways in the hilly areas and such land should be given to landless people.

If laying of a new railway line is not feasible between Ropar and Nabgarh, at least Dharuval, situated at the border of Himachal Pradesh, be linked by rail with Nathgarh which is the nearest Railway station from Ropar. In our area, apples and potatoes are grown extensively. It is the basis of the economy of that area. If we use trucks for the transportation of these items, they do not reach safely and sometimes trucks also meet with accidents. We have to often suffer heavy losses. Therefore, I want that the apples of Himachal Pradesh should be supplied to other States to the maximum extent possible and in order to do so, necessary railway facilities should be provided so that our apples reach as far as Bombay. The trains to Bombay, Pathankot and Amritsar which have been discontinued should be revived. These trains have been running since the British period. I hope that the Government will pay attention in this direction so that this difficulty is removed. The Pathankot-Joginder Nagar railway line should at least be extended upto Mandi, which is the district headquarter. This will cover the area of Kulu-Manali. A survey should be conducted in this connection and necessary arrangements made for the laying of the railway lines. The Planning Commission should allocate maximum funds to the Railways so that they could complete this task. I think no Member of the Railway Board is a member of the Planning Commission. Therefore, the hon. Minister of Railways should be one of the Members so that necessary progress could be made and shortcomings, wherever noticed could be removed. Maximum funds should be allocated to the railways. I hope the Government would pay attention to my demands.

SHRI MOHD. AYUB KHAN (Udhampur) : Mr. Deputy speaker, Sir,

first I want to thank you for giving me an opportunity to make my submission. But at the same time, I also want to regret that "vah mehfil uth gai jab ke daure jam mujh tak aya". My first submission is that when we demand a railway line for Jammu and Kashmir, we should understand this issue from its actual perspective. Before 1947, a railway line was there up to Jammu but in 1947 it was cut and limited till Salkot. However, we thank the Central Government for having extended the railway line first from Pathankot to Kathua and then upto Jammu. But the situation still remains as it was in 1947. The pressure of traffic on the Jammu and Kashmir National Highway is so enormous that it has gone beyond its capacity and you may have also heard that Tourists have to wait for 5 to 7 days on the highway. Therefore, I am of the view that

[English]

From the economic point of view, there are certain historical and political reasons which compel us to expedite the construction of the railway line right from Jammu to Srinagar.

[Translation]

It is because Jammu and Kashmir has a common border not only with Pakistan, Russia and China but also with Afghanistan. We should consider our border States in the North and in the East as show windows and should be treated accordingly. In order to bring them into the mainstream, we should not look at them from the monetary angle but from the political and strategic point of view. If we ignore these areas by saying of railway lines there would not be economically viable, we will not be able to bring them into the mainstream and develop these areas. Consequently, our efforts for bringing about integration will not be successful. On the contrary, the fissiparous tendencies especially at the borders will get an opportunity to create disturbances. Our unemployed youth will fall into their trap and these forces will take undue advantage of them. If you want to save our youth from this fate, you shall have to do away with financial considerations and at least lay railway

lines there to bring them into the mainstream. The Hon Prime Minister also visited this State during the winter when snow was falling. He also felt that railway lines should be laid there in order to bring this state closer to the rest of the country. He also mentioned that a survey should be conducted for this purpose. But it is unfortunate that the said survey has not been completed so far. Our beloved late Prime Minister Shrimati Indira Gandhi who had inaugurated the work on the railway line upto Udhampur, had herself stated on the occasion that the railway line would be completed within the next 4 years but the pace at which the construction work is progressing, it seems that it will not be completed even in the next 10 years.

According to the current figures, 18 lakhs pilgrims visit Vaishno Devi temple every year. It is estimated that this figure will increase to 20 lakhs in the coming years. As I have suggested earlier also and I hope that you will definitely accept my suggestion that at least a day time train should be started. You should pay attention to it. If the current figures of pilgrims going from Jammu to Katra is 18 lakhs, it will become 20 lakhs in near future and it may increase to 40 lakhs during the next 10 years. Yet we do not have proper roads there. My demand is that Government should make some arrangements for providing travel facilities to the pilgrims. I agree with hon. Shri Harish Rawat's view and his appeal for a new relationship with our State. I would also like to request the Government to provide concessions to the fruit growers of our State so that they may also understand that some measures have been taken for their benefit this year. You should pay attention to the completion of the Udhampur railway line at the earliest. I hope that the hon. Minister will pay attention to the points towards which I have drawn his attention.

