

[Shri V. Krishna Rao]

A survey has been conducted to link Bangalore and Tirupati via Madanapalli. I request the hon. Minister to take up this work very soon as it enables thousands of pilgrims of Karnataka to reach Tirupati with ease.

From Bangalore city there is only one train which goes to Guntakal at 6 P.M. There are no trains thereafter throughout the night. There are several important places like Raichur, Mantralaya, etc. on this route. Hence it is very essential to introduce a train between 8 and 10 P.M. on this line.

There is not a single train which runs directly between Bangalore and Varanasi. Ganga Kaveri train runs between Varanasi and Madras. At least 4 bogies should be attached to this train from Bangalore so that pilgrims and many other passengers of Karnataka can travel to Varanasi directly.

Kittur Express runs via Balgaum. This is a very important train in that area and there is a long pending demand of the people to change the name of the train. Like Jhansi Rani Laxmi Bai Kittur Rani Chennamma was a great freedom fighter. I plead with the hon. Minister rename Kittur Express as "Kittur Rani Chennamma Express". This would certainly inspire the people of that area, and finally I would end with a request. Chikkaballapura is noted for potato cultivation and potato grown here are sent all over the country especially towards north India where there is a great demand for this variety. With growing cultivation of potato and traffic on this line it has become absolutely necessary that more seats should be earmarked for the trains passing through this place. In particular I would suggest that at least 6 seats should be reserved and booking facilities made available to Chikkaballapur in Karnataka Express and Nizamuddin Express. With these the difficulties will be solved to some extent. I hope and trust that the hon. Minister would kindly concede to this very modest request of this area. Once again supporting the demands I conclude my speech.

17.00 hrs.

STATEMENT RE : STATUTORY  
MINIMUM PRICE OF SUGAR  
CANE FOR 1987-88

[English]

THE MINISTER OF PARLIAMEN-  
TARY AFFAIRS AND MINISTER OF  
FOOD AND CIVIL SUPPLIES (SHRI  
H.K.L. BHAGAT) : The Central Govern-  
ment fixes the statutory minimum price of  
sugarcane payable by the sugar factories  
for each season, under the Sugarcane  
(Control) Order 1966. Upto the season  
1985-86, the cane price was being fixed at  
the commencement of the crushing season.  
However, while fixing the prices for  
1985-86 in November, 1985, the Govern-  
ment had also announced that the statutory  
minimum price of sugarcane payable  
during the season 1986-87 (1st October  
1986 to 30th September, 1987) would be  
Rs. 17.00 per quintal linked to 8.5%  
recovery with proportionate premium for  
higher recoveries. This practice of announc-  
ing the cane price a year in advance is  
intended to enable the cane growers to  
know the minimum price that they would  
be getting for their produce.

Continuing this practice, which was start-  
ed last year, the Government have decided  
that, for the next season 1987-88 (beginn-  
ing from 1st October 1987), the statutory  
minimum price for sugarcane would be  
fixed at the basic level of Rs. 18.00 per  
quintal linked to a recovery of 8.5% with  
proportionate premium for higher recoveries.  
This marks an increase of Re. 1/- per  
quintal over the price fixed for 1986-87.

SUPPLEMENTARY DEMANDS  
FOR GRANTS (RAILWAYS),  
1986-87—Contd.

[Translation]

\*SHRI A.C. SHANMUGAM (Vellore) :  
Mr. Deputy-Speaker, Sir, on behalf of

\*The speech was originally delivered  
in Tamil.

A I.A.D.M.K. I welcome the Supplementary Demands for Grants for Railways brought forward before this august House by the hon. Railway Minister. But, at the same time, I would like to point out certain defects in this proposal. Sir, some hon. Members of this House have all praise for the hon. Railway Minister for his pragmatic approach in solving the problems. I am also prepared to join them in their praise provided the hon. Minister considers some new schemes for implementation in Tamil Nadu.

Sir, the hon. Minister has in his proposals estimated an additional yield of Rs. 313 crores by way of increase in freight rates. He says that this increase in freight rates is to meet the increase in the salaries, wages and additional DA and bonus to be paid to the railway staff consequent on the acceptance of the Pay Commission's recommendations by the Government. But it would be appreciated the additional payment to be made to the staff is met out of the General Fund of Central Government. Mr. Dutta Samant has said they have estimated this yield of the order of Rs. 313 crores, but actually the collection would about Rs. 700 or Rs. 800 crores in a year. I would like to know whether the Railway Minister would consider taking up some new schemes with the collections of this amount. In the March '86 budget, the then hon. Railway Minister mentioned an anticipated net traffic income of Rs. 106 crores.

Sir, the additional collection of freight charges would not affect the rich people and the producers. Suppose the price of a particular consumer item is Rs. 50, the sellers would increase the price of that item by adding 15% to the price. So, the whole burden would fall on the common poor people. Therefore, I would request the hon. Railway Minister kindly to consider this and withdraw this hike in freight rates. The government is known for its good administration if the public utilities are not touched whenever the government proposes new taxes. For example, in Tamil Nadu, the Government has not increased bus fare even though the World Bank has been insisting on the State

Government for the increase before it could consider giving loan to that government. The Tamil Nadu Government has not agreed to it because it would greatly affect the poor and common public. The World Bank has also insisted on the Tamil Nadu Government for increasing the power rates. But the Tamil Nadu Government did not agree to that proposal and they are giving power free of cost to the poor farmers having pump-sets in their fields. They are also giving electricity free of cost to each hut in the villages. In this way, the Tamil Nadu Chief Minister, Dr. M.G. Ramachandran has been helping the poor and the weaker sections in Tamil Nadu. I would like to know whether the Railway Minister has plan to keep away Tamil Nadu from the map of railway network of the country. My friends from Kerala and Karnataka have said that their States have not been considered for any new schemes. But I would stress like to draw the attention of the hon. Minister that Tamil Nadu has been completely neglected in the matter of new railway lines and other facilities. In Tamil Nadu, not a single Kilometer railway line has been laid for the last many years. But at the same time, many new railway lines have been laid in the Northern part of the country. I understand that an amount of Rs. 160 crores was sanctioned for track electrification in the Northern Railways. Out of this, about Rs. 60 crores have been surrendered. If this huge amount is allocated for the Southern Railways, they can take up 3 or 4 new schemes for the Southern States.

