

MR. SPEAKER : The House will now take up clause-by-clause consideration of the Bill.

MR. SPEAKER : The question is :

"That clause 2 stand part of the Bill.

*The motion was adopted.*

*Clause 2 was added to the Bill.*

MR. SPEAKER : The question is :

"That clause 1, The enacting Formula and the long title stand part of the Bill."

*The motion was adopted.*

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

The MINISTER OF FINANCE (SHRI MANMOHAN SINGH) : I beg to move :

"That the Bill be passed".

MR. SPEAKER : The question is :

"That the Bill be passed".

*The motion was adopted.*

21.21 hrs.

[English]

THE INTERIM BUDGET (RAILWAYS) 1996;  
DEMANDS FOR GRANTS ON ACCOUNT (RAILWAYS);  
SUPPLEMENTARY DEMANDS FOR GRANTS  
(RAILWAYS) 1995-96 AND DEMANDS FOR EXCESS  
GRANTS (RAILWAYS) 1993-94

MR. SPEAKER : The House will now take up combined discussion on general discussion on the Interim Budget (Railways) for 1996-97, discussion and voting on the Demands for Grants on Account (Railways) for 1996-97, discussion and voting on the Supplementary Demands for Grants (Railways) for 1995-96 and the discussion and voting on the Demands for Excess Grants (Railways) for 1993-94.

The hon. Members present in the House whose cut motions to the Demands for Grants on Account in respect of Budget (Railways) for 1996-97 have been circulated, may, if they desire to move their cut motions, send slips to the Table within 15 minutes indicating the serial numbers of their cut motions they would like to move. Those cut motions only will be treated as moved.

Motion Moved :

"That the respective sums not exceeding the amounts shown in the third column of the Order Paper be granted to the President of India out of the

Consolidated Fund of India, on account for or towards defraying the charges during the year ending the 31st day of March, 1997, in respect of the heads of demands entered in the second column thereof against Demand Nos. 1 to 16."

*Demands for Grants on Account (Railways) for 1996 to be submitted to the Vote of Lok Sabha.*

No. of Demand	Name of Demand	Amount of Demand for Grants on Account submitted to the Vote of the House
1	2	3
		Rs.
1.	Railway Board	7,46,78,000
2.	Miscellaneous Expenditure (General)	37,81,54,000
3.	General Superintendence and Services on Railways	276,00,49,000
4.	Repairs & Maintenance of Permanent Way & Works	569,12,04,000
5.	Repairs & Maintenance of Motive Power	396,47,93,000
6.	Repairs & Maintenance of Carriages and Wagons	589,81,44,000
7.	Repairs & Maintenance of Plant and Equipment	302,96,37,000
8.	Operating Expenses - Rolling Stock & Equipment	486,53,54,000
9.	Operating Expenses - Traffic	1401,33,33,000
10.	Operating Expenses - Fuel	1347,53,61,000
11.	Staff Welfare & Amenities	220,71,17,000
12.	Miscellaneous Working Expenses	284,84,28,000
13.	Provident Fund, Pension and other retirement benefits	787,32,17,000
14.	Appropriation to Funds	1878,00,00,000
15.	Dividend to General Revenues, Repayment of Loans taken from General Revenues and Amortization of Over-Capitalization	8,50,78,000
16.	Assets-Acquisition, Construction and Replacement Revenue	15,00,00,000
	<i>Other Expenditure</i>	
	Capital	472,23,32,000
	Railway Funds	3806,53,68,000
	<b>Total</b>	<b>12888,22,47,000</b>

MR. SPEAKER : Motion moved :

"That the respective supplementary sums not exceeding the amounts shown in the third column of the Order Paper be granted to the President of India out of the Consolidated Fund to defray the charges that will come in course of payment during the year ending the 31st day of March, 1996, in respect of the heads of Demands entered in the second column thereof against Demand Nos. 1 to 4, 7 to 9, 11 to 14 and 16".

*Supplementary Demands for Grants (Railways for 1995-96 submitted to the Vote of Lok Sabha)*

No. of Demand	Name of Demand	Amount of Demand for Grants on Account submitted to the Vote of the House
1	2	3
		Rs.
1.	Railway Board	1,52,35,000
2.	Miscellaneous Expenditure (General)	1,000
3.	General Superintendence and Services on Railways	22,10,63,000
4.	Repairs & Maintenance of Permanent Way & Works	42,70,60,000
7.	Repairs & Maintenance of Plant and Equipment	25,36,18,000
8.	Operating Expenses-Rolling Stock & Equipment	71,56,34,000
9.	Operating Expenses-Traffic	77,78,63,000
11.	Staff Welfare & Amenities	6,55,39,000
12.	Miscellaneous Working Expenses	10,74,43,000
13.	Provident Fund, Pension and other retirement benefits	110,38,37,000
14.	Appropriation to Funds	443,00,00,000
16.	Assets-Acquisition, Construction and Replacement	
	<i>Other Expenditure</i>	
	Capital	15,16,28,000
	<b>Total</b>	<b>826,89,21,000</b>

MR. SPEAKER : Motions moved :

"That the respective excess sums not exceeding the amounts shown in the third column of the Order Paper be granted to the President of India out of the Consolidated Fund of India to make good the excess on the respective grants during the year ended on the 31st day of March, 1994, in respect of the heads of Demands entered in the second columns thereof against Demand Nos. 6,8,9,11,12 and 16".

*Demands for Excess Grants (Railways) for 1993-94 submitted to the Vote of Lok Sabha*

No. of Demand	Name of Demand	Amount of Demand for Grants on Account submitted to the Vote of the House
1	2	3
		Rs.
6.	Repairs & Maintenance of Carriages and Wagons	25,40,45,424
8.	Operating Expenses-Rolling Stock & Equipment	35,56,26,915
9.	Operating Expenses-Traffic	2,27,40,307
11.	Staff Welfare & Amenities	2,62,08,150
12.	Miscellaneous Working Expenses	1,68,97,633
16.	Assets-Acquisition, Construction and Replacement	
	<i>Other Expenditure</i>	
	Capital	1149,18,30,375
	<b>Total</b>	<b>1216,73,48,804</b>

MAJ. GEN. (RETD.) BHUWAN CHANDRA KHANDURI (Garhwal) : May I seek a Clarification ? Now we have taken up four hours for this thing. How much business do we want to take up today?

MR. SPEAKER : Tomorrow you would like to discuss two things. Let us complete the financial business and U.P. (Interruptions)

MAJ. GEN. (RETD.) BHUWAN CHANDRA KHANDURI: What about U.P. ? J & K is also there.

MR. SPEAKER : We will take it up.

MAJ. GEN. (RETD.) BHUWAN CHANDRA KHANDURI: How could it be possible ?

MR. SPEAKER : Otherwise, tomorrow you would get mixed up.

MAJ. GEN. (RETD.) BHUWAN CHANDRA KHANDURI: Rajya Sabha has already cleared U.P.

MR. SPEAKER : You will get mixed up because President Address is also there.

MAJ. GEN. (RETD.) BHUWAN CHANDRA KHANDURI: We have taken four hours.

MR. SPEAKER : It is not really now.

MAJ. GEN. (RETD.) BHUWAN CHANDRA KHANDURI: From our side, only one person spoke whereas from other Parties, two persons have spoken.

MR. SPEAKER : That is exactly I am, saying. They are more so from the Ruling Party.

....(Interruptions)

SHRI RAM NAIK (Bombay North) : That should not be the reason now for not allowing us to speak

21.22 hrs.

SHRI RAM KAPSE (Thane) : Hon. Speaker, Sir, to begin with I congratulate the Minister of State for Railways for completing the gauge conversion programme. I also congratulate him for at least decreasing the number of accidents and for sports promotion programme he has introduced. On these three accounts, I will congratulate him. I also thank him specially for taking up a survey of third ghat which does not appear in the Budget but he has assured me that he has cleared it. The third ghat will go a long way. As far as Mumbai to Vishakapatnam, is concerned, the distance will be reduced and I thank him for taking up this issue in the interest of Marathwada, in the interest of southern people and also in the interest of Murubari Tehsil.

I will concentrate my speech on Mumbai issues. The suburban railway, as far as Mumbai is concerned, is the heart line of our life. I will make a special reference to one sentence he has referred to in his Budget. He has said in his Budget speech, 'I assure the House and the residents of Mumbai that no efforts would be spared to improve the suburban transport system'. Now I would like to know whether he has really succeeded in doing it, whether he has already started taking whatever assurance he has given to the House and to the residents of Mumbai and whether the efforts are really fruitful or at least initiated. Let us take up some issues.

He says that Mumbai suburban service is a national problem and he says the identifying of various works has been done. I will remind him that if at all there was any person who has identified various works as far as Mumbai is concerned, he was Shri George Fernandes. The Status paper was issued in those days and most of the schemes which the Railway Minister is mentioning now belong to that status paper.

The Railways Minister has said that shorter measures, medium term measures and long term measures are being executed. The word "executed" has a special meaning and whatever questions we raise in the Consultative Committee Meetings of the Railways the replies the Minister is giving are enough to show that the execution has not started. My hon. friend and our Member Shri Ram Naik had raised the issue of position of main projects of Bombay Suburban, Central Railway and Western Railway included in 1995-96.

This Budget was actually for the projects totalling Rs. 963. crore. The actual amount provided in 1995-96 Budget was Rs. 27 crore only. And what is the position? In the Supplementary Demands the hon. Minister provided Rs. 1 crore for Kurla-Thane fifth and sixth lines and we asked for the approximate incurred. There are again, three, Vasai Road-Dewa doubling, Dewa-Panwel doubling and Panwal-Karzat line and the total came to Rs. 11, 089 crore and the amount shown in the 1995-96 Budget was only Rs. 27

crore and only Rs. 4 crore was shown in the Supplementary Budget and what is the position as on today? I will read out.

Thane-Kurbe-Nerul-Washnik part of Corridor No. 23 in Bombay. And the Railway Minister himself accepts that till 31.1.1996 only tender notices for minor bridges and subways are invited and are in progress. Tenders invited after the completion of one year

Another one : Belapur-Panwel double commuter line as a part of East-West corridor. The reply is, tenders for subways are being finalised, temporary level crossing in progress.

Third line : Vasai Road, Vaitarini third line BC traction without fly-over Implementation is "being considered under bold scheme". When that bold scheme will take shape, I do not know.

The fourth one : Porulu Vasai in Varsai Road, quarterplating of line being considered under "bold scheme". Again, nothing concrete.

Then 5th : Bombay Central Boruilli, fifth and sixth line, "work in preliminary stages." Hence no execution.

Sixth : Kurla-Thane. This is my constituency.

Fifth and sixth line : Preparation of detailed estimates and work of invitation of tenders is under progress. Only tenders, that too at the end of 31.1.1996

[Translation]

SHRI UMRAO SINGH (Jalandhar) : It is first a matter of four months.

[English]

SHRI RAM KAPSE : Vasai Road-Dewa doubling : Preparation of detailed estimates and work of invitation of tenders is in progress. Same is the case of DewaPanwal doubling, same is the case of Panwal-Karzat line doubling. The amount which was earmarked was very less.

In Supplementary, it is much more late and the work started is up to the stage of tender or BOLT, and nothing else. This was the position on 31st January. I would like to know what is the position today. We want execution because you have already said in your Budget Speech that you have already taken some medium-term and some long-term measures for their execution. But where is the execution?