[English]

SHRI HAROOBAI MEHTA (Ahmedabad): I welcome the proposals. In many respects the performance of the Railway Ministry especially the leadership given by the Railway Minister is quite

[Shri Haroobai Mehta]

appreciable though the tests of the poor and middle-class constituency which I represent, are a little more strict. I, therefore, reserve my comments and before extending the scope of the appreciation I shall await the performance report of the Railway Minister on the following points :

1. What the Railway Minister has done to increase the participation of labour in the management of railways ?

2. What is the progress of de-casualisation in railways and what the Railway Minister has done to improve the working and living conditions of casual labourers whose plight is pitiable ?

Out of the Railway outlays, what percentage thereof is spent on wasteful expenditure like the so-called prestigious Shatabdi Express, or giving of first class air-condition family passes in the name of sports, or construction of bungalows for the members of the Railway Board in Delhi, each costing Rs. 12 lakhs or more. All these expenses could have been better spent by extending the facilities to poor and middle-class passengers,

Lastly, there should be increase in the facilities for the poor and the middle-class passengers and improvement in the service and working conditions of the Railway employees.

You are also ignoring one of the most poor and miserable class which is connected with Railways, that is, the porters. I would suggest that something should be done for them also. When I asked the Minister whether there is any proposal for giving them the retirement benefits, etc. a cryptic reply was given to me that they are not Railway employees and nothing can be done for them. Sir, technically they may not be Railway employees but they are toiling in Railways. Therefore, the Railway Ministry should consider providing some security measures for their post-retirement life and also revise their rates of payment which were fixed several years

ago. The Railway Minister cannot also have total lack of concern for the poor toiling casual labourers whose living and working conditions are pitiable. I would urge upon the Railway Minister to consider this so that the performance of the Railway Ministry may be appreciated not only by the elite class but also by the poor and middle classes of India. Priorities should be fixed in the light of all these things.

I may now come to certain aspects about my constituency. We have demanded a direct connection between Ahmedabad and Punjab and between Ahmedabad and Jammu and Kashmir. Among the tourist traffic in Jammu and Kashmir, perhaps the highest percentage is that of Gujaratis. A direct train between Ahmedabad and Jammu and Kashmir, at least during the tourist season, will surely be lucrative.

Similarly, there should be a direct link between Ahmedabad and Poona.

The frequency of Ashram Express, linking Ahmedabad with Bhopal by metre gauge line, should be increased by making it a daily train.

The speed of Sabarmati Express, which is linking Ahmedabad with Varanasi, is slowed down during some sections of the journey. This should be speeded up.

Sarvodaya Express, which is running between Ahmedabad and New Delhi, as also the Rajkot-Bhopal Express should not be taken through circuitous route via Baroda, but should be taken from Anand to Godhra direct. This will save the distance by fifty kilometres. If this suggestion is accepted, it will be a national saving.

Similarly, some trains like Bhavnagar-Mahuva train should be resumed in my State. So also the Godhra-Niwasia line should be resumed.

I thank the Railway Minister for having given a very positive consideration to the proposal of converting the Viraval-Rajkot metre gauge line into broad gauge. I hope some positive approach will be

evinced by the Railway Minister so far as Kapadbanj-Modasa line also is concerned.

While I appreciate the role played by the RITES, not only in our country but also in international field, I have one personal request to make to the Railway Ministry and that is because Ahmedabad is suffering from unemployment. About 25,000 textile workers are unemployed. Same is the case in other fields also. If a railway coach factory or some other establishment which can provide employment to a large number of workers is set up there, that will be a great boom for the people of Ahmedabad.