I come to next point. In 1983-84, the Centre had sanctioned Rs. 53.46 crores for Rapid Transit System to be completed in Madras. Now, the cost of this scheme has gone up to Rs. 91 crores. If the Government sanctions only two or three crores of rupees, the work cannot be completed within the stipulated time. Therefore, whatever scheme is approved, Government should sanction at least 1/3 of the cost of that scheme and complete the work within 3 or 4 years. When the hon. Railway Minister visited Madras recently, he promised to sanction an amount of Rs. 2.5 crores for this work. But I understand that the Railway Board Members have not

[Sbri A.C. Shanmuagn]

sanctioned that amount. I would request him to sanction this amount immediately. Moreover, Sir, the Central Government is insisting the State Government to contribute 50% of the cost of this work. I may point out here that the State Government would always come forward to give land and other facilities, but it is not possible to meet 50% of the cost of the works. In this context, I may submit that recently the subjects of Education and Forests have been brought under Concurrent List. If the Centre considers bringing Railways also under the Concurrent List, then the State Government is prepared to meet 50% of the cost of all the schemes. The taxes freight charges and fare are collected by the Centre and the administered prices also go directly to the Centre. The State does not get a single penny out of this.

Sir, according to the Census, there are about 70 lakhs of people in Madras City. In this about 20 lakhs of people go out of Madras and return to their homes in the evening. In another 4 or 5 years, the Madras City will have to face possible traffic congestion. Therefore, to avoid this situation, the Rapid Transit System should be completed on a priority basis. It was planned that the Calcutta Metro Railway Scheme was to be completed at a cost of Rs. 100 crores. But due to inordinate delay in completing this work, the cost has escalated to Rs. 1000 crores or even more. Likewise, the railway line construction between Karur-Dindigul was estimated to cost Rs. 19 crores, but because of inordinate delay in completing this work, the cost of this work has gone up to Rs. 52 crores. So far, the government has sanctioned only Rs. 4.3 crores for this work. Whatever railway line constructed there, is getting rusted. Therefore, I would request the hon. Minister to look into this and do the needful. I would also request him to consider doubling of the electric traction between Tambaram and Madras Beach.

Another important work to be taken in hand is the Mana-Madurai-Rameswaram bridge repair work. In the last budget only one lakh rupees were sanctioned for

this work. The total estimated cost of this repair work was Rs. 50.5 lakhs. I would therefore request the Government to complete this repair work immediately. All of us know that Rameswaram is a very important pilgrim centre.

Sir, in my constituency, that is Vellore, near Katpadi junction, the present bidge connecting Vellore and Chittoor is very narrow and because of this many accidents have taken place. It is therefore necessary to broaden this bridge. Another long standing demand from the public is that at Vellore Railway Station a bridge should be constrocted across the railways lines. The railway lines cut across the Grand Trunk Road. It is all the more necessary to construct an over-bridge at this point. Sir, I would also request the hon. Railway Minister to consider conversion of metre railway lines between Vellore and Tiruvannamali and between Villupuram and Tirupati into broad gauge railway lines. There are lakhs of people travelling from Madras to Madurai and Tirunelveli and also the same number of people coming to Madras. I would request the Government that the present metre-gauge railway lines between Madras and Madurai and Tirunelveli may be sidered for conversion into broad gauge distance of about 650 Kms. In Tamil Nadu, about 75% of the rail track is under metre gauge system.

Sir, at present, in the Vaigai Express and Pallavan Express trains, there is no A/C Chair Car. There has been a long standing demand for the provision of this facility in these two trains. These trains run through 10 districts of Tamil Nadu. The hon. Railway Minister may please consider this point. Now, the Tamil Nadu Express is running thrice a week. This is a very important train running through many States and connecting Southern and Northern part of the country. I would request the hon. Minister to consider running this train daily.

Sir, from Bangalore to Pondicherry a new railway line may be constructed touching Dharmapuri which is the constituency of the hon. Deputy-Speaker, South Arcot District and North Arcot District so that

Pondicherry and Karnataka are connected by rail via Tamil Nadu. Between Jalarpet and Bangalore, the track should be electrified. The Jalarpet Railway junction is in a very dilapidated condition and it requires a lot of repairs.

Sir, in the end, I request the young and dynamic Railway Minister, Shri Madhavrao Scindia, kindly to consider my requests and do justice to the people of Tamil Nadu. I also thank you Mr. Dupley-Speaker, Sir, for giving me this opportunity of speaking on this subject.

**SHRI ZAINUL BASHER (Ghazipur):**

Mr. Deputy Speaker Sir, at the closing stage of discussion on the Supplementary Demand for Grants of the Railway Ministry, first of all, I would like to congratulate the hon. Railway Minister for assuming independent charge of an important and large department like the Railways. This is for the first time that a Minister of State has been entrusted with independent charge of the Railways. Had Shri Scindia not been an able, efficient and hard working person, the Prime Minister would never have reposed such a confidence in him. Do not think that I am here for flattery. But it is true that it is only because of his ability and efficiency that such a big responsibility has been entrusted to him.