While inaugurating one of the programmes in Mumbai, the Railway Minister said : "Is it so easy, just like bringing the vegetables?" That was his speech. When people have been waiting for years and when he also says that the problem is really bursting, then this is the reply that he is giving to the people. We expect something more from him. Our real problem is loss of punctuality, late running of trains, dislocations, etc. These problems are to be solved immediately. These require short-term measures but nothing is being done in this regard. Only studies are being

made. People will not be satisfied with studies alone  
....(Interruptions).

Then, he has spoken about Mumbai Metro under-ground from Colaba to Kurla and he has himself accepted that detailed feasibility study is commissioned and will be completed by the end of December, 1996. Unless and until detailed feasibility survey is completed, how can be declare that he is going ahead and the work will be completed?

The real problem is about the resources. He has said, where will he bring the money from. He has said that commercial exploitation of railway land and air space over railway tracks is the only source of income. He will bring the money from those resources and spend in Mumbai. I was a member of the committee which studied this issue of commercial exploitation of railway space. We had unanimously recommended this three years ago and after three years what is the position as far as the Government is concerned. ? The hon. Minister says that it is under active consideration of the Government. For two or three years the Cabinet has not cleared it. Whatever plans they have envisaged, they are mostly dependent on this commercial utilisation of the land and if the file is not cleared by the Cabinet, then whatever plans he has in his mind, whatever schemes he inaugurates, those are ultimately dependent on those commercial exploitations. He should tell us whether, as far as study is concerned, the files regarding this commercial exploitation have been cleared or not. If this has to be done by the next Government, then he should not decide about all these matters today. He has only to get the Vote-on-Account passed. But he has come up with so many plans.

I was really surprised to read about the surveys. This is a separate survey paper. In para 24.5, the last sentence is : The survey for gauge conversion for Lumding-Silchar, Siliguri-Jalapaiguri, Gandhidham-Bhuj and Mysore-Hasan have also been completed.

The proposal to undertake these works have been sent to the Planning Commission. I would really inquire that if any scheme is sent to the Planning Commission, should it be mentioned in the budget ? This is a Vote-on-Account Budget and thousands and crores of schemes are sent to the Planning Commission. Unless they are cleared should we make a mention of them in the Vote-on-Account Budget. That is my query and I would seek a reply from you on this account. So, almost of all of your decisions are dependent on the commercial utilisation.

MR. SPEAKER : Shri Bhogendra Jha may now move his cut motions.

[Translation]

SHRI BHOGENDRA JHA (Madhubani) : I beg to move.

THAT THE DEMAND FOR GRANTS ON ACCOUNT UNDER THE HEAD RAILWAY BOARD (PAGES 1-4) BE REDUCED BY RS. 100.

Need to run direct super fast trains from Darbhanga to Delhi, Howrah and Mumbai, under North Eastern Railway. (1)

Need to change the names of trains presently running from Darbhanga to Delhi, Howrah and Mumbai as Mithalanchal Express, Vidypati Express and Kamlabagmati Express respectively (2)

Need for early completion of broad gauge conversion of railway track between Darbhanga and Jai Nagar (3)

Need for early completion of broad gauge conversion of railway track between Darbhanga and Raxaul. (4)

Need for early completion of broad gauge conversion of railway track between Darbhanga and Nirmali. (5)

Need for early completion of broad gauge conversion of railway track between Jhajharpur and Lokhabaza (6)

[English]

SHRI RAM NAIK (Bombay North) : I beg to move :

"THAT THE DEMAND FOR GRANTS ON ACCOUNT UNDER THE HEAD GENERAL SUPERINTENDENCE AND SERVICES ON RAILWAYS BE REDUCED TO RE. 1."

[Keeping the subject of metropolitan suburban railways with the Urban Development Dept. Instead of Railways inspite of unanimous resolution to the Railway Ministry's Consultative Committee.] (44)

"THAT THE DEMAND FOR GRANTS ON ACCOUNTS UNDER THE HEAD ASSETS-ACQUISITION, CONSTRUCTION AND REPLACEMENT BE REDUCED TO RE.1."

[Failure to utilise the amounts sanctioned by the Parliament in respect of suburban railway in Mumbai in 1995-96 Budget.] (45)

"THAT THE DEMAND FOR GRANTS ON ACCOUNTS UNDER THE HEAD ASSETS-ACQUISITION, CONSTRUCTION AND REPLACEMENT BE REDUCED TO RE.1."

[Commercial exploitation of surplus and unutilised land in Mumbai for development of suburban railways.] (46)

"THAT THE DEMAND FOR GRANTS ON ACCOUNTS UNDER THE HEAD ASSETS-ACQUISITION, CONSTRUCTION AND REPLACEMENT BE REDUCED TO RE.1."

[Delay in implementing various projects under EUTP-11 for suburban railways in Mumbai.] (47)

"THAT THE DEMAND FOR GRANTS ON ACCOUNTS UNDER THE HEAD ASSETS-ACQUISITION, CONSTRUCTION AND REPLACEMENT BE REDUCED TO RE.1."

[Delay in purchase of 12 coach-EMU racks to run on ACDC track for extending suburban railway from Virar to Dahanu road on Western Railway.] (48)



"THAT THE DEMAND FOR GRANTS ON ACCOUNTS UNDER THE HEAD ASSETS-ACQUISITION, CONSTRUCTION AND REPLACEMENT BE REDUCED TO RE.1."

[Delay in taking follow up action for giving benefits to commuters after extending suburban zone from virar to Dehanu road on Western Railway.] (49)

"THAT THE DEMAND FOR GRANTS ON ACCOUNTS UNDER THE HEAD ASSETS-ACQUISITION, CONSTRUCTION AND REPLACEMENT BE REDUCED TO RE.1."

[Transfer of Western and Central Railways suburban section from Mumbai into the zone and formation of autonomous corporation.] (50)

"THAT THE DEMAND FOR GRANTS ON ACCOUNTS UNDER THE HEAD ASSETS-ACQUISITION, CONSTRUCTION AND REPLACEMENT BE REDUCED TO RE.1."

[Delay in allowing slum improvement schemes of Maharashtra State Government for slums on Railway lands in Mumbai suburban sector.] (51)

"THAT THE DEMAND FOR GRANTS ON ACCOUNTS UNDER THE HEAD ASSETS-ACQUISITION, CONSTRUCTION AND REPLACEMENT BE REDUCED BY RS. 100."

[Need for proper cleanliness and adequate provision of toilet blocks on all railway stations.] (52)

"THAT THE DEMAND FOR GRANTS ON ACCOUNTS UNDER THE HEAD ASSETS-ACQUISITION, CONSTRUCTION AND REPLACEMENT BE REDUCED BY RS. 100."

[Need to provide telecommunication facilities between meter man, guard and control room on the entire suburban railway section of Mumbai.] (53)

"THAT THE DEMAND FOR GRANTS ON ACCOUNT UNDER THE HEAD GENERAL SUPERINTENDENCE AND SERVICES ON RAILWAYS BE REDUCED BY RS. 100."

[Need to bring down excess and extra agent expenditure or advertisements.] (321)

"THAT THE DEMAND FOR GRANT ON ACCOUNT UNDER THE HEAD STAFF WELFARE AND AMENITIES BE REDUCED BY RS. 100."

[Need to evict unauthorised occupants of cement chawls, Tardeo, in the railway quarters of Western railway at Mumbai.] (324)

SHRI BASUDEB ACHARIA (Bankura) : I beg to move:-

"THAT THE DEMAND FOR GRANT ON ACCOUNT UNDER THE HEAD RAILWAY BOARD BE REDUCED TO RE. 1."

[Need to allot sufficient funds to the ongoing projects of Railways in West Bengal.] (100)

"THAT THE DEMAND FOR GRANT ON ACCOUNT UNDER THE HEAD RAILWAY BOARD BE REDUCED TO RE. 1."

[Failure to take up any new project in West Bengal for which people of West Bengal have been demanding since long.] (109)

"THAT THE DEMAND FOR GRANT ON ACCOUNT UNDER THE HEAD RAILWAY BOARD BE REDUCED TO RE. 1."

[Failure to allot any amount for Calcutta suburban railway.] (110)

"THAT THE DEMAND FOR GRANT ON ACCOUNT UNDER THE HEAD RAILWAY BOARD BE REDUCED TO RE. 1."

[Failure to expend Calcutta Suburban railway network by bringing more more areas under its system.] (111)

"THAT THE DEMAND FOR GRANT ON ACCOUNT UNDER THE HEAD RAILWAY BOARD BE REDUCED BY RS. 100."

[Need to construct elevated track between Princep Ghat and Majerhat and to take up construction of double line and electrification of the entire route of Calcutta Circular Railway.] (112)

"THAT THE DEMAND FOR GRANT ON ACCOUNT UNDER THE HEAD ASSETS-ACQUISITION, CONSTRUCTION AND REPLACEMENT BE REDUCED BY RS. 100."

[Need to take up construction of railway line from Bardhaman to Tarakeswar via Arambagh.] (230)

"THAT THE DEMAND FOR GRANT ON ACCOUNT UNDER THE HEAD ASSETS-ACQUISITION, CONSTRUCTION AND REPLACEMENT BE REDUCED BY RS. 100."

[Need to take up conversion of Bardhaman Katua, Ahmedpur-Katua, Shantipur-Nabadwip Ghat, New Jalpaiguri-Siliguri-Alipurduer, Barsoi-Radhikapur lines in West Bengal.] (231)

"THAT THE DEMAND FOR GRANT ON ACCOUNT UNDER THE HEAD ASSETS-ACQUISITION, CONSTRUCTION AND REPLACEMENT BE REDUCED BY RS. 100."

[Need to take up construction work for the proposed terminal at Tala so that EMU services could be started immediately.] (232)

"THAT THE DEMAND FOR GRANT ON ACCOUNT UNDER THE HEAD ASSETS-ACQUISITION, CONSTRUCTION AND REPLACEMENT BE REDUCED BY RS. 100."

[Need to start an express train from Asansol to Rampurhat via Raniganj-Bardhaman and back on the same day.] (233)

"THAT THE DEMAND FOR GRANT ON ACCOUNT UNDER THE HEAD ASSETS-ACQUISITION, CONSTRUCTION AND REPLACEMENT BE REDUCED BY RS. 100."

[Need to take up construction work for the Asansol to Rampurhat via Raniganj-Durgapur-Bardhaman and back on the jameday/Need to introduce passenger trains between Asansol and Rampurhat via Andal;-Siuri daily.] (234)

"THAT THE DEMAND FOR GRANT ON ACCOUNT UNDER THE HEAD RAILWAY BOARD BE REDUCED TO RE. 1."

[Failure to conduct the techno-economic survey for Circular Railway from Howrah via Tikilapara-Santragachi Shalimar -Shibpurchar-Ramkistapur

and via Liven-Belur -Bally-Benlanger-Bhattranaher-Santragachi-Shibpurchar-Ramkistoppur.] (307)

"THAT THE DEMAND FOR GRANT ON ACCOUNT UNDER THE HEAD RAILWAY BOARD BE REDUCED BY RS. 100."

[Need to take up electrification of Andel-Sainthie and Khanna-Sainthaia section of Eastern Railway] (308)

"THAT THE DEMAND FOR GRANT ON ACCOUNT UNDER THE HEAD RAILWAY BOARD BE REDUCED BY RS. 100."

[Need to expand railway network in West Bengal to meet the growing demand of Industries as well as people of West Bengal.] (335)

"THAT THE DEMAND FOR GRANT ON ACCOUNT UNDER THE HEAD RAILWAY BOARD BE REDUCED BY RS. 100."

[Need to introduce one more super-fast train from Howrah to New Delhi to meet the growing demand.] (336)

"THAT THE DEMAND FOR GRANT ON ACCOUNT UNDER THE HEAD RAILWAY BOARD BE REDUCED BY RS. 100."