Lastly, I want to say that the recent directive of the Railways to use only plastic cups for serving tea has resulted in unemployment of so many potters who were producing earthen cups which were used for vending tea at several railway stations. Therefore the earthen cups should be allowed to be used. This will take care of the health aspect also. When a plastic cup costs about forty paise or more, the same will ultimately affect the quality of the tea supplied to the passengers. On Railways cheaper meals for poor and middle-class people are not sold with that enthusiasm as the Rs. 7 meal. Therefore, some 'puri' and 'subji' costing Rs 2 or Rs. 3 should be made adequately available to the passengers, with those words, I welcome the proposals of the Government. Certain point which I have made with a view to improving the Railway performance may be considered in proper perspective. With these observations, I thank you, Sir.

[Translation]

CH. LACHCHHI RAM (Jalaun) :
Mr. Deputy Speaker, Sir, I am grateful to you for having given me the time to speak. I want to thank the hon. Minister of Railways for managing so efficiently a big Ministry like the railways the network of which is spread all over India and that too in such young age. With his competence he has raised the level of efficiency in the Railways very high.

It is also due to him that important broad gauge lines in the country have been doubled which has benefited both the passenger traffic as well as transportation of goods. For this also, I thank the hon. Minister.

The time is limited but still I feel that it will be proper to mention certain points about my area. Our hon. Minister is familiar with our demands because I have been making these demands for the last 4 years. Hon. Sri Rawat has mentioned about the close relationship which he has with our area. I want to submit that we have an old relationship with the hon. Minister but in spite of it we are so unlucky that we have not received any benefits. Still I think that it is my duty to make my submission.

I had submitted during the last Budget session that there is an area in my constituency called the Garautha-Gursawai which is surrounded by Betawa river as a result of which it takes the shape of an island. One friend from Assam has submitted that people in his area have not seen a train so far. I want to submit that there are some people even in my area who have not seen the train so far. Sugarcane, Oilseeds, and other agricultural commodities are cultivated here yet people cannot move out of this area for 4 months in a year. There is only one road from Mauranipur. I want to submit that a railway line should be laid between Mauranipur and Ura so that this area could be connected with Kanpur and the goods from that area could be transported to that market in order to fetch remunerative price.

I have also mentioned about a branch line several times but it is said that is not viable. However, if Ete-Conch is linked with Gwalior, it will be connected with Madhya Pradesh and along with the facilities of travel for the people of Jalaun district, trade benefits may also result. Therefore, I want to repeat my old demand that this line may kindly be laid.

I had submitted last time that the Panwari-Bilrayan State highway crosses

[Ch. Lachchhi Ram]

the railway line near Urai. This State highway is very long and has a heavy pressure of traffic and due to the absence of an overbridge, accidents occur frequently. My request is that a railway bridge must be constructed there. Uttar Pradesh will also contribute towards its cost but the Central Government will have to contribute the major share because Uttar Pradesh is not financially capable of doing so. Besides I am highly grateful to you for having constructed another platform in Kalpi Nagar which comes under my constituency. The people of this area have demand that an overbridge should be constructed there so that it may be convenient to reach the other platform.

There is a very old godown in Urai where many big factories have opened. There is great difficulty in storing the goods because the godown is very small. Therefore, my submission is that this goods godown should be extended. Besides, the other platform which has been constructed there should also be cemented.

No person from our district is taken in the consultative Committee of the Central Railway. I had made a submission to you in this regard even earlier but you did not pay any attention to it. I would like to request that some person should certainly be taken from Jalaun in that consultative Committee.

There is a train from Chapra to Gwalior which passes through my constituency. This train stops here throughout the night. I had demanded that this train should be extended upto Delhi so that the people of that area could travel to and fro from Delhi conveniently. I was told that there is no rail engine available and there is also a problem of non-availability of coaches. But on the other hand, I see that new trains are being introduced regularly. I request you that this Chapra train should be extended upto Delhi.

Two superfast trains pass through my constituency. Many factories have been set in my constituency and many

businessmen have started travelling frequently to that place. My submission is that you should get those superfast trains stop in Urai.

With these words I conclude.