My relations with Shri Scindia are not very intimate but it is a fact that working of Railways has significantly improved ever since he took charge of the Railway Ministry. There has been an increase in freight carriage, and punctuality in the running of trains has also improved vastly. At the same time the corruption in Railways has also been brought down significantly. Whenever any complaint about corruption is made, he takes an immediate action. It is by no means a small achievement that all officers and employees of the Railways fear his authority. But it has been a misfortune for every Railway Minister that whenever they presented the Budget in the House, they had to face all sorts of criticism from one and all. The Railway Minister is

asked why a particular project initiated or promised could not be completed or why a particular train did not stop on a particular station. Even if the Railway Minister achieves very good results but he has to encounter such criticism at the time of presentation of the budget. This is his fate. If a factual view is taken, the hon. Railway Minister cannot be held responsible for it. I know that many railway projects and construction works of railway bridges must have been started five to ten years back but it is in no way justifiable to blame the Railway Minister for it. It is also not possible to accomplish every thing within two years or to make improvements in every field.

Mr. Deputy Speaker Sir, the only thing that I want to say through you, is that why the Planning Commission has been ignoring the feelings of the Parliament for the last some years. Every year, we have discussion in the Parliament on the Railways and during the discussion every hon. Member demands that Planning Commission should allocate more funds to the Railways. How the Railways can function properly until more funds are provided? Why the people in Yojana Baawan do not understand the feelings of the Parliament? I feel sorry and so does this House because all the Members of this august House as well as those of the Rajya Sabha have been asking the Planning Commission for the last many years in succession to allocate more funds for the railway projects but they do not do so. Why is it so? The second thing which I want to say, has been said earlier also and I would again ask why the Railways are not exempted from its contribution to the Central Fund for some years? Why the railway dividend, which goes to the Central Fund, is not given to the Railways for some years so as to complete the projects?

Sir, everyone knows that the Railways are vital for the economy, defence, development, agriculture and industries. This being so, why the Planning Commission overlooks this fact and allocates less money to the Railways. I would like to request the Hon. Prime Minister through you to use his good offices to get maximum

[Shri Zainul Basher]

allocation for the Railways from the Planning Commission. The Finance Minister should also consider exempting the Railways from its contribution to the Central Fund for some years.

Sir, I know that the time at my disposal is very limited but it is obvious that I would like to say a few things about my own constituency also in this short time. I have to make only one demand as regards my constituency. The metre-gauge line between Banaras and Chapra cannot be converted until the Planning Commission allocates funds. So I would suggest that the Magadh Express running between Delhi and Patna can become an important train to link our district with Delhi if it is given a stoppage at Dildar Nagar Junction. As at present that train stops at Buxar between Patna and Mugalsarai whereas Buxar is not even a district headquarter. Therefore, I request that the train should stop at Dildar Nagar Junction which is also a district headquarter.

Mr. Chairman, Sir, one more demand I would like to make which does not relate to my constituency alone but to the entire Eastern Uttar Pradesh. This demand is also to the benefit of several hon. Members who have already spoken. The demand is that a new train should be introduced from Varanasi to Delhi which should start at evening from Varanasi and reach Delhi by morning and Vice-versa. Sir when a new train can be introduced from Allahabad to Delhi, why it can not be introduced from Varanasi when there are so many trains to Delhi passing through Allahabad? Therefore, I request you to start a new fast train from Varanasi to Delhi. The Kashi-Vishwanath Express, which runs via Lucknow, takes a very long time. Therefore, I hope that the hon. Railway Minister will definitely introduce a new train from Varanasi to Delhi which should cover the journey over night.

[English]

MR. DEPUTY-SPEAKER : Earlier it was announced that the hon. Minister would reply at 5 p.m. There are still many

Members who want to participate in this debate. In view of that, we can allow the Members to speak upto 6 p.m. The hon. Minister can reply on Monday. I think, the House agrees to that.

AN HON. MEMBER : You can extend the sitting of the House today beyond 6 p.m.

MR. DEPUTY-SPEAKER : The Minister has to go.

THE MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (SHRIMATI SHEILA DIKSHIT) : Keeping in view the desire of the hon. Members to participate in this discussion, we can extend the time for this debate upto 6 p.m. The hon. Minister for Railways has to go; he cannot sit beyond 6 p.m. He has to go out of station.

SHRI AMAL DATTA : That can be postponed.

SHRIMATI SHEILA DIKSHIT : Let me complete. We would try to accommodate every Member today provided the Members also cooperate. I am also willing to give you some time on Monday. Beyond that I cannot do anything. Four hours were allotted for this and we would have spent more than four hours on this upto 6 p.m.

MR. DEPUTY-SPEAKER : The Members may speak upto 6 p.m. today. The hon. Minister will reply on Monday.

SHRI R.S. MANE (Ichalkaranji) : While supporting the demands of the Railway Ministry, at the outset I must say that in the history of Indian Parliament, there is no other Minister except this young hon. Minister Madhavraoji Scindia, who has been praised by every member of the House. Some hon. member has stated that he is dynamic, enthusiastic and energetic. He has got an able and wise head on his small shoulders.

Sir, as you know, there is not other alternative but to increase the freight charges of goods and parcels of the Railways. As all the hon. members have praised him, in the bargain, I would suggest that he should at least try to minimise the financial burden on the Indian people by 5 per cent. Instead of 15 per cent, he should raise the prices by 10 per cent only and prove his ability. This is my challenge to him.