[Need to provide food by Railway Catering Service in all the trains instead of private caterers.] (337)

"THAT THE DEMAND FOR GRANT ON ACCOUNT UNDER THE HEAD RAILWAY BOARD BE REDUCED BY RS. 100."

[Need to provide drinking water in all the trains.] (338)

"THAT THE DEMAND FOR GRANT ON ACCOUNT UNDER THE HEAD RAILWAY BOARD BE REDUCED BY RS. 100."

[Need to attach Pantry Car with all the long distance trains.] (339)

"THAT THE DEMAND FOR GRANT ON ACCOUNT UNDER THE HEAD RAILWAY BOARD BE REDUCED BY RS. 100."

[Need to run Puri Express daily.] (340)

"THAT THE DEMAND FOR GRANT ON ACCOUNT UNDER THE HEAD RAILWAY BOARD BE REDUCED BY RS. 100."

[Need to give more administrative and financial powers to Zonal Railways for development of their own zones.] (561)

"THAT THE DEMAND FOR GRANT ON ACCOUNT UNDER THE HEAD RAILWAY BOARD BE REDUCED BY RS. 100."

[Need to reduce the expenditure of the Railway Board.] (562)

"THAT THE DEMAND FOR GRANT ON ACCOUNT UNDER THE HEAD RAILWAY BOARD BE REDUCED BY RS. 100."

[Need to introduce an express train from sealdeh in the morning to Lalgola and back in the evening and name it as Siraj Express.] (563)

"THAT THE DEMAND FOR GRANT ON ACCOUNT UNDER THE HEAD RAILWAY BOARD BE REDUCED BY RS. 100."

[Need to expand and amodernise Howrah Coaching Terminal for introducing more trains.] (564)

"THAT THE DEMAND FOR GRANT ON ACCOUNT UNDER THE HEAD RAILWAY BOARD BE REDUCED BY RS. 100."

[Nagar and Porbandar.] (565)

"THAT THE DEMAND FOR GRANT ON ACCOUNT UNDER THE HEAD STAFF WEALFARE AND AMENITIES BE REDUCED BY RS. 100."

[Need to abolish the system of 'Attenndent' and to provide accommodation in same class to the companion with pass holder.] (566)

"THAT THE DEMAND FOR GRANT ON ACCOUNT UNDER THE HEAD STAFF WEALFARE AND AMENITIES BE REDUCED BY RS. 100."

[Need to increase the quota of berths and seats in Rajdhani and Shatabdi Express for privilege pass holder.] (567)

"THAT THE DEMAND FOR GRANT ON ACCOUNT UNDER THE HEAD STAFF WEALFARE AND AMENITIES BE REDUCED BY RS. 100."

[Need to restore running allowance, cooking and cell boy facilities to TTEs.] (568)

"THAT THE DEMAND FOR GRANT ON ACCOUNT UNDER THE HEAD STAFF WEALFARE AND AMENITIES BE REDUCED BY RS. 100."

[Need to ensure accommodation in trains for TTEs.] (569)

"THAT THE DEMAND FOR GRANT ON ACCOUNT UNDER THE HEAD STAFF WEALFARE AND AMENITIES BE REDUCED BY RS. 100."

[Need to intensify checking in all trains without harassing staff on the plea of less earning.] (570)

"THAT THE DEMAND FOR GRANT ON ACCOUNT UNDER THE HEAD STAFF WEALFARE AND AMENITIES BE REDUCED BY RS. 100."

[Need to increase the staff strength of TTEs and fill up all vacancies immediately.] (571)

"THAT THE DEMAND FOR GRANT ON ACCOUNT UNDER THE HEAD ASSETS-ACQUISITION CONSTRUCTION AND REPLACEMENT BE REDUCED BY RS. 100."

[Need to issue free Railway pass to the veterans of World War-II.] (572)

"THAT THE DEMAND FOR GRANT ON ACCOUNT UNDER THE HEAD ASSETS-ACQUISITION CONSTRUCTION AND REPLACEMENT BE REDUCED BY RS. 100."

[Need to enhance the railway fare concession for Senior Citizens from 25% to 50% and to reduce the

age limit from 65 to 60 years and to allow such concession in all classes of travel.] (573)

"THAT THE DEMAND FOR GRANT ON ACCOUNT UNDER THE HEAD ASSETS-ACQUISITION CONSTRUCTION AND REPLACEMENT BE REDUCED BY RS. 100."

[Need to expand railway network in all the N.E. States including Tripura.] (574)

"THAT THE DEMAND FOR GRANT ON ACCOUNT UNDER THE HEAD ASSETS-ACQUISITION CONSTRUCTION AND REPLACEMENT BE REDUCED BY RS. 100."

[Need to take up construction of broad gauge line for silchar immediately.] (575)

"THAT THE DEMAND FOR GRANT ON ACCOUNT UNDER THE HEAD ASSETS-ACQUISITION CONSTRUCTION AND REPLACEMENT BE REDUCED BY RS. 100."

[Need to connect Raine of S.E. Railway with Bardhaman by constructing railway line.] (576)

"THAT THE DEMAND FOR GRANT ON ACCOUNT UNDER THE HEAD ASSETS-ACQUISITION CONSTRUCTION AND REPLACEMENT BE REDUCED BY RS. 100."

[Need to set up a rail coach manufacturing unit in west Bengal.] (577)

"THAT THE DEMAND FOR GRANT ON ACCOUNT UNDER THE HEAD ASSETS-ACQUISITION CONSTRUCTION AND REPLACEMENT BE REDUCED BY RS. 100."

[Need to introduce 12 coach EMU makes in Calcutta suburban area.] (578)

"THAT THE DEMAND FOR GRANT ON ACCOUNT UNDER THE HEAD ASSETS-ACQUISITION CONSTRUCTION AND REPLACEMENT BE REDUCED BY RS. 100."

[Need to provide benefit to the commuters by extending suburban area from Bardhaman to Barakar and Chittaranjan.] (579)

"THAT THE DEMAND FOR GRANT ON ACCOUNT UNDER THE HEAD ASSETS-ACQUISITION CONSTRUCTION AND REPLACEMENT BE REDUCED BY RS. 100."

[Need to provide telecommunication facilities between mororman, guard and control room on the entire suburban railway section of Calcutta.] (580)

"THAT THE DEMAND FOR GRANT ON ACCOUNT UNDER THE HEAD ASSETS-ACQUISITION CONSTRUCTION AND REPLACEMENT BE REDUCED BY RS. 100."

[Need to construct over bridges (ROB) at railway gates between Howrah and Barakar section of E. Railway.] (581)

"THAT THE DEMAND FOR GRANT ON ACCOUNT UNDER THE HEAD ASSETS-ACQUISITION CONSTRUCTION AND REPLACEMENT BE REDUCED BY RS. 100."

[Need to make suitable provision for loading of small consignments of goods at small stations of Howrah, Sealdah, Maldah and Asansol Divisions of E. Railway.] (582)

"THAT THE DEMAND FOR GRANT ON ACCOUNT UNDER THE HEAD ASSETS-ACQUISITION CONSTRUCTION AND REPLACEMENT BE REDUCED BY RS. 100."

[Need to provide adequate medical facilities on all long distance trains.] (583)

"THAT THE DEMAND FOR GRANT ON ACCOUNT UNDER THE HEAD ASSETS-ACQUISITION CONSTRUCTION AND REPLACEMENT BE REDUCED BY RS. 100."

[Need to start construction of railway line from Krishnanagar to Berhampore via Karimpur in West Bengal.] (584)

"THAT THE DEMAND FOR GRANT ON ACCOUNT UNDER THE HEAD ASSETS-ACQUISITION CONSTRUCTION AND REPLACEMENT BE REDUCED BY RS. 100."

[Need to take up 2nd and 3rd phase of Metro Railway at Calcutta.] (585)

"THAT THE DEMAND FOR GRANT ON ACCOUNT UNDER THE HEAD ASSETS-ACQUISITION CONSTRUCTION AND REPLACEMENT BE REDUCED BY RS. 100."

[Need to run Guwahati Rajdhani Express daily instead of tri-weekly.] (586)

"THAT THE DEMAND FOR GRANT ON ACCOUNT UNDER THE HEAD ASSETS-ACQUISITION CONSTRUCTION AND REPLACEMENT BE REDUCED BY RS. 100."

[Need to run 2421/2422 Tri-Weekly instead of Weekly.] (587)

"THAT THE DEMAND FOR GRANT ON ACCOUNT UNDER THE HEAD ASSETS-ACQUISITION CONSTRUCTION AND REPLACEMENT BE REDUCED BY RS. 100."

[Need to run 2381/2382 daily instead of Tri-Weekly.] (588)

"THAT THE DEMAND FOR GRANT ON ACCOUNT UNDER THE HEAD ASSETS-ACQUISITION CONSTRUCTION AND REPLACEMENT BE REDUCED BY RS. 100."

[Need to run one Puri-New Delhi train via Asansol.] (589)

SHRI SIVAJI PATNAIK (Bhubaneswar) : I beg to move:-

"THAT THE DEMAND FOR GRANT ON ACCOUNT UNDER THE HEAD RAILWAY BOARD BE REDUCED BY RS. 100."

[Need to allot sufficient funds for construction of Khurda Road Bolangir Railway line in S.E. railway.] (115)

"THAT THE DEMAND FOR GRANT ON ACCOUNT UNDER THE HEAD RAILWAY BOARD BE REDUCED BY RS. 100."

[Need to run the Puri-Okhla Express Train daily.] (116)

"THAT THE DEMAND FOR GRANT ON ACCOUNT UNDER THE HEAD RAILWAY BOARD BE REDUCED BY RS. 100."

[Need to convert the Dhaulimuhan Halt into a full fledged railway station in Khurda railway division of S.E. railway.] (117)

"THAT THE DEMAND FOR GRANT ON ACCOUNT UNDER THE HEAD RAILWAY BOARD BE REDUCED BY RS. 100."

[Need to improve and upgrade of Kaipadow Road station in Khurda Road division of S.E. railway.] (118)

"THAT THE DEMAND FOR GRANT ON ACCOUNT UNDER THE HEAD RAILWAY BOARD BE REDUCED BY RS. 100."

[Need to run Shatabdi Express from Howrah to Bhubaneswar in S.E. railway.] (119)

"THAT THE DEMAND FOR GRANT ON ACCOUNT UNDER THE HEAD RAILWAY BOARD BE REDUCED BY RS. 100."

[Need to run the Delhi-Bhubaneswar Rajdhani Express twice a week.] (120)

SHRI RAM KAPSE (Thane) : I beg to move :-

"THAT THE DEMAND FOR GRANT ON ACCOUNT UNDER THE HEAD ASSETS-ACQUISITION CONSTRUCTION AND REPLACEMENT BE REDUCED BY RS. 100."

[Need to enhance the railway fare concession for Senior citizens from 25% to 50% reduce the age limit for such concession from 65 of 60 years and to allow such concession in all classes of travel.] (121)

[Translation]

PROF. RASA SINGH RAWAT (Ajmer) : I beg to move:-

"THAT THE DEMAND FOR GRANT ON ACCOUNT UNDER THE HEAD ASSETS-ACQUISITION, CONSTRUCTION AND REPLACEMENT (PAGES 101-113) BE REDUCED BY RS. 100."

[Need to introduce 'Amrti Express' between Amritsar and Ajmer.] (490)

"THAT THE DEMAND FOR GRANT ON ACCOUNT UNDER THE HEAD ASSETS-ACQUISITION, CONSTRUCTION AND REPLACEMENT (PAGES 101-113) BE REDUCED BY RS. 100."