*SHRI V. S. VIJAYARAGHAVAN (Palghat) : Mr. Deputy Speaker, I rise to support the supplementary demands for grants moved by the Hon'ble Railway Minister. I thank him for the sense of dedication and duty that he displayed in supervising the relief operations after the gruesome train accident which took place in Kerala on 8th July, 1986. I would thank the Prime Minister to releasing Rs. 30 lakhs for providing relief to the victims of this tragedy. In this context raise an important point. There are serious complaints that the left front government in Kerala is distributing the money given by the Prime Minister among their party workers. This money was given by the Prime Minister for providing quick relief to the victims of the train accidents. But the Kerala government is giving relief to their own party people. I want the Hon'ble Minister to make an inquiry into these complaints. I would also like the Minister to ensure that the money given by the Prime Minister reaches the real victims of the accident. Another serious matter I want to bring to the notice of the House is the collection of money being done by the Chief Minister of Kerala from Kuwait and other gulf countries. Sir, advertisements have been put out in newspapers in the gulf countries asking for money to provide relief to the accident victims. This is a very unfortunate thing. This act of the Chief Minister of Kerala amounts to denigration of the country. They are pulling down the prestige of the country by being in a foreign country. I would request the Hon'ble Minister to take all steps necessary to stop this most shameful act of the government of Kerala.

While I am on the supplementary demands I can't help pointing out that there is a justified criticism that Kerala has been neglected by the Railways.

* Translation of the speech originally delivered in Malayalam.

Whether it is about the question of new coaches, construction of new lines or sitting above Railway Undertakings Kerala has always been ignored. When Shri Kamlapati Tripathi was Railway Minister he sanctioned a survey for constructing a line between Kuttipuram and Guruvayur. As you know Guruvayur is a very important pilgrim centre in Kerala and lakhs of people visit this temple every month. So the need was felt to construct the railway line there. But I am sorry to say that so far nothing much has been done to construct these line except making as token provision in the budget which is quite inadequate. In view of the importance of this line I would request the Minister to make adequate provision in the budget to complete the construction of this line.

Many trains are cancelled in Kerala every year causing terrible inconvenience to the passengers. Whenever there is a problem of shortage of coal or other things it is the passengers train in Kerala which are cancelled first. Whenever there is an accident in the Southern sector it is the Kerala Express which is cancelled first. I am pointing out these things to show what amount of neglect Kerala is suffering from.

Sir, a lot of work with regard to railway development in Kerala is pending. The doubling of track between Ernakulam and Trivendrum has not been taken up. This is very essential in view of the high rate of congestion on that route. Then there is a long standing demand for setting up a coach factory in Kerala. This should also be considered and atleast in the Eight Plan necessary provisions should be made for this purpose.

There is a general complaint in Kerala that most of the trains running in that state have very old and dilapidated coaches. People say that there is a possibility of the passengers getting tetanus if they get a scratch on their body from any part of the coaches. I would take this opportunity to request the Minister to provide good coaches to Kerala so that the travel becomes a little

more comfortable. Then there are complaints about the bad quality of food been served in the Kerala Express. The charges are high but the quality is very poor. This has to improve.

I thank the Hon'ble Minister for deciding to set up a concrete sleeper unit in Palghat. I would request him to take speedy action so that this unit comes up at the earliest. Kerala has terrible unemployment problem. Railways have a major responsibility towards providing employment opportunities to our people, I hope the Hon'ble Minister will pay serious attention to the problems of railway development in Kerala in the years to come and set up a major railway unit in that State. Once again I support the supplementary demands for grants.

SHRI TILAKDHARI SINGH (Kodarma): Mr. Deputy Speaker, Sir, I heartily welcome and support the demands for grants presented by the hon. Railway Minister.

Besides, his department comes in close contact with the public and I think him for making good arrangements and doing creditable work in this field. I want to draw the attention of the hon. Minister to my area, through you, in the little time that has been made available to me.