All the other hon. members have given some suggestions regarding their constituencies and I am also no exception to it. My suggestions are very few. As I come from a princely State Kolhapur and as the *Kula Devata* of Shri Madhavrao Scindia lies in my constituency in the Kolhapur district, I would request him that a new and modern building for the railway station at Kolhapur is an absolute necessity. Secondly, there is a long standing demand of the people of Western Maharashtra that the railway track from Kolhapur-Miraj to Bombay VT should be included in the Central Railway and not in the South Central Railway. This demand has got a lot of justification. But the Railway Administration is not allowing this for the last 10 to 12 years. We are persistently demanding that this track should be included in the Central Railway just for the sake of union and labourers' welfare, just for the sake of the development of industries and just to give justice to railway passengers of that area. But nothing is finally heard so far and whatever is heard is in the negative till now. I request the hon. Minister to apply his mind practically to this issue. Instead of going through the notes of the bureaucrats, he should apply his mind personally and see the files and papers and he should see to it that this track is included in the Central Railway in the best interest of the Railway Administration as well as railway passengers.

Thirdly, I would request the hon. Minister to extend the Jhelum Express and Koyna Express from Pune to Kolhapur. I also request in the Miraj-Kolhapur Railway Line, there should be improvements and better facilities in the railway stations, railway accommodation, extension of platforms and sales godowns and so on.

Now I would like to congratulate the hon. Minister for introducing the Railway Financial Corporation.

Lastly, I would request the hon. Minister that he should apply his mind on whatever few suggestions that I have made and do the needful in the matter.

SHRI BALWANT SINGH RAMOO-WALIA (Sangrur) : Mr. Deputy Speaker, Sir, I will not take much time of the House. I want to stress upon only two or three points.

Firstly, all of a sudden, all the trains that are going to Punjab were cancelled. Great concern was expressed by Members of almost all the Opposition Parties. My points, here is that Government of India must come out with true facts as to why these trains have been cancelled, and why in such a large number. Due to hiding of facts, the rumours are rife, rumours are hot from Delhi to Wagha Border that this thing has happened. This can be the reason. Due to the cancellation of trains, the Share Market and even in the general life there seems a lot of panic.

Sir, all those trains which are going to Punjab were cancelled. People are suffering. They are facing difficulties. People who have gone to the Railway Station, all of a sudden, they were told, the trains were not coming neither from Punjab nor to Punjab. So this is my point. The Government must tell the public, if it is not against the interests of the nation, as to why, the trains are being cancelled.

Secondly, Punjab contributes, 65 per cent foodgrains to the Central Foodgrains Pool. At present, foodgrains purchased by State agencies for Central Foodgrains Pool on behalf of FCI is rotting open for the last 2-3 years. It is piling up every year. Luckily, even this year the growth of paddy is, the best, throughout Punjab compared with the rest of India. It was due to natural calamities that paddy was destroyed in many parts of the country and now paddy is being purchased by Punjab

[Shri Balwant Singh Ramoowalia]

State Agencies on behalf of FCI. It is rotting in the open. Even yesterday, it was told to me by the Chief Minister that foodgrains worth Rs. 900 crores is rotting in Punjab. My point is when we approached the FCI, everybody here had lot of complaints against them. FCI had become the den of corruption. Now, I will tell you that Rs. 900 crores worth of foodgrains is rotting in Punjab. We are being punished for producing and planting these things. Now, the State agencies purchase these things, but the Railways are not lifting it . . . FCI says, we are prepared to lift, but there is shortage of wagons and the Railways are not cooperating. So, I would request the dynamic Railway Minister to kindly check up and provide maximum number of wagons for lifting the purchased foodgrains which is lying in Punjab so that at least, this thing can be improved. The hon. Minister should also clear his position regarding this, so that we may be able to know where the blame is to be put and at what level and whether FCI is in the wrong or the Railways.

Thirdly, I request that double tracking is almost being completed from Delhi to Jalandhar. But, it must be completed from Jalandhar to Jammu so that, the tourist industry can flourish and get boosted.

Sir, I would also request that at least one day train must be added from Jalandhar to Jammu.

My friend Shri G.L. Dogra also requested me to press upon this point,

So with these few words, I stand to my commitment and I finish my speech within 3-4 minutes.

[*Translation*]

**SHRI SHANTI DHARIWAL (Kota) :** Mr. Deputy Speaker, Sir, I rise to support the Supplementary Demands for Grants and congratulate the young Railway Minister for

the progress achieved by the Railways under his able leadership, whether it is in the field of freight carriage or in the improvement in the speed of the trains. I also support the proposed increase of 15 per cent in freight rates to meet the additional burden on the Railways as a result of the recommendation of the Pay Commission and productivity bonus. Besides, I thank him for not increasing the passenger fare.

Several Members, who participated in the debate, have pointed out that the Planning Commission does not allocate adequate funds to the Railways for its developmental work, such as, introduction of new trains and laying of new tracks. I also strongly demand from the hon. Prime Minister, through you, to make an arrangement to provide more and more funds to the Railways because all Members who participated in the discussion have demanded new trains from one place or the other. Their demands are not fulfilled. At various places, foundation stones have been laid but the work is yet to start.

A new railway line is being laid from Kota which is my Constituency to Chittorgarh but now its work has been held up for want of rails although initially it was taken up speedily. I wrote a letter to the hon. Minister that since he was laying new railway lines throughout Madhya Pradesh, he should be kind to Rajasthan also .. (*Interruption.*) enough railway lines have been laid in Madhya Pradesh by now. All the platforms have been improved. .... (*Interruptions*) Kota and Gwalior are adjoining areas. Therefore, I request you to take care of Kota-Chittorgarh railway line also. Take care of your neighbour also. If you keep your neighbouring area developed, that would provide you strength. I request you to restart the construction work of Kota-Chittorgarh railway line which has been held up for want of rails.