[Need to introduce 'Tririthra' Express between Ajmer-Delhi-Haridwar.] (491)

"THAT THE DEMAND FOR GRANT ON ACCOUNT UNDER THE HEAD ASSETS-ACQUISITION, CONSTRUCTION AND REPLACEMENT (PAGES 101-113) BE REDUCED BY RS. 100."

[Need for early conversion of Ajmer-Chittaur-Udaipur and Ajmer-Khandwa meter gauge line into broad gauge.] (492)

"THAT THE DEMAND FOR GRANT ON ACCOUNT UNDER THE HEAD ASSETS-ACQUISITION, CONSTRUCTION AND REPLACEMENT (PAGES 101-113) BE REDUCED BY RS. 100."

[Need to convert Marwar Junction-Udaipur-Jodhpur meter gauge line into broad gauge.] (493)

"THAT THE DEMAND FOR GRANT ON ACCOUNT UNDER THE HEAD ASSETS-ACQUISITION, CONSTRUCTION AND REPLACEMENT (PAGES 101-113) BE REDUCED BY RS. 100."

[Need for early conversion of Riwari-Ringas-Phulera meter gauge line into broad gauge.] (494)

"THAT THE DEMAND FOR GRANT ON ACCOUNT UNDER THE HEAD ASSETS-ACQUISITION, CONSTRUCTION AND REPLACEMENT (PAGES 101-113) BE REDUCED BY RS. 100."

[Need for early conversion of Bandikui-Achhnera-Agra Fort meter gauge line into broad gauge and introduce "Ajmer-Agra Fort Express".] (495)

"THAT THE DEMAND FOR GRANT ON ACCOUNT UNDER THE HEAD ASSETS-ACQUISITION, CONSTRUCTION AND REPLACEMENT (PAGES 101-113) BE REDUCED BY RS. 100."

[Need to convert remaining portion of meter gauge of Delhi-Ajmer-Ahmadabad route into broad gauge.] (496)

"THAT THE DEMAND FOR GRANT ON ACCOUNT UNDER THE HEAD ASSETS-ACQUISITION, CONSTRUCTION AND REPLACEMENT (PAGES 101-113) BE REDUCED BY RS. 100."

[Need to introduce a new night train between Delhi and Ajmer via Jaipur on broad gauge line.] (497)

"THAT THE DEMAND FOR GRANT ON ACCOUNT UNDER THE HEAD ASSETS-ACQUISITION, CONSTRUCTION AND REPLACEMENT (PAGES 101-113) BE REDUCED BY RS. 100."

[Need to run Bareilly-Delhi-Ajmer train daily.] (498)

"THAT THE DEMAND FOR GRANT ON ACCOUNT UNDER THE HEAD ASSETS-ACQUISITION, CONSTRUCTION AND REPLACEMENT (PAGES 101-113) BE REDUCED BY RS. 100."

[Need to run inter city Express between Jaipur and Ajmer.] (499)

"THAT THE DEMAND FOR GRANT ON ACCOUNT UNDER THE HEAD ASSETS-ACQUISITION, CONSTRUCTION AND REPLACEMENT (PAGES 101-113) BE REDUCED BY RS. 100."

[Need to run Shatabdi Express between Delhi and Ajmer on regular basis.] (500)

"THAT THE DEMAND FOR GRANT ON ACCOUNT UNDER THE HEAD ASSETS-ACQUISITION, CONSTRUCTION AND REPLACEMENT (PAGES 101-113) BE REDUCED BY RS. 100."

[Need to run a passenger train on Ajmer-Jaipur-Alwar-Riwari-Delhi route for benefit of passengers.] (501)

"THAT THE DEMAND FOR GRANT ON ACCOUNT UNDER THE HEAD ASSETS-ACQUISITION, CONSTRUCTION AND REPLACEMENT (PAGES 101-113) BE REDUCED BY RS. 100."

TION AND REPLACEMENT (PAGES 101-113) BE REDUCED BY RS. 100."

[Need to extend Pooja Express running between Jammu-Tawi-Jaipur upto Ajmer.] (502)

"THAT THE DEMAND FOR GRANT ON ACCOUNT UNDER THE HEAD ASSETS-ACQUISITION, CONSTRUCTION AND REPLACEMENT (PAGES 101-113) BE REDUCED BY RS. 100."

[Need to introduce a shuttle train between Ajmer-Phulera on broad gauge.] (503)

"THAT THE DEMAND FOR GRANT ON ACCOUNT UNDER THE HEAD ASSETS-ACQUISITION, CONSTRUCTION AND REPLACEMENT (PAGES 101-113) BE REDUCED BY RS. 100."

[Need to link Pushkar by constructing rail line from Ajmer to Pushkar.] (504)

"THAT THE DEMAND FOR GRANT ON ACCOUNT UNDER THE HEAD ASSETS-ACQUISITION, CONSTRUCTION AND REPLACEMENT (PAGES 101-113) BE REDUCED BY RS. 100."

[Need to construct new railway lines by surveying Mertaroad-Govindgarh-Ajmer-Devli-Kota route.] (505)

"THAT THE DEMAND FOR GRANT ON ACCOUNT UNDER THE HEAD ASSETS-ACQUISITION, CONSTRUCTION AND REPLACEMENT (PAGES 101-113) BE REDUCED BY RS. 100."

[Need to construct new railway line by surveying Beawar-Bhim-Deogarh route.] (506)

"THAT THE DEMAND FOR GRANT ON ACCOUNT UNDER THE HEAD ASSETS-ACQUISITION, CONSTRUCTION AND REPLACEMENT (PAGES 101-113) BE REDUCED BY RS. 100."

[Need to construct new railway line by surveying, Kishangarh-Rupangarh-Parbatsar-Makrana route.] (507)

[English]

SHRI RAM KAPSE : Then, most of your schemes are dependent on BUPT-II. This BUPT-II study was completed five years before and Mumbai people are waiting for it, the commuters are really waiting for the implementation of BUTP-II. For the last three to four years, same Government, the Congress Government, was there both at the Centre and the State and even about sharing of cost no decision was taken for four years in your Department. Ultimately, the decision was taken. Now the decision is there that you are going to share the cost equally, the Maharashtra Government and the Central Government i.e. the Railways. Again, the studies have been started. The World Bank- you are dependent on World Bank loan - have taken up five studies and the studies will be completed by December, 1996. So, again, we do not expect any scheme to be started under BUTP-II even if the Maharashtra State shares the amount. After that, various investment decisions would be taken

and then you would start the work. So, you will have all the commuters waiting for at least next five to six years for any scheme to be completed. As on today, our commuters are travelling at the crush load capacity. This was mentioned in 1990 in the Status Report of Suburban Railways. You have already appointed some persons General Manager, Suburban Rail Construction has been appointed. I would ask you, what work is allotted to him ? When commercial exploitation is not cleared. BUTP-II is not cleared, then what projects have you taken? In my constituency, at Thane Railway Stations, there is a scheme for 28 crores of rupees. In the last year's budget Rs. 2 crores were provided for the same. The similar situation is there at Kalyan station also. This scheme was also envisaged for Dombivli Station, but not even a single naya paisa has been spent, not even the plans are sent to Thane Corporation and you say, it is not necessary. It is necessary in the interest of people Ultimately, the local self-government, the State Government and the Central Government will have to work together in the interest of the people. Whether it is transport problem, whether it is drainage problem, you will have to consult each other, What consultation is going on ? That is my query.

MR. SPEAKER : Mr. Kapse, in the Question Hour, we should ask the question and at the time of Budget, we should speak on the policies.

SHRI RAM KAPSE : He has decided some policies and about the commercial exploitation the file is not cleared and he has many plans dependent on commercial exploitation. About the BUTP-II, the policy is all right.

MR. SPEAKER : Why I am saying this is, at the end you will say : "I raised this question and that question, but it is not answered." It becomes like this in the end.

SHRI RAM KAPSE : Sir, he knows by questions also. It is not that he does not know. He is in a position to know these questions because I am referring to these questions almost in every speech whether it is the Consultative Committee meeting or whether it is an inauguration programme of some project. These are not new things to him. I would congratulate the Minister for doing any good things. But at the same time, he has only schemes, but there is no implementation. In that case, how can we endorse that?

Then in the case of Chatrapati Shivaji Terminus, you have drawn up a remodelling and modernisation programme. How much money have you spent on that ? You have changed the name of the station. I would request you to see to it that on the ticket it is not printed at CSP we do not want to see on the ticket CSP instead of Mumbai V.T. Please bear this in mind and do something about it.

Then, I would like to know as to how much you have spent on advertisements throughout India. It seems that the railways have become expert in advertisements. Everyday full page advertisements appear in newspapers. How much money is spent on the advertisements and how much



money is really spent on the execution of the schemes ? I know for certain that in Thane station, the work has not started, but you have already spent money on advertisement. There is so much of advertisement and there is no work. It will ultimately bring trouble to the railways. That is my point.

As far as concessions to the freedom fighters are concerned, you have given some concessions. I would make one suggestion which, I think, you will accept. Throughout India, if a freedom fighter travels, he can travel free and all concessions are given to him. But as far as Konkan Railway is concerned, this concession is not extended to the freedom fighter. In Konkan Railway, he has to purchase a ticket and then travel. This will not be proper just as the surcharge on the railway stations between Washi and Bankura. We had objected to it when it was implemented. It is bad. Similarly this concession is due to the freedom fighters. I hope that you will declare it at the end of your speech.

Then I would like to make a suggestion about taking away the railways in metropolitan cities from the Department of Urban Development. You have to keep that in mind. Something needs to be done in this regard, because the schemes are to be prepared by the Department of Urban Development for the last 10 years. Have they really spent ? Have they applied their mind ? If that department is not working this should be taken to the railways as originally it was upto 1986.

SHRI UMRAO SINGH : Mr. Speaker, Sir, are they providing dinner ?

MR. SPEAKER : Yes, The Parliamentary Affairs Ministry should provide.

SHRI RAM KAPSE : Sir, we are waiting for years for an autonomous corporation and a separate zone for suburban railways in Mumbai. It is necessary. It is running in profit. Please take the decision and implement it. That is our expectation.

About the cleanliness drive. I would like to say that I have visited stations after stations in my constituency and I would like to report to you that in spite of your initiative, as far as the cleanliness in the railway stations is concerned, the stations are in a very bad condition, because the employees are not appointed.

Even if you give a slogan, if a proper machinery is not built up how can you expect the result. We want to help you. As far as the cleanliness drive is concerned, we will take up this matter with the commuters. But at the same time some machinery has to be set up by you.

Then about the time table. I have a concrete suggestion to make. During rainy season you start a new time-table, viz on 1st of July. Is it the proper time ? When generally the trains get delayed. So, it should be started in April or March on January. July is not the proper month for starting a new train.

Similarly, during summer the punctuality is lost because of shortage of water and due to introduction of

holiday specials. Unless some special measures are taken the punctuality of suburban railway as well as the punctuality of long running trains is almost lost. I would like to discuss this matter with the railway authorities.

MR. SPEAKER : Will you make your speech express?

SHRI RAM NAIK : Sir, it is likely to be de-railed.

MR. SPEAKER : We have a lot many people to speak.

SHRI RAM KAPSE : I am just making the suggestions and I will complete. Then there was one power house in Thakurly Railway Station. It was not been working for years together. The State Government was demanding the area but you are not giving it to them. They wanted the whole power house for themselves. You said that the railways will not hereafter operate power houses.