I have drawn the attention of the hon. Minister many times by meeting him personally and by means of correspondence for providing a rail link between Hazaribagh district of Chota Nagpur and Kodarma via Girdih. All the ex-Railway Ministers have assured at different levels that Hazaribagh would certainly be linked to Kodarma via Girdih. Even our hon. Prime Minister had visited Hazaribagh in the capacity of A.I.C.C. General Secretary and he gave an assurance at a public meeting that Hazaribagh district will be linked with a railway line. I wrote letters to the hon. Minister in this regard and he replied that it was not possible on the grounds of economic viability. In this connection, I would like to point out to the hon. Minister that Hazaribagh is a district divisional headquarter. You

[Shri Tilakdhari Singh]

should formulate a policy about the development works to be undertaken by the Railways. You should try to locate as to how many divisional headquarters are there in the country which have not been linked with railway line. After identifying these divisional headquarters a list should be made to decide which one is to be linked first and which one later. We hope that it will be beneficial to join Hazaribagh division of Chota Nagpur which is predominantly inhabited by backward classes, tribals and harijans with a railway line. I hope you will surely pay attention to this.

So far as economic viability is concerned, it is universally known that 80 per cent mica is produced in Kodarma-Girdih belt in Bihar besides many other mines which harness other natural resources. Therefore, if a railway line is laid there it will certainly prove to be economically viable. I would request the hon. Minister not to say immediately that this is not possible. You should at least give an assurance and try and see as to what can be done in this regard.

Mr. Deputy Speaker, Sir, I would like to make one more point about my area. Choubey station which lies between Kodarma and Dhanbad is situated in the interior and there is no facility of transportation available there. The unimportant trains stop there. I have been requesting the hon. Minister to kindly make arrangements for stopping one Express train at Choubey station. I hope that the hon. Minister will consider this. Besides, there is a station Madhupur on the main line. Steam engines ply between Madhupur and Girdih and they fail on the way at times. Due to this the passengers have to face a lot of inconvenience. If you arrange for diesel engine from Madhupur to Girdih, it will be very kind of you because Girdih is also a district headquarters.

*SHRI K. KUNJAMBU (Adoor) :

* Translation of the speech originally delivered in Malayalam.

Mr. Deputy Speaker I support these demands. I take this opportunity to thank the Hon. Railway Minister for the help he extended to the victims of the train accident which took place in Kerala on 8th July, 1988. I also thank the Hon. Prime Minister for releasing Rs. 30 lakhs for providing relief to the victims. On this occasion I would like to bring one thing to the notice of the Hon. Minister. There are serious irregularities in the distribution of the amount of compensation among the victims. There are complaints that many undeserved persons have got compensation whereas many deserving persons have been left out. The Government of Kerala is paying this amount to their own favourites and they have adopted a partisan approach in this issue. I would like the Minister to conduct an inquiry into this.

It is a fact that Kerala has always been neglected in respect of railway development. The Coastal railway in Kerala remains incomplete. No new survey has been conducted. There is a long standing demand for constructing a railway line from Chengannur to Trivendrum via Adoor Kottarakara etc. But not even a survey has been sanctioned so far. This line is very important. There is another demand for a line from Kottayam to Mudurai. No Survey has been sanctioned for this line either.

On this occasion I want to raise a very important demand. There must be railway line constructed from Quilon to Sabarimala. As you are aware Sabarimala is one of the major pilgrim centres in the south. Lakhs of people visit this shrine every year and a line to this place will be of immense help to the pilgrims. I would earnestly request the Hon. Minister to provide for a survey of this line in a eight plan.

Another important matter I want to bring to the attention of the Minister is that the coaches which are used in the trains in Kerala are very old and useless. Infact the people of Kerala have not seen a new coach so far. Whether it is super

fastexpress or passenger train the story is the same. Therefore my demand is that new coaches should be provided for atleast the Express trains running in Kerala.

Kerala is the only State in South which does not have a coach factory. There was a proposal to set up one but that has gone some where else. Since unemployment problem is very serious in that State I request the Minister to sanction a coach factory atleast in eight five year plan. The Kerala Express running between New Delhi and Trivendrum often runs late and reserve compartments are often over crowded. Food served in this train is of inferior quality. This has to be attended to on a priority basis.

Finally I want to say one thing about the land that lies on both sides of the railway track in various parts of the state. At present it lying fallow. This land can be brought under cultivation. In this connection my request is that such land should be leased out to the Harijans & Adivasis for cultivation. This will bring some revenue to the railway as well as employment to the poorer sections of our society. I hope the Minister will consider it. I once again support the supplementary demands.