Secondly, there is a town named Baran in my area. (*Interruptions*).....Are you saying that this is 20 per cent of the Budget ?

SHRI MADHAVRAO SCINDIA : I am saying about budget.

SHRI SHANTI DHARIWAL : I am saying that the work was in full swing but was held up for want of rails. *(Interruptions)*

[*English*]

SHRI MADHAVRAO SCINDIA : They are having some problems with the supply of rails.

[*Translation*]

SHRI SHANTI DHARIWAL : Secondly, Baran is a town located between Gwalior and Kota with a population of 55,000.

SHRI MADHAVRAO SCINDIA : I request the hon. Member that while making complaint, he should also mention the fact that 20 per cent of the total Budget has been allocated for that railway line.

SHRI SHANTI DHARIWAL : For this, I shall thank you twenty times.

I have a one sentence complaint. The work has been held up and it should be taken up speedily.....*(Interruptions)*..... You allow me to speak lest I should deviate from the point.

I want to say that Baran is a big town with a population of 55 to 60 thousand. There is one Shivpur village in Morena district which connects it with the adjoining area. If you could connect this Shivpur village with Baran town even with metre gauge line, it would be very beneficial to lakhs of people.....*(Interruptions)* the bridges have to be constructed.

Besides, I would like to say that Kota is an industrial city and people from different States of the country are working there. It has a population of more than five lakhs. Two trains in which the poor and middle class people used to travel have

been cancelled there. One of them is 19 Down and 20 Up and the second train is Janata Express. The other cancelled trains such as Frontier, Jammu Tawi, Deluxe etc. are the trains for the rich people. I would like to say that now the poor people will not be in a position to travel. If any one wants to come to Delhi from Kota, the ticket is issued upto Meerut and not upto Delhi. In Jammu Tawi, the ticket is issued upto Ambala. How then the people will come to Kota ? If you want to cancel any train at all, you may cancel Deluxe, Frontier, Jammu Tawi or Sarvodaya but you must restore Dehradun Express because it has very good timings. About 80 per cent passengers of Kota and nearby areas, travel by this train because of its suitable timings. Therefore you should make arrangement to restore this train.

The traffic has also increased considerably. Five bogies are attached to Dehradun Express at Indore. Why don't you introduce a new train from Kota by attaching some more bogies ? If you want to show it is Madhya Pradesh quota, you may start it from Ratlam because thousands of passengers have to return from Kota station disappointed. The reserved seats are forcibly occupied by other passengers and the railway officials do not object to it. The incidents of quarrelling frequently occur, which creates a law and order problem.

*(Interruptions)*

Allow me one minute more. *(Interruptions)*

[*English*]

MR. DEPUTY SPEAKER : Now you please conclude, I am going to call Shri Virdhi Chander Jain.

*(Interruptions)*

MR. DEPUTY SPEAKER : Please sit down. Nothing will go on record. Mr. Jain.

*(Interruptions)\*\**

---

\*\*Not recorded.



**[Translation]**

**SHRI VIRDHI CHANDER JAIN (Barmer)**: Mr. Deputy Speaker, Sir, I welcome the Supplementary Demands for Grants relating to the Railways. Since the Government had to pay more to its employees by way of dearness allowance as a result of increase in prices, the hike in the freight rates would throw fresh burden on the people because it would lead to further increase in prices. I would like to request the hon. Minister that he should ensure that there is no increase in the passenger fares in the coming Railway Budget, otherwise, it would adversely affect the poor people. You have increased the freight rates and now you are thinking of increasing the fares. My submission is that it will hit the poor people.

Secondly, we had constituted a Reforms Committee which has also submitted its recommendations. They have recommended creation of two railway zones. A large area of our metre gauge is covered in it. If a North Western Zone is created as recommended by the Committee, it would immensely benefit the people of Rajasthan, in general and those belonging to our area in particular. I therefore request that you should consider this proposition.

It is the policy of the Government to give priority to construction of railway lines in the backward areas. My own area—Barmer and Jaisalmer—is one of the most backward areas in the country, it being a desert area. My own constituency is as large as the entire Punjab State, but even then no railway line has been laid there. Your predecessor, Shri Bansi Lal had announced that no new railway line will be laid. It has made our future dark because without the Railways there will not be any development. It is my submission that a railway line may be constructed from Pathankot to Kandla. Work on Bikaner Section is already in progress. If a railway line is laid from Bikaner to Jaisalmer via Kolaya and Phalodi—a distance of 101 kms.—Jaisalmer will have a direct connection to Delhi. Jaisalmer is a major

tourist attraction and if this railway line is laid, it would further enhance its importance. Jaisalmer is important for another reason also. Indira Gandhi Canal has reached there. There are possibilities of striking gas and petrol reserves in Jaisalmer district. Since gas has already been struck, it is necessary to consider this project.

Another thing of which I want to make a mention here is that there is heavy overcrowding in train No. 265/266 which runs between Jodhpur and Ahmedabad via Bhildi. This is the only train for the passengers of Barmer and Jaisalmer districts and it is linked on the way to Bhuj express from Bhildi. It causes a lot of inconvenience to the passengers. You make this train an independent train because we have a large number of passengers and it would enable them to reach Ahmedabad in time.

One thing more. There are Gazetted officers who travel by First Class. Along with them, station Masters and Tehsildars have also been allowed to travel by the same class. It creates a lot of rush in the First Class. We have agreed in principle to do away with First Class, Second class and Third class. It is, therefore, necessary to have an inter-class so that these Tehsildars, Station Masters and other officers of the Railways who travel by the First class can avail of this class and the difficulty of over-crowding is removed.