My suggestion is that this site may be handed over to Kalyan Corporation. It will be made a new Shivaji Park just as in Mumbai and the land can be given to you in exchange. The scheme has been prepared by Kalyan Corporation and passed by the State Government. You keep in mind this issue and clear it.

Then about Pune-Mumbai, after the Shatabdi Express a lot of problems are faced by the travellers between Karzat to Thane. The new time table is necessary as far as Pune-Mumbai is concerned because people are suffering due to the introduction of a new train because of re-scheduling of trains.

Then, time taken between Nasik-Mumbai by the Railways originally was less. Today, it is much more. Therefore, people start going by taxi and go to Kasara and from Kasara they travel by local trains. It is bad.

Then, there is a demand for some new stations just as Gurauli, Chikholi, Kharigaon, Aarey Road and such stations need to be studied.

Then, the Thane is the only city where the Corporation have prepared plan for ring railway. They are going to spend money but it is waiting clearance from the Railways.

Then, our demand for no more stalls on suburban railways, was accepted by Mr. Jaffer Sharief when he was Minister for Railways that hereafter we will not issue any contract for new railway stall. Even then at Kalyan, you have issued a new Railway stall.

It is against the interest of commuters. Please stop it. Hereafter, we do not want any more stops. With regard to 12 car rakes, the real issue is more rakes, more EMUs and, at the same time, these 12 car rakes need to be started. Then, about Nerar-Madheran, the Railways have accepted that the new locomotive will be brought, but it has not been implemented. Ultimately, the real fun of Nerar-Madheran travel is already gone. Then, you have said that for pilgrims you are introducing new trains. My suggestion is there for the last five years that a train from Mumbai to Haridwar via Central Railway should be started. It has not been started. Please keep it in mind. Then, you had assured that you will



hold a meeting with regard to Mumbai-Thane urban transport system.

MR. SPEAKER : I think, we shall have to complete the financial business plus the Kashmir Budget today. You can take any time you like.

21.51 hrs.

[SHRIMATI SANTOSH CHOWDHARY in the Chair]

SHRI RAM KAPSE : That meeting was to be called by you when you took up as the Railway Minister, But till today, you have not invited us. It is necessary to take the Members of Parliament from Mumbai and Thane into confidence, as far as urban transport is concerned. It will be helpful to the Railway. This suggestion you have accepted, but not implemented. We want implementation, and less of slogans and advertisements.

SHRI BASUDEB ACHARIA (Bankura) : Madam, in the Order Paper, it has been stated that the discussion relates to the Interim Budget, but on the cover of the printed budget speech it has been written as Railway Budget and not as Interim Budget. This should be corrected because this is not the Railway Budget, this is only an Interim Budget or Vote-on-Account. The Minister dealt with a number of policy matter which he should not have done. There is one page here and it might have been an afterthought because there is no page mark, only some paragraphs are there - paragraphs 24.5, 24.6, 24.7, 24.8, and 24.9. In that, he has mentioned about the number of surveys proposed to be undertaken during the current year and that also in the Demands for Grants. This is only for four months' but the expenditure to be incurred on surveys has also been included in the Demands for Grants. That expenditure, I think, is for the entire year and not for the four months' period. It is for the first quarter of the next financial year. Before undertaking any new lines or gauge conversion, detailed surveys are undertaken or ordered. He has made some proposals for undertaking surveys of a few lines and gauge conversion. Why has he selected some of the lines, some of the projects and why other have been left out?

What was the reason behind selecting some of the projects for the construction of new lines and for the gauge conversion? You will be surprised to see that not a single project has been included from the State of West Bengal because we have a number of narrow gauge lines. In West Bengal, because of the construction, major percentage of railway line is in the broad gauge. But there are a number of narrow gauge lines which are very important lines. While dealing with the gauge conversion— we are not opposed to gauge conversion and we are not also opposed to unigauge system—but while adopting this policy to have one system of railways, broad gauge, what is the plan of the railways, by when entire network will be in one system, that is, broad gauge?

Already about more than 5,000 KM of metre gauge and narrow gauge has been converted to broad gauge and initially out of 62,000 Km, 30 per cent of the railway line was in the metre gauge and narrow gauge. We are thinking

of a project unigauge. In my Constituency, there is a great demand for conversion of narrow gauge to broad gauge i.e., Bankura-Damodar river railway. Although it is still not with the railways, railway is managing and this lease period will also expire and railway will have to decide on the extension of this period for another ten years and before that, a decision to take over the line and to nationalise it will have to be taken. The Committee of Lok Sabha, the petitions Committee has strongly recommended for taking over and nationalisation and for converting it to broad gauge and connecting this line with Terakeswar so that the distance between Bankura and Calcutta will be shortened by 45 KM. This is an important line which passes through two important districts of West Bengal, which is called rice bowl of our State, Bankura and Burdwan. You will be surprised to know that I met the Railway Minister last week and I have handed over to him a letter and a copy of the telegram and today also I spoke to him that train services have been suspended for ten to twelve days. Why? I was persistently demanding that the steam locomotive which was manufactured 50 years back and which has already outlived its life and which cannot be utilised to haul the coaches should be replaced by diesel locomotive. The Petitions Committee also recommended this, it should be taken over and nationalised and converted from narrow gauge to broad gauge and connected by steam engine to Terakeswar and investment should be made for efficient train services.

22.00 hrs.

To cover a distance of 85 kms., it takes more than eight hours. Who will use this train? Not a single paisa has been invested since the Railways took over the management of this railway. Since the Railways is running the train services, not a single paisa has been invested for the maintenance of the track, for the maintenance of the signalling system, for the maintenance of the coaches. Some coaches, although not new, have been brought here from Nagpur where the narrow gauge has been converted to broad gauge. But we also requested to bring at least one or two diesel engines to make this railway service efficient and to reduce the running time between Bankura and Raj Nagar, and two pairs of trains from both sides should also be provided.

MR. CHAIRMAN : Achariaji, please try to be brief because already it is 10 of the clock.

SHRI BASUDEB ACHARIA : I will finish within 10-15 minutes.

MR. CHAIRMAN : No, I will not give you 10-15 minutes.

SHRI BASUDEB ACHARIA : I will not take much time.

MR. CHAIRMAN : I will give you only two minutes.

....(Interruptions)

MR. CHAIRMAN : Achariaji, please bear in mind that it is already 10 of the clock. Other speakers are also there. I can give you only two minutes. Please try to be brief.

SHRI BASUDEB ACHARIA : I will finish within ten minutes.

MR. CHAIRMAN : You are in the standing Committee on Railways. There also you have ample time to raise it.

....(Interruptions)

SHRI UMRAO SINGH : He is talking about nationalisation in the Interim Budget....(Interruptions)

MR. CHAIRMAN : Achariaji, finish it now.

SHRI BASUDEB ACHARIA : It is good that he is modernising the passenger trains. He has said that.

MR. CHAIRMAN : You are in the Standing Committee on Railways. You have ample time there to raise it.

SHRI BASUDEB ACHARIA : I am commenting on his speech. I am not speaking outside the Budget; I am speaking on what has been stated here. There is a proposal for modernisation of passenger coaches so that in future high-speed passenger trains can be introduced. This is good. Shatabdis have been introduced. Nine Rajdhani trains have been introduced. The frequency of Howrah-Guwahati Rajdhani has been increased from once in a week to three days in a week. But what is the condition of the coaches of local trains? I am making a request here because he started the cleanliness drive from Howrah Station. This is good. Our station should be made clear. But what is the condition of the local trains, the coaches of local trains? What is the condition of the toilets of passenger trains?

THE MINISTER OF STATE OF THE MINISTRY OF STEEL (SHRI SONTOSH MOHAN DEV) : It is much better now.

SHRI BASUDEB ACHARIA : You do not travel by train.

SHRI SONTOSH MOHAN DEV : I do travel.

SHRI BASUDEB ACHARIA : You go to Silchar via Calcutta. You stop overnight in Calcutta. You go to Silchar and then come back by air. You do not travel by train. You have no experience of travelling between Lumchig and Badarpur. You travel once and then you will find the condition of those trains in your State also....(Interruptions)

MR. CHAIRMAN : Achariaji, do not waste your time, please.

....(Interruptions)

SHRI BASUDEB ACHARIA : You are provoking me.

SHRI SONTOSH MOHAN DEV : I do not provoke you.

THE MINISTER OF CIVIL AVIATION AND TOURISM AND MINISTER OF PARLIAMENTARY AFFAIRS (SHRI GHULAM NABI AZAD) : Do not provoke him. He has taken back the provocation....(Interruptions)

SHRI BASUDEB ACHARIA : Something should be done to improve the cleanliness of passenger coaches, local trains, the toilets in the trains. Madam, you have also got the experience. You travel by train from here to

Chandigarh. You know about it. So, something should be done. But he has not stated anything here. He has stated about cleanliness of the stations. All right, that should be done. But what about the coaches? How many coaches are overaged? 35 per cent of the passenger coaches are overaged which should not be used.

We have not been using steam locomotives after 70s. All the steam locomotives have outlived their lives. But why has so much allocation been made for steam locomotives? What is being done for replacement of the over-aged tracks? Why are there so many derailments taking place? The reason is that tracks are not properly maintained, coaches are not properly maintained because vacancies are not being filled up. You will be surprised to know that there are 6000 unemployed youths who had received training they have been waiting for the past three years to get jobs in the railways. They are skilled, unemployed youths. They have received training in the various workshops, various divisions of the railways. But the vacancies are not being filled up. In the Maintenance Depots, vacancies are not being filled up. In fact, I had made a very good suggestion that with a little investment, you can develop maintenance facilities at Adra. I requested the Minister to lay the foundation stone of an electrification project between Adra and Midnapore and to flag off a new MEMU. The MEMU train was first introduced in my area between Asansol and Bardwan. Later on, the second train was introduced in my constituency. And then he went there to flag off a new train. At that time, I suggested that train is being taken to Tikiapada. In those trains, there is no toilet facilities. The train starts from Kharagpur and comes to Tatanagar. The distance between these two places is more than 130 kilometres and then from Tatanagar to Purulia, Adra and Asansol, it is more than 200 kilometres.

[Translation]

SHRI HARI KISHORE SINGH (Sheohar) : Hon. Minister of Railway kindly give an assurance to the effect that toilets cleanliness drive will start from his area.

[English]

SHRI BASUDEB ACHARIA : I suggest that maintenance facilities should be developed in that area so that the rakes need not be taken to Tikiapada for maintenance. People of that area can also get more services, additional services and all the conventional coaches, rakes can be replaced by these new trains. I request the Minister to at least assure the House that restoration of train services, Bakur-Damodar River railways would be done without further delay. Conversion of that line would be taken up in the next programme in the Ninth Five Year Plan. That line would be taken over and nationalised before the expiry of the lease period.

[Translation]

SHRI RABI RAY (Kendrapada) : First of all, I would like to tell the new Minister, Shri Kalmandi that he has assumed the responsibility of the largest public sector undertaking of India.

AN HON. MEMBER : He is 'Kalamadiji' not 'Kalandi'

[English]

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SURESH KALMADI) : So long he does not say 'Calamity', it is all right.

[Translation]

SHRI RABI RAY : I am saying so on his assuming this responsibility because he is new and young and I would like to say only this much that he should keep a balance between his words and deeds. Regarding safety, I would like to tell the Minister that we have not received the Railway Standing Committee report as yet, but I would like to quote for the information of the Minister of Railways what has appeared in a newspaper in regard to safety and he should give a reply to the effect :

[English]

".....not giving priority to safety measures and suggested that a well-defined timebound integrated plan should be formulated without any delay for systematic installation of modern signalling. There has been a continuous expansion in railway traffic but no steps have been taken for progress in modernisation and adequate expansion of signalling and telecommunication installation of modern signalling devices in the railway.