SHRI RAMDEO R. (Samastipur) : MR. Deputy Speaker, I am supporting the supplementary demands of grants of Railways, I would like to congratulate the hon. Minister. All his demands are accepted both inside as well as outside the House and he also commands the respect of all because he works very well. I congratulate him because he has a progressive out look and would like to make a few submissions to him.

While drafting the Budget your officials should bear in mind that there are many backward States in our country where facilities of development need to be provided. In this connection, I would like to draw your attention to Bihar, especially to North Bihar, where the condition is quite bad from the point of view

of transportation. You know that agriculture is the major occupation in this area and the number of people living below poverty line is more; therefore, they need facilities of transportation for linking it with the rest of the country. I, therefore, want to request you that you should make special provision for Northern Bihar in the Budget. This alone is the reason why Sakri and Hasanpur lines are lying incomplete. Similarly, the broad gauge line between Darbhanga and Samastipur is also lying incomplete. I have requested the hon. Minister several times in this House to provide a direct rail link between Barauni and Hasanpur, so that the people of Hasanpur, Sakri and Utranchal are benefited and they could travel directly from Barauni to Utranchal and further to Tarai region of Nepal. But no survey has been conducted of that region till date. Therefore, I would request the hon. Minister to pay attention to this matter immediately.

My other submission is regarding my constituency Samastipur, I have requested him in this regard several times. There was a divisional office which has now been shifted to Sonpur. Now only a small office is there. That too is of no use. The station adjacent to Samastipur railway station is also controlled by Sonpur. This is very unfortunate. I want to tell the hon. Minister that the people of my constituency look up to him and have great expectations from him. I would request him that the divisional office should be removed from Sonpur and re-established in Samastipur.

Thirdly, funds have been provided to convert Samastipur into a model station. But it should be investigated, as to how that money is being spent and utilised? I would request him that at the time of investigation he should certainly include me in the committee, so that I may tell the officials the facts. Here I would like to add that between Samastipur and Barauni there are stations like Bachwara, Dalsingh Sarai and Utiyarpur where no express train stops. I had said in the informal meeting of the consultative committee of the North-Eastern Railway that

[Shri Ram Deo Rai]

the Vaishali Express and other express trains should stop at Dalsingh Sarai and Bachwara junction and all the express trains should stop at Ajjapur also so that the people there may get the railway facility. Earlier the train used to stop at Dhulyana but now it does not stop there. Therefore, people are facing a lot of problems. I had demanded for a direct train from Samastipur to Patna. Buses ply in that area but there is no facility of trains, due to which the railways is also suffering loss.

21.00 hrs.

The people of Samastipur have built a college in honour of late Shrimati Indira Gandhi in the Railway complex. I would urge the hon. Minister to grant it recognition because the girl students there are facing lot of difficulties.

With these words, I once again thank the hon. Minister and would request him to ensure punctuality of trains and proper arrangement for cleanliness, water and light so that the faith of people in the Railways survives. I hail from a poor region which needs your special attention. You are the 'Raja' (ruler) and we are poor subjects. "*Raju dhare to kaan donon son, aur baniya dhare to ehatank bhar non*". Our region is poor. If you pay attention

to it, then it will prosper and your glory will also increase.

[English]

THE MINISTER OF STATE OF THE MINISTRY OF RAILWAYS (SHRI MADHAVRAO SCINDIA): Mr. Deputy-Speaker, Sir, I cannot adequately express my sentiments of gratitude to the Members of Parliament who have had the patience to compliment the railways' working in this last half an hour or 45 minutes. Throughout this discussion, in spite of the fact that we may not have been able to implement and expedite certain projects up to the expectations of the representatives of the people due to tremendous limitation of resources, I found ample evidence of general understanding and support for the Railway Ministry from all sections of the House.

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

21.03 hrs.

The Lok Sabha then adjourned till Eleven of the Clock on Thursday, September 1, 1988/Bhadra 10, 1910 (Saka)