**THE MINISTER OF STATE OF THE MINISTRY OF RAILWAYS (SHRI MADHAVRAO SCINDIA)**: You have drawn the line.

**SHRI VIRDHI CHANDER JAIN**: A First class bogie from Jaipur to Delhi is attached to Delhi-Ahmedabad 201 Up. Its airconditioning does not work properly and the bogie also bumps. I have been constantly raising this matter in the House for the last six years, but in vain.

**SHRI AJAY MUSHRAN**: You change your constituency.

**SHRI VIRDHI CHANDER JAIN :** How does the changing of constituency matter? It has nothing to do with my constituency. It is an old and worn out bogie. Who would like to travel by it in such a situation? That is why I would like to urge the hon. Minister to replace it. Munwa-Khokarpar railway line which connects us with Pakistan, should be expeditiously restored. The Members of the Railway Board have already visited the area and I would like to ask as to when the inauguration will taken place and when the service would start? Please throw some light on it also.

With these words Sir, I support these Demands and thank you for giving me an opportunity to speak.

[English]

**SHRI M. RAGHUMA REDDY** (Nalgonda) : Mr. Deputy-Speaaker, Sir, I rise to oppose the Supplementary Demands, the way in which the hon. Minister has introduced them. Fifteen per cent rise in the freight rates is proposed the total amount required for this is Rs. 320 crores and unfortunately this has been taken up to fulfil the gap due to the PRC report, and athers. Everybody knows that the PRC report is there, that pension is there, and that T.A. D.A. enhancement is there. But, without saying that it is because of the PRC report, or claiming that it is due to payment of pension and other things, the railway freight charges have been incresed. What do the outside people think? For the sake of enhancement of dues to the employees, they are charging more, that is what it is. To whom it will burdan? It is going to burden the poor people. What will the poor people think of the Railway Ministry? Everybody knows and you also know that there is a Pay Commission report pending. You should have included it in the regular Railway Budget itself. Why have you brought it into the Supplementary Demands? In future, please avoid this.

Coming to my constituency as well as my State problems, there is a long pending

demand for the construction of a circular railway line around Hyderabad city. Whenever we represent about it, you pay a deaf ear to it. I request you to take it up as soon as possible.

Another area is conversion of metre-gauge line from Macharla to Guntur into broad-gauge. You are giving very meagre amount for this line. You have to increase the amount sufficiently so that this line is completed well in time.

There is another line from Tirupathi to Khatpadi which has to be surveyed. I request you to include it in the Seventh Plan.

There are two lines Nizamapatnam to Nedadabrolu and Macharla to Raichur which require to be taken up immediately for construction as survey of these lines has already been done.

There is an urgent need of construction of a road under-bridge in Aji'nagar near Vijayawada. I request you to include that in the 1987-88 budget as you have already promised to take it up.

In my district, there are many cement factories. They are prepared to deposit with the new Railway Finance Corporation which you are going to set up, certain amount if you are prepared to take up the line from Jaggaiahpet to Vishnupuri which connects the main line of Bibinagar-Nadikuda. I request you to consider their request and construct this line.

I have represented to you about two or three things pertaining to my constituency. One is stoppage of Narsapur Express at Bibinagar and of Dakshin Express at Bhongir. I have been representing about it for the last two years. I have personally met you and the former Railway Minister, Shri Bansi Lal. But no action has been taken uptill now. Please do something and Please look into it and do something.

[Shri M. Raghuma Reddy]

I have also represented for the construction of level crossing gates at Pedakandukuru and Kondamadugu. But that has not been considered. You have promised that they will be taken up whenever funds are available. Whenever I represented about these, the same old reply is repeated. I request you to consider this. Construction of the old line between Kakinada and Kotpalli has been lying pending for the last many years. That also requires to be taken up immediately.

I know that all these things require huge amount. But you have got less than 7 per cent of the total budget. Previously, from 1952 to 1960, the allocations for railways were 15 per cent. This has been reduced to 7 per cent. You have to approach the Planning Commission for the allocation of more funds for your Department. And then only you can take up all these things. You must take us into confidence on this. Every Member is interested for more allocations for your Department. We support your demand for increased allocation. We request the Planning Commission through the Deputy-Speaker, to enhance the budget allocations for the Railways.

I am yet to see that day when the A.P. Express reaches Delhi on time. Yesterday, I was held up at Amla for 14 hours because there was some derailment and it is a single line track. This line from Delhi to Madras is the longest line which connects south to north. This line requires to be doubled and then only this problem will be solved.

[*Translation*]

SHRI JAGANNATH CHOUDHARY (Ballia): Mr. Deputy Speaker, Sir, I am highly obliged to you for giving me an opportunity to speak and to give suggestions on the Supplementary Demands for Grants of Railways.

Sir, I belong to Ballia district which is in the far east of Uttar Pradesh. I am

sorry to say that neither the Central Government nor the State Government is paying any attention to that area because it is in the far east of the State, on the Bihar border. The people of this district have actively participated in the Quit India Movement in 1942 and also in the freedom struggle. I regret to say that even after 40 years of Independence, the condition of Ballia district continues to be the same. It has not made progress in any respect.

The main reason for this tardy progress has been the absence of a broad gauge line. That is why the big industrialists and the Government could not set up any industry in the area. As a result of this, the youth and workers have to migrate to Punjab and other States in search of livelihood and they have to face innumerable difficulties on that account. Under these circumstances, I urge the hon. Minister to make efforts for the conversion of Indara-Ballia narrow gauge line into broad gauge one. The work on Varanasi-Bhatni broad gauge line is in progress. Firstly, I would like the Government to accelerate the pace of work on this project and secondly I would request that the narrow gauge line between Indara junction—which lies between Varanasi and Bhatni—and Ballia be converted into broad gauge line. The distance between these two points is 60 kms. If this line is constructed it would enable industrialists to set up factories there which in turn would provide employment to educated youth and workers of the area. I have been constantly requesting the hon. Prime Minister and the hon. Railway Minister for it and I hope that they would certainly agree to it. I would request the hon. Minister to make necessary provision in the next Railway Budget for Indara-Ballia broad gauge line.