"The Railway Ministry has submitted a plan in this regard but it was grossly inadequate and it does not indicate any time bound programme for four installation of safety devices."

In the end it has been stated that as per the opinion expressed by the Railway Standing Committee, a suitable time-bound programme should be launched by the Government to adopt the signalling system being followed by the developed countries. I am giving you this information so that you could give a reply in this regard since the report, though appeared in newspapers is yet to be received by the Members.

I am going to raise a very important issue pertaining to railways. A special debate took place in this House on the subject. I am making a mention about it because a group of legislators led by the Speaker from Orissa Assembly had met the Prime Minister and afterwards a special debate was held in this House and all the members had participated in that debate rising above the party-consideration, because the standard of railway achieved in the backward states like Orissa and Bihar. We were hopeful that there would be some progress in this direction as a result of that debate. Here, I am to mention that on 20 July, 1995 Shri Jaffer Sharief had visited Soro, where conversion work on 90 K.M. long Rupsa-Bangripasi railway sector has to be executed. There he inaugurated the signalling system. As per the information received, rupees fifty crores are estimated to be spent for this purpose. But there are no

funds to be spent on it and the work has come to a stand still.

Now I am coming to individual railway line one by one. Patraji is present here. This district falls under his constituency and under an erstwhile princely State Mayurbhang. This is a tribal district since the constituency of Patraji also covers some tribal area in Mayurbhang district. As all the Hon'ble members are aware that the Prime Minister had visited Koraput district, despite that no progress has been made in regard to 90 K.M. long Naupada-Gunpur railway line and the railway Minister can explain the actual reason therefor though the apparent reason is stated to be paucity of funds.

Similarly, I would like to mention the infamous and poor Kalahandi district for the upliftment which late Rajiv Gandhi has visited there. The Minister of State had also visited there. The Government are of the view that where 54 Kilometer long Layanjigarh-Junagarh railway line is complete, this Kalahandi district would also come on the railway map of India. An estimated cost of rupees 168 crores was fixed for this purpose. We have come to know that till 1994, only two crores of rupees have been spent. The Railway Minister had himself inaugurated the modernisation work of Bhawanipatna railway station. The Railway Minister in the Cabinet of Shri Chandra Shekhar ji had also gone there to inaugurate the modernisation work of that railway station.

289 Km. long Bolangir-Phulbani-Boada railway line is most important for the emotional integration of Coastal districts and to link the Western districts in Orissa. The Railway Minister had gone there to inaugurate the railway line. As far my information goes, the distance between Bhubaneswar-Puri and Mumbai would be reduced by 200 kilometers after the completion of this railway line. I do not know as to why the Railway Minister did not inaugurate this railway line. Whereas study report of the railways say that this railway line is most important for the development of Orissa. The Railway Minister should explain as to why this railway line has not been inaugurated as also the time by which it is likely to be inaugurated.

I would like to cite an example of the inefficiency prevailing in railway, Sambhalpur-Talchar railway line could not be completed even in 12 years period. Similarly an amount of rupees 750 crores was allocated for the construction of railway line at Daintani-Panspani where a steel plant is being set up. But the Government have released only rupees 170 crores. The Railway Minister should explain the time to be taken for the completion of this railway line. The railway officials state that the amount provided for the construction of Daintani. Panspani railway line has been spent on the salaries of employees. Work cannot be completed in this manner, I have stated the facts in regard to the rosy picture being projected here.

It has been stated that 261 Kilometer long railway track would be electrified in Orissa. But only five crores of rupees have been allocated for this purpose. Officials say that expenditure has been incurred but the work is yet to commence.

The Railway Minister should reply to the points raised by me after going through the special debate. I have raised certain basic questions. The Railway Minister has been an enterprising youngman and I hope that he would look into all these issues. The railway officials say that work has not been progressing due to paucity of funds, whereas the Railway Minister says that the work is going on. In this manner, development of railways in Orissa would come to a halt.

The Railway Minister has mentioned about the Sitamarhi-Darbhanga railway line. The work relating to the gauge conversion of Darbhanga-Sitamarhi Raxaul railway section should also commence. With these words, I conclude my speech.

MR. CHAIRMAN : I would request the hon. Members that the time is limited and a number of speakers are yet to express their views. You are requested to restrict your speech to the points pertaining to your constituency and they may give the remaining points, in writing to the Railway Minister. He is a very competent person and would certainly resolve these issues. I request that they should express their views on specific points only.

SHRI MOHAMMAD ALI ASHRAF FATMI (Darbhanga): Madam Chairperson, I would like to express a few points before this House. First of all, I would like to offer my compliments to the Railway Minister for the manner in which he has successfully started looking after the railways in such a short span of time particularly the attention paid by him to the backward areas.

I would like to make a mention about Bihar, specifically. Members from Bihar have been waging a struggle in the House for the last 25-26 years for the Samastipur-Darbhanga railway line. Since then all the members have been witnessing this struggle. In Bihar, people came on streets, stopped rail traffic, went to jail a number of times and it is only now that the hon'ble Railway Minister has formally inaugurated this railway line. I congratulate him for this gesture. Despite all this, I would present before you the factual condition prevailing in Bihar. If you look at the figures, you will come to know that about five thousand kilometers stretch of railway line has been converted into broad gauge through out the country during the last five years. There has been an unprecedented regional imbalance during the last five years. You can yourself verify the data as to how much gauge conversion has been executed in Bihar out of these five thousand kilometers. I would like to inform you that Bihar is the largest income generating state in the country. The people from this state may be engaged in transportation of human load in Punjab or Calcutta or in the transportation of Coal and other type of Ores, but the largest income is earned from the resources pertaining to this state. But you would be astonished to know that the Government have taken over only 35 kilometer long railway line stretch between Samastipur and Darbhanga for Gauge conversion in Bihar. If we compare the Bihar State with small state like Rajasthan which have very low population and small area and compared to Bihar have only ten per cent population, then the five thousand kilometers of railway track should be converted into broad gauge in Bihar.

I am afraid, no new project has been taken up in Bihar except Samastipur and Darbhanga. What the Railways plan for (*Interruptions*) This project is 25 years old. I would like to request the Railway Minister that Bihar deserves special attention. He had lately been to Darbhanga where he made the announcement. The former Railway Minister Mr. Jaffar Sharief had also made the announcement that Darbhanga would be linked with Ruxol via Sitamarhi, the birth-place of Sitaji. Lakhs of people visit the place as pilgrims. He had made the announcement that a survey would be conducted with a view to converting the Darbhanga-Nirmali, Darbhanga-Jainagar and Darbhanga-Ruxol lines into broad-gauge. There are a number of backward regions in Bihar which include Saharsa and Sasaram. I hope the hon.. Minister of Railways will pay attention to these regions. As of today, the Government earns maximum revenue from Bihar. Although maximum number of trains pass through Bihar, but there is not a single good train for patna. These days work is in progress to link all the State capitals with Shatabdhi or Rajdhani trains but nothing of the sort has so far been done to link patna, the capital city to Bihar with any good train.

Though the Government earns maximum revenue from Bihar but it is in Calcutta which has two zonal offices for the railways. In Bihar, not a single zonal office is located. We had met the hon. Minister of Railways and he had promised to do something in this regard. I would urge the Central Government to set up a zonal office at Patna without delay....(*Interruptions*). One of the demands made by the Bihar Chief Minister as well as all the MPs was that a bridge should be constructed across the Ganges in order to link North Bihar with South Bihar and Patna, but that demand is yet to be fulfilled. The Government has allocated Rs. five crore in the present Budget, out of which perhaps Rs. one crore have been released. But that will not do. The Government should take it seriously. Amongst the various announcements made by the hon. Minister for Bihar at Darbhanga, one was about providing a new train from Patna to Mumbai. An assurance had also been given to sanction Rs. five crore for development work at Darbhanga Railway Station, but work has yet not started. The hon. Minister had also promised to start new trains from Darbhanga for Hawrah Delhi and Mumbai, but I am not aware if any decision has yet been taken in this regard....(*Interruptions*)

There is a clear indication of regional imbalance in the Budget. This is, perhaps, due to the fact that a few MPs from Bihar belong to the ruling party. But the party in power should do some work in Bihar so that it could nourish a hope to win the future hustings in Bihar. Should it neglect the State only because it lost the elections there. If the Government continues to neglect the State in this way, the people will launch agitations and would not allow train movement in the State. When gauge conversion to the extent of 500-600 kms is being done in other States and every State capital is being linked with a Rajdhani train .....(*Interruptions*) I would urge the Railway Minister to make here whatever announcement he can for Bihar. We

may call it an interim budget or a vote on account, but the Government should fulfill its promises made earlier in respect of railways for Bihar.

With these words I thank you very much.

MR. CHAIRMAN : You are being given time to speak, but please do not take more than 2 minutes.....

*(Interruptions)*

MR. CHAIRMAN : Please do not interrupt, it wastes time.

SHRI RAMASHRAY PRASAD SINGH (Jahanabad) : Madam Chairperson, many policy matters have come up during the course of discussions on the interim budget. I would like to draw the attention of the hon'ble minister towards my region. During the eighth, ninth and tenth Lok Sabha I have raised the point during all budget discussions that Bihar should not be neglected. Bihar is the most backward State. The Railways remove backwardness and provide jobs to people. Madam, Gaya-Patna line dates back to the British time it is a very old line, the first ever Railway line, but it has not been doubled till date. People are facing lots of difficulties as a result of this and journey from Gaya to Patna takes six hours instead of two, resulting in not only wastage of peoples time, but also in non-fulfilment of their needs in time. The then Railway Minister had circulated a letter in this regard. I had also received a copy of the same. In the letter he had written that they were seized with the work of doubling that line out-of-turn and were all set to complete it during 1995-96. If so, the Railway Minister must make a mention of it in the announcement. The people of our region were very happy to hear about it. But when the Railway Budget was presented and the people found no mention of the Gaya-Patna line in it they felt, as if a fraud has been played with them. Therefore, in order to remove the allegations, he should make a mention of it in his reply.

Next I would like to point out that there is no railway line in our area.

*[English]*

KUMARI MAMATA BANERJEE (Calcutta South) Madam, I am very grateful to you for giving me an opportunity to speak but due to time constraint, I am not going to speak in detail. I must congratulate the Railway Minister, Mr. Suresh Kalmadi who is holding this portfolio and since this Interim Budget is only for four months, there is not much scope to cover everything. However, on protest, I want to record my voice in this House so that other Members will know the discrimination I am getting from my State.

Madam, you will be knowing that the system, in the Railways is, whenever any bridge or a flyover is inaugurated, the local MP is invited to the inaugural function and the Railway Minister and the State Government do it jointly. But, in my constituency, I have sanctioned two projects, namely, Lake Garden Flyover and the Bondel Gate Flyover.

Now, without inviting me and without consulting the railway authorities, they have inaugurated the project. It has happened only in my constituency and in no other place all over the country, has such a thing happened. They have created a new precedent. When I have got them sanctioned the projects and pursued the projects without inviting me, they have inaugurated it. I asked many times the Railway authorities as to why I was not invited for the inauguration when I cared my best for these projects, they have not reacted to my question.

Secondly, before 15 days, I received a letter from the Railway Minister, Mr. Suresh Kalmadi. He was kind enough to give a reply very promptly. I had asked him regarding the Sonarpur Flyover, whether he is going to sanction this or not as this is a longstanding demand of the people. The reply was, they have not received a plan from the State Government and when they get the plan, of course, they will consider the proposal. But suddenly before 15 days, I had seen the invitation card. The State Government, without consulting the Railway authorities have inaugurated it and laid the foundation stone. I am surprised at this ....*(Interruptions)*. Madam, you may go to Mr. Acharia's constituency or Mr. Somnath Chatterjee's constituency. I am not opposing to it. But why was I not invited to the inauguration ceremony in my own constituency? ...*(Interruptions)*...

SHRI BASUDEB ACHARIA : It was not about railway track. She must know about it.

KUMARI MAMATA BANERJEE : But it is my privilege. I do not object other Members to come to my constituency like other MPs. The point is, why should I be deprived of my fundamental right? That is why, I request the hon. Minister to come for a day and organise the particular function in a proper manner and lay the foundation stone. When the Railway Ministry has said that they have not received the proposal, the State Government has inaugurated the flyover by themselves. This gimmick is going on. This drama is going on. ....*(Interruptions)*... When I am very much interested in the project, without me, it has been done... *(Interruptions)* You cannot do it in my constituency.... *(Interruptions)*

SHRI BASUDEB ACHARIA : The State Government organised a function but that was for laying the foundation stone for the approach roads....*(Interruptions)*... A new train was introduced and Mr. Jitender was also not invited for that function by the Railways ....*(Interruptions)*

SHRIMATI SURYA KANTA PATIL (Nandid) Why was Mamataji not invited? ....*(Interruptions)*

SHRI BASUDEB ACHARIA : That foundation stone was laid for the construction of the approach road undertaken by the State Government, not by the Central Government, Fifty per cent of expenditure is to be borne by the State Government ....*(Interruptions)*

KUMARI MAMATA BANERJEE : I know the system....*(Interruptions)*



[Translation]

SHRI MOHAMMAD ALI ASHRAF FATMI : Madam Chairperson, a railway project is constructed by the Ministry of Railways and not by the State Government. You may clarify it from the Minister of Railways.

KUMARI MAMATA BANERJEE : That is why I am asking him.

[English]

Why are you shouting (*Interruptions*)\*

[Translation]

MR. CHAIRMAN : Only Mamataji's speech will go on record.

[English]

KUMARI MAMATA BANERJEE : Do not disturb me. Let me speak, this is my fundamental right ....(*Interruptions*)\* ....Will you let me speak ? It is your problem also. It is everybody's problem, I am not discriminating against any Member of Parliament. I am supporting the cause of all MPs.

According to rules the Railways constructed a flyover. Construction of the approach road is to be undertaken by the State Government. That is why for the construction of the flyover, the Railways and the State Government have jointly organised the programme. Representatives of the State Government as well as the Central Government joined the programme. When a Central Minister or the Chief Minister is not available, sometimes the Members of Parliament also inaugurate programmes. I can mention the name of Shri Basudeb Acharia; I can mention the name of Shri Saifuddin Choudhury; I can mention the name of Shri somnath Chatterjee; everybody was there in that constituency on the occasion of laying down the foundation-stone. I do not demand that I should lay down the foundation-stone, but I want that this function should be held in a proper manner. I am deprived of this opportunity just because I am Congress Member. Madam, I have got a reply from the Minister that they have not received the proposal yet. They have inaugurated it because the elections are coming. I, therefore, want that the Railway Minister should enquire into the matter. The Railway Minister must visit that place. I am not saying that the Railway Minister should not invite the representatives of the State Government, I request him to invite the State Government people, the local MLAs and the local representatives. The minister must go and lay the foundation-stone, this is my request to him.

Regarding other problems we will speak later on because the time is short. I must speak for Bengal, Bihar and Orissa, the eastern region and the North-Eastern region. Of course, it is neglected. Please look after this region. It is not possible for you to do all this in these four months' time. Whatever you have said is enough. If you get

time, please inaugurate the Tolleygunge to Garia metro line. It is a very prestigious programme and it is in my constituency. In this first centenary year of Netaji Subhas Bose, if you can dedicate this programme to the name of Netaji Subhas Bose, it will be highly appreciated.

MR. CHAIRMAN : Shri Bhogendra Jha.

[Translation]

SHRI RAM NAIK : From C.P.I. two Members are going to speak.

[English]

MR. CHAIRMAN : Your names are not here.

MAJ. GEN. (RETD.) BHUWAN CHANDRA KHANDURI : Madam, Chairperson, we were told to give only one name and following the instructions we gave only one name. Why should we be deprived on an opportunity to speak because of that. I will give four names just now.

MR. CHAIRMAN : You can give names afterwards.

MAJ. GEN. (RETD.) BHUWAN CHANDRA KHANDURI : When a decision has been arrived at that one person will be given an opportunity how can you allow others to speak.

[Translation]

This will not do. We have the maximum number of Members in the House. Only one Member of our party is speaking (*Interruptions*)

[English]

SHRI RAM NAIK : It looks like a partial decision. One CPM Member has already spoken and one CPI Member also has already spoken. We are being deprived of. The same thing has happened in General Budget discussion also. (*Interruptions*)

MR. CHAIRMAN : Okay, I have told you that I will give you time. Only two minutes will be given to those who want to speak

(*Interruptions*)

[Translation]

SHRI BHOGENDRA JHA (Madhubani) : Madam, I would like to lay emphasis on certain things. These are, that trains should run in time and should earn profit throughout the country; there should be a nationwide participation of the workers in the management and their representatives should be elected through a secret ballot.

It has been established that the Railways has a great role to play in national unity and integrity but the policy chalked out for the construction of a broad gauge line from Delhi Srinagar via Jammu is being ignored. Similarly, the Rajdhani Express leaving Guwahati seldom reaches on time in three days. It is a matter of pleasure that a train has

\* Not recorded.



been introduced upto Darbhanga for which I have been fighting since 1968. But I would like to know the time schedule fixed for starting train services like Darbhanga-Howra Vidyapati Express, Darbhanga-Bombay Kosi-Kamala Express, Darbhanga-Delhi Mithilanchal Express etc. Two-three coaches can be added to the trains at Samastipur, if there is any problem about it. The Railways will not have to incur any expenditure for adding coaches to the trains leaving for eastern states and those coming to Delhi-Bombay; otherwise the peoples' difficulties have increased due to gauge conversion. Some progress has been made in Bihar but there is need for a narrow gauge on Chhitauni-Bagaha line. My submission is that instead of this narrow gauge, broad gauge line should be laid, even if there is some delay so that additional expenses are not incurred after three years. This line will connect the whole western India via Gandak.

Nepal is our friendly neighbouring country. Janakpur is the capital of old Mithila. The construction of Darbhanga-Jainagar-Janakpur broad gauge line will, therefore, enrich Indo-Nepal friendship because Jainagar is a common station of Nepal Railways and India's North-Eastern Railway. This work alongwith that of Darbhanga-Sitamarhi-Raxaul broad gauge line should be completed and the trains mentioned above should be placed in the target list. Nirmali Tharbhita line links Supoh with Saharsa. Two Administrative blocks of Bihar and the capital of Tripura, Agartala have not so far been linked with train service. A target should fixed for the completion of this work. It is also necessary from the point of view of the country's unity and security. With these words, I conclude, in view of time constraint.

SHRI RAM NAIK : Madam Chairperson, many hopes had arisen in our hearts, when Shri Suresh Kalmadi on assuming the office of the Ministry of Railways made certain announcements, particularly for the commuters of Mumbai suburban trains, saying that this will be a memorable year for them, and certain announcements made were implemented too. Yet, it is deplorable that these are turning out to be hollow announcements as the days pass by. The public opinion is reflecting this view. With regard to the Cut Motions, I would only submit that the replies to all the Cut Motions, moved here within 6-7 days by us should be sent to us. Secondly, not a single penny has been spent on the projects sanctioned in the budget last year for Mumbai for the year 1995-96 as has also been mentioned by Kapseji. I, therefore, request you to tell us as to why this work was not completed ?

The third and the most significant thing is that he visited Vasai-Diva on 29 December to perform the ceremony of 'Bhoomi Pujan' for Vasai-Diva train. I was not invited though I have no grudge. I alongwith Kapse ji attended that ceremony on 29th December. Now, I shall conclude by reading out the relevant lines of your reply given in the meeting of the Railway Consultative Committee. You said and I quote :-

[English]

"Diva-Vasai Road (42.50 kilometres) Section :- The Project has been approved by the Expanded BOLT in its Meeting held on 11th September, 1995. Actual construction work on the Project will be taken up after the approval of the Cabinet Committee on Economic Affairs to the. Project has been obtained."

[Translation]

It means that the work will be done after permission is given. Its succeeding sentence has more serious connotations.

[English]

"The work will be executed under the BOLT Scheme for which new dates are yet to be fixed for inviting tenders."

[Translation]

That is, new dates have to be fixed for inviting tenders whereas on 29th, after having invited us you performed 'Bhoomi puja' ceremony. What signals will it send to the people ...*(Interruptions)*

SHRI VILAS MUTTEMWAR (Chimur) : Tenders are invited with elections in view.

SHRI RAM NAIK : This is not the practice followed during Vote on Account. That is what I am impressing upon. According to my information, they have spent Rs. five crores on advertisements during the last two months.

SHRI SURESH KALMADI : In your statement the day before yesterday, you reckoned it to Rs. two crores. How has it inflated to Rs. five crores in just two days?

SHRI RAM NAIK : That was based on the estimate of 30 days. Now, I have got full details which reveal that Rs. 5 crores have been spent in two months. So, I would like to know .....*(Interruptions)*

SHRI UMRAO SINGH : He has accrued interest on Rs. 2 crores.

SHRI RAM NAIK : You can appreciate my point if you apply your mind...*(Interruptions)*... and, thus, it takes time to understand the subtle delicacies of the Budget and this should be borne in mind that a project provided in the Budget for which tender has not been invited and Cabinet Committee on Economic Affairs has not given its approval, is launched with a 'Bhoomi puja' ceremony for misleading the country and the Parliament. I would like to say that you should not mislead the people. The former hon. Railway Minister meted out a step-motherly treatment. You have said good and sweet things but these things should show in your action also. If your deeds do not tally with your words, people will not forgive you for this. Therefore, you should keep this in mind and also send replies to the cut motions.

[English]

SHRIMATI SUSEELA GOPALAN (Chirayinkil) : Madam Chairperson, I will take only a few minutes.

Madam, in Kerala, all the programmes are delayed. Two years ago, the hon. Minister gave an assurance in this House that the work of Kayamkulam-Quilon line will be completed by March, 1994 but even now it has not been completed. I do not know when it will be completed. It is really a very slow progress. Even for Quilon-Trivandrum line Rs. 15 crore was allotted but do you know how much was spent. In the last Session, I had asked a question and in reply to my question, the hon. Minister said that Rs. 2 crore was spent.

SHRI KODIKKUNNIL SURESH (Adoor) : Local workers are creating problems there.

SHRIMATI SUSEELA GOPALAN : That is not the issue. I know the problem. They say that land has not been acquired. It may be require Rs. 4 crore.

At least if you have taken up the work of all the bridges, you could have spent the amount. That he did not do. How many years will it take to construct a line from Quilon to Trivandrum ?

And then shoranur-Mangalore railway line is actually one of the lines which both the Opposition parties and the ruling party in Kerala have been demanding. Mangalore to Trivandrum line is the life line of Kerala. All the MPs from Kerala have been demanding that this project should be handed over to the Konkan Corporation. We said that we would give money; Kerala people would give money and we will take the bonds of the Konkan Corporation. You have a fascination for the private people. Why is it not given to the Konkan Corporation? You can say that they also can participate in the tender. We will give enough money for it. Will it not be possible ? What is the difficulty that is coming in your way in giving it to the Konkan Corporation ? That is what I want to know.