Sir, our former Railway Minister, Srimati Mohsina Kidwai paid a visit to Ballia some months back. The people of the area had made an impassioned appeal to her for the construction of an over-bridge on the level crossing in Ballia. When the people from rural areas have to go to the courts or hospital in Ballia, they have to face a lot of inconvenience because this level crossing remains closed for hours

together. There have been so many instances, when a serious patient going in a taxi or any other vehicle had to wait at this level crossing for a long time and died at the gate itself, because this level crossing was closed. There has been a long standing demand for the construction of this over-bridge. I, therefore, urge the Government to take it up on priority basis.

Hon. Shri Scindia has sent a letter to the Chief Minister of U.P. to seek his approval in this regard. A copy of that letter has also been marked to me. I would like the hon. Minister to impress upon the hon. Chief Minister to grant the approval immediately and lay the foundation stone of the over-bridge. The people of Ballia district would be highly obliged for this gesture. The hon. Railway Minister has been kind to provide reservation facilities at Ballia because earlier the people had to go to Buxar to get a reservation ticket. Now the only problem is that even though we get the reservation at Ballia we have to catch the train at Buxar which is on broad gauge line. This causes great inconvenience to the passengers because there is no bus connection to that place. I would like the Railways to run special buses between Ballia and Buxar for the convenience of the railway passengers. With these words, I express deep gratitude to the hon. Minister and support the Demands for Grants. He is a young, able and dedicated Minister who has shouldered such a high responsibility and I am sure that he would certainly accept my demands and try to implement them expeditiously.

**SHRI MOOL CHAND DAGA (Pali) :**  
Mr. Deputy Speaker, Sir, I am all praise for hon. Shri Scindia and fully agree with other hon. Members who have showered similar praises on him. But, at the same time, I would like to ask him whether there is any reserve fund in the Railways even today? There should have been some reserve fund which could have provided the required Rs. 600 crores that the Indian Railways the biggest Public Sector Undertaking in Asia—need today. In the absence of such a fund, the prices will go up and there will be an all round

inflation. This is indeed sad. I would like to ask hon. Shri Scindia as to why there is no reserve fund even though Railways are an age old undertaking. I feel that such institutions must have a reserve fund. I would like to submit that the expenditure on the Railway employees by way of salaries, bonus, DA, pension and now as a result of the implementation of Pay Commission's recommendations, has risen by 75 per cent over the last five years. I do not want to go into details as the time at my disposal is short. Could they not anticipate this? It could have been done by the Railway Board which comprises able men and experts in this field. But this was not done and that is why the hon. Minister had to present Supplementary Demands for Grants in the House. None of the hon. Members have said that they should have seriously thought about it. Our social obligation has increased by 19 per cent. If the hon. Minister could listen to us, it would be so kind of him and if Shrilaji could stop talking to him we would be obliged because the time is short and I want to draw his attention to a few important points. The hon. Minister has said that Rs. 800 crores are spent on suburban areas. So far as uneconomic routes are concerned, Government does not pay much attention to them, thereby incurring huge losses. The Railways being a public undertaking, the uneconomic lines continue to operate. Similarly, there is surplus staff in Government offices, but we cannot say that it is so. That is why the railway expenditure has been continuously increasing, adding further to price rise and hence dearness allowance. Someday, another demand to increase the House Rent Allowance will come up I would suggest that you break this vicious circle.

Mr. Deputy Speaker, Sir, I would like to ask the hon. Minister, through you, whether he has ever paid attention to the metre gauge lines. He should do it immediately because the condition of metre gauge lines in the country is deplorable. Whereas serious attention is being paid to the development of broad gauge lines and to their modernisation and also to computerisation in the Railways, the condition of metre gauge lines continues to be bad.

[Shri Mool Chand Daga]

Old and obsolete coaches, including the ones which are unserviceable, are run on these lines. The coach by which Shri Virshi Chander Jain travels bumps only, but there are many coaches which are without doors. This needs to be looked into.

I would like to draw the attention of the hon. Minister to a matter which relates to those areas of Rajasthan which are predominantly inhabited by the Scheduled Tribes. We had requested to stop the Ranakpur Express at Nana for two minutes, but it was not accepted. This would not only help the workers coming from Bihar to alight there but also the tribals of the area. . . . *(Interruptions)* We approach the hon. Minister because he comes from Madhya Pradesh and can get things done. *(Interruption)*

18.00 hrs.

I would like to submit that even today the Railways are not paying any attention to metre gauge lines. Almost all the coaches on these tracks are old and obsolete. I would suggest that a metre-gauge Zone should be created in the country. The population of Pali town is 1.50 lakhs and, therefore, Pali Railway station should be made a model railway station. This is my humble request. Besides, the metre gauge lines should be surveyed and the needful done in this regard. With these words, I conclude.

[English]

SHRI AMAL DATTA (Diamond Harbour): Mr. Deputy-Speaker, Sir, I must thank you for giving me an opportunity to make a supplementary speech on behalf of my party to oppose the Supplementary Demands.

Sir, I think the Railways take great pride in saying all the time that they are giving a great service to the nation in moving the coal which is required to be

moved mainly for these power stations and other big industries like steel plants and all that. You will be surprised to note that the Railways were asked in 1985-86 to move 124 million tonnes of coal by the Planning Commission, but the Railways did not agree to move that much of coal, they only agreed to move 110 million out of 124 million tonnes which they were requested to move and this is out of an estimated production of 163 million tonnes. So, the Railways in fact are moving only a small quantity, not the entire coal but only about 70 per cent of the coal which this country is producing. Another 30 per cent is left to be moved by the road transport. And this is where the Railways' failure becomes very prominent because coal is a bulk commodity which cannot be moved economically by road transport beyond 300 kilometres. But if you see standing on the Grand Trunk Road, you will find thousands of coal trucks plying every day bringing coal from Dhanbad or Raniganj area to Punjab, Haryana, Delhi and all these places. This is one of the greatest failures which anybody can observe just by standing in the street and observing how many truckloads of coal are carrying coal over long distances. The Railways' failure is not only in not being able to carry coal, but also in taking out good quality coal and then delivering bad quality coal to the thermal power stations thereby making the entire nation suffer by damaging the power stations. And how it happens? It happens because they take such a long time in their shunting and shuttling operations, in their way they will make the interchanges, even then in the road sidings and all that the wagons lie there for days in and out. In the mean time either the coal is pilfered or the coal is changed. Whatever happens they never keep any track of the coal wagons themselves. They do not label them properly, they do not care to weigh them at the origin, they do not weigh them at all in the destination so that the consignees suffer not only because of delayed delivery of coal, not only because of non-delivery of coal, but also because of delivery of bad quality coal and that is why the power situation in this country is largely because of the Railways not carrying out their duties to carry the correct quantity and

quality of coal to the power stations and the whole nation is suffering because of that.

Another thing for which the Railways are suffering is—it is of course the national policy, but the Railways should take the initiative in abolishing this harmful policy of freight equalisation so far as coal is concerned. This has to be phased out, as recommended by one of the Committees—I think it is the Mondal Committee—but it has not yet been done and it is for the Railways to see that they do not stand to loss because of this freight equalisation policy. It should be put an end to and Railways must take the initiative.

Then, what has the Railways done to increase its revenue by getting hold of the general merchandise, most of which freight has gone to the road because of the fact the Railways do not provide the type of tailor-made service which is required to get that kind of traffic, which is high freight earning traffic? They have done nothing so far. We know even the container service which they have instituted is not attractive because of lack of proper services. And the main bane of the Railways—whether it is track or rolling stock or wagons or whatever it is—is the lack of maintenance. The lack of maintenance comes because of the fact that the workers are not skilled to do. You just put anybody on the job without giving them proper training. The workers do not have proper tools for maintenance even. There is no proper supervision. There is no management and as a result of the wagons, the coaches, the locomotives which should be running without trouble for years together do not last in our country beyond a very limited number of years. Even after two years, after a major overhaul, you will find the wagons are almost on the point of break-down and they are, in fact, breaking down. That is why, there is so much delay either in the passengers trains or goods trains, thereby blocking up the track.

The other thing is the passenger traffic. Of course, this is not the main revenue

earning for the Railways. But it is a social obligation. How do they discharge their obligation? Nowhere else in the world; the people travel in the condition as they do in India. I think, the Minister will appreciate it. He is a widely travelled man; he knows how people travel in other countries and how people have just to face the problem of over-crowding in this country. Even in the long-distance trains they have to travel for 36 hours like that. Every day, I hear the tales of woe from persons who have to travel in the long distance trains. There is no toilet functioning. There is no fan; there is no light; nothing. What is all this? Is it because of lack of money or lack of supervision? There is no supervision in the Railways at all today.

Then, some confusion has been created so far as new lines in our State are concerned because of the recent visit of the Prime Minister to our State. Some lines which have been originally thought of we thought they had been sanctioned by the Railways, but then they became practically dead. They have been revived. I would like to know from the Railway Minister what has happened to the Budge—Budge—Namkhana line. I have seen in the newspaper that the Prime Minister has said that it is going to be implemented. And then again, it is said, "No, no, this is not that line; it is some other line which is to be taken up, i.e. Lakhikantapur to Namkhana. I would try to impress upon the Minister that this Budge—Budge—Namkhana line was sanctioned by the Railways. This was put up before the Planning Commission. But it was taken back from the Planning Commission on the plea that Railways wanted to examine it more thoroughly. Instead of resubmitting the particular proposal, another proposal in another part of our State, which happen to be in the constituency of the previous Railway Minister was submitted to the Planning Commission, and got approved and the work started on that. I am referring to the line connecting Maldra to Balurghat. I am told that the line was got sanctioned by the previous Railway Minister and the work started. But now I am told that the work on that line was stopped. Now, the Budge-Budge-Namkhana line which was

[Shri Amal Datta]

sanctioned long time ago is now becoming all the more necessary because of the fact that new industrial complex is coming up in the Falta Free Trade Zone to which this would link both Budge-Budge and Namkhana. It would have created an industrial belt along the railway line route from Budge-Budge to Namkhana. Whereas what I hear is the other alternative route is going to be taken up, Lekhikantapur to Namkhana, there is no industrialisation as that part of the same district does not happen to be at all industrialised. So, we wanted this industry from Budge-Budge to spread along this railway line up to Namkhana and this line should be taken up. If that line comes up, it would create an industrial belt. So, please examine this in detail so that it will really give a boost to the backward part of that district

and State, and not just something at the moment which looks more attractive because a new line can be given at a lesser cost. Ultimately that line will be dear in the long run. Therefore, this line Budge-Budge-Namkhana should be examined and taken up to boost the industrial development.

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

18.09 hrs.

*The Lok Sabha then adjourned till Eleven of the Clock on Friday, November 14, 1986/Kartika 23, 1908 (Saka)*