Just to satisfy our MPs, our Minister has started some surveys in many constituencies. ....(Interruptions)

SHRI KODIKKUNNIL SURESH : It is necessary for us .....(Interruptions)

SHRIMATI SUSEELA GOPALAN : I am saying that these lines are not completed. Just to satisfy the MPs, they have started so many surveys .....(Interruptions)

SHRI KODIKKUNNIL SURESH : That is the first stage .....(Interruptions)

SHRIMATI SUSEELA GOPALAN : Why were they sleeping for the last five years ? In the last phase of these five years, why are they starting the surveys?

For Kottayam-Sabarimala line, they have announced a sum of Rs. 500 crore. This is all very nice to hear. But this is not going to happen in the near future. Otherwise you will have to find ways and means and then complete it.

Kerala is industrially a very backward State. Industrialisation of Kerala State depends mainly on

Mangalore-Trivandrum line. That is why I am asking as to when it is going to be completed. Our Kerala Government and the Central Ministers have demanded this.

Lastly I would like to mention about discrimination, about which so much has been said here. The major part of the Quilon-Trivandrum line goes through my Constituency. During the inauguration of the overbridge, I was not invited. What was the reason ? You invited a few MPs from Rajya Sabha Shri Vayalar Ravi and others were invited.

When a Committee was constituted to monitor the work relating to the railway which goes through my Constituency, I was not included. In fact I wrote to the Minister on this but he did not reply to that....(Interruptions)

SHRI ANNA JOSHI (Pune) : No names are printed on the invitation. That is the real issue. ....(Interruptions)

SHRIMATI SUSEELA GOPALAN : I am here for the third term. I know what discrimination you are showing to me. This kind of discrimination was never shown to me. I know what is happening.

When Vanjinadu Express was started, five stops were there. Four stops were revived. Varkala, in my constituency, is a tourist-cum-pilgrimage centre. Shri Kalmadi may not understand the importance of Sivagiri. Even Shri Antony the Chief Minister of Kerala, did not understand it. He sent a contingent of police to Sivagiri to smash Sanyasis and the Sivagiri Mutt. I can realise if you do not understand it. What is the reason for not giving a stop to us ? For getting a stop, to talk in Parliament it is too much but, when it amounts to discrimination, that has to be raised.

23.00 hrs.

Another train is going by 11.30 through my constituency. Another train is there - I am not able to recollect the name - which goes via Alleppey. This goes another half-an-hour later and no commuter can go in that. This is one train which is very much useful to them and I met the Minister so many times. He has promised I will do it. I do not know what is the handicap. Is it the way to treat the Opposition ? I am asking you.

KUMARI MAMATA BANERJEE : You ask Mr. Basudeb Acharia how they treat the Opposition in the State.

SHRIMATI SUSEELA GOPALAN : If you are discriminated, I am with you. But this discrimination should not be shown to the Opposition. I have several times demanded when the former Minister was there. I thought at least Mr. Kalmadi is a young, dynamic person and he will rise above petty political considerations. That was not shown to me. I very strongly feel about it. This is not the way to do things. You have to show some justice. Regarding Kerala, we were always together. All the MPs, in that way, were united and fighting for Kerala's demands. Though we are in the Opposition, we did not back out. But this you will have to understand and do things.

SHRI A. CHARLES (Trivandrum) : The hon. Member has spoken about my constituency. So I should be given two minutes.

MR. CHARIMAN : Please sit down.

SHRI A. CHARLES : During the last six months, after the new Minister has taken over, Rs. 60 crore of work is being done in my constituency and I am thankful to the hon. Minister.

SHRIMATI SUSEELA GOPALAN : That is what I said discrimination (*Interruptions*)

SHRI A. CHARLES : Yes, Trivandrum is the capital of Kerala.

MR. CHAIRMAN : Okay, I will give you time.

SHRI A. CHARLES : One bridge was inaugurated in the heart of the city, that is within my constituency and the constituency of the hon. Member starts only after 30 KMs. In that case I should be invited everywhere...(*Interruptions*) Forty per cent of the work is being done in the constituency. It will be very unfair to say that. (*Interruptions*)

MR. CHAIRMAN : Okay, it is all right.

SHRIMATI SUSEELA GOPALAN : No, it is not correct, it is four or five kms. Why is he, Mr. Vayalar Ravi, invited? Where is his constituency? Do you want to make it as a Congress show? An adjacent M.P. who is representing that area is not invited and Mr. Vayalar Ravi is invited and that is the criteria you are adopting. His way of thinking is not good.

MR. CHAIRMAN : Mrs. Suseela Gopalan, please sit down.

[*Translation*]

SHRI SUBASH CHANDRA NAIK : Madam Chairperson, of all I welcome our Railway Minister Shri Suresh Kalmadi and thank him while supporting the Budget. I am thanking him because on becoming Minister he paid a visit to Kalahandi which is the most backward region of India, and there he laid the foundation stones for new Railway stations at Bhavani-Patna, Kalinga, and Lanjigarh Road. In a public meeting there he had said that he would lay the foundation stones for the three Railway stations at Kandla road, Rupla road and Narula Road. But this has not been done so far. I will request the hon. Minister that either he should himself lay the foundation stone or he should delegate the power to me so that I could lay the foundation stone there because he had once said in a public meeting there that in case he finds he is not in a position to lay the foundation stone, then this hon. Lok Sabha Member would lay the foundation stone vice him. Therefore, people are exerting pressure on me.

Secondly, people are demanding to extend Samvatshri Express upto Ragada. I request that it should be extended upto Rangda immediately. It will benefit the people of three district vice Kalahandi, Naurangpur and Kanpur.

Link Express which used to link with Chattisgarh Express has been stopped. Therefore all those who board this train to go to Kalahandi, Phoolvani, Navrangpur, Kolhapur and Bolangir districts, have to get down at Raipur

only. They feel inconvenience in boarding another train. Therefore, the Chattisgarh express which used to run upto Wateyer directly should be started.

Mr. Chairman, Sir, there is no catering facility in the samta express. The commuters travelling by this train have to starve it out. Therefore, catering facility should be provided in the train and air conditioned coach should also be attached in Chattisgarh.

The hon. Minister has seen recently the position of 54 kilometre long Railway line from Lanjigarh to Junagarh for which foundation stone was laid by hon. Prime minister. The required land has not been provided by the Government of Orissa. Work should at least be completed in whatever land has been made available. You should at least provide Rs. 10 crore as against the sanctioned amount of Rs. two crore. Finally, my humble submission is that an overbridge should be constructed at Kessinga and Narula Road without delay.

Madam Chairperson my one minute is up. I conclude my speech.

SHRI UMRAO SINGH : Madam Chairperson, please allow me also to speak for two minutes.

MR. CHARIMAN : Umrao Singh jee, you are sitting from morning itself. You have got enough time to speak about.

SHRI UMRAO SINGH : Madam, None from Punjab, Delhi Rajasthan and Uttar Pradesh has spoken. We have important things to say.

MR. CHARIMAN : It is too late now.

SHRI UMRAO SINGH : Please give us two minutes each.

MR. CHAIRMAN : All right.

[*English*]

MAJ. GEN. (RETD.) BHUWAN CHANDRA KHANDURI : Madam, I want to have a ruling. What is the procedure?

[*Translation*]

You tell us what is the procedure being followed here?

MR. CHAIRMAN : First it was decided that one from each state will speak.

MAJ. GEN. (RETD.) BHUWAN CHANDRA KHANDURI : Now two more bills have to be taken up. When you are giving him time, then our third man is also sitting there. We would like that you give them time to speak.

MR. CHAIRMAN : All right, then you keep speaking for the entire night. You talk peacefully. If all of you are ready then time will be given to all.

SHRI SHYAM BIHARI MISHRA (Bilhore) : Dear sister, not a single person from Uttar Pradesh has spoken while. You are allowing five persons each from Bengal and Bihar.

MR. CHAIRMAN : Time is being allotted as per the list already prepared in this regard.

SHRI SHYAM BIHARI MISRA : One name from each party figured in the first list, but now that list is not being followed.

MAJ. GEN. (RETD.) BHUWAN CHANDRA KHANDURI : Madam, the first list is being violated.

MR. CHAIRMAN : Now you please listen one thing that nobody will interrupt anybody, try to speak in one minute each.

[English]

SHRI SIVAJI PATNAIK (Bhubaneswar) : This anxiety of the Members to speak shows that the Railways lag far behind the aspirations of the people. That fact is established.

SHRI MRUTYUNJAYA NAYAK (Phulbani) : No, no. (Interruptions) Do not say like that.

SHRI SIVAJI PATNAIK : The Railway Minister has taken the credit that a backward State like Orissa has received a good treatment at his hands. One-third of the budget has been allotted by the Government so far. It is just looking things in a different way.

Only in this year, when the total allotment is very small, one-third allotment is there for this.

There are practically no railway lines for Orissa. Railway lines going from Calcutta to Madras or Calcutta to Bombay were only passing through Orissa. For decades after Independence, there were no railway lines for Orissa. Only two lines worth the name have been started. One is the Sambalpur-Talchar line and another is the Khurda Road-Bolangir line. But with this small allotment of funds and slow pace of progress in the construction work, nobody knows when will this Bolangir-Talchar project be completed. I do not think at this speed we will be able to complete it within this century although it was started thirteen years ago.

the Khurda Road-Bolangir railway line is a project of Rs. 408 crore but in the first year only Rs. one crore was allotted and in the second year only Rs. 2 crore were allotted. What will happen with this Rs. one or two crore ? Is it not just cheating the people and hoodwinking them ?

The Railway Minister was to go to Orissa for the foundation stone laying ceremony to the Khurda Road-Bolangir railway line. Mamataji was feeling that she was not invited to some function, But this was a function in my constituency. For this, the Railway Minister, the Chief Minister and Shri K.C. Lenka were to be there but the function did not take place. Day long, there were demonstrations everywhere against this small allotment. It is not that easy to hoodwink the people.

The Railway Minister is telling that new trains are being introduced. I am talking about a train for the poor men, the Puri-Okha Express, which caters to the needs of

five lakh Oriya workers from Orissa working at Surat in Gujarat. Why can such a train not run daily ? People travel like goods in this train.

My next point is regarding electrification of Kharagpur-Waltair line. This has to not been taken up, although it has been repeatedly demanded. This is a dire need of the people of the State.

Another point I want to make is regarding doubling of the Cuttack-Paradip railway line which has been delayed for years. It is creating bottlenecks for the Paradip port. The main problem the Paradip Port is transport and lack of railway communication. Unless this work is completed, Paradip Port cannot develop. Because of the slow speed with which this is being constructed, by the time it is completed, the needs of Paradip Port also will increase. So, by that time another railway line will be required. Therefore, from now onwards planning must be there for another railway line to cater to the needs of the Paradip Port....(Interruptions)

MR. CHAIRMAN : Shivaji, please try to conclude now.

SHRI SIVAJI PATNAIK : Yes, Madam, I am concluding now.

MR. CHAIRMAN : Mr. Shyam Bihari Misraji.

SHRI SIVAJI PATNAIK : I will take one or two minutes....(Interruptions)

MR. CHAIRMAN : No. it is alright. Please sit down.

[Translation]

SHRI SHYAM BIHARI MISRA : Madam, I am thankful to you for giving me an opportunity to speak about Uttar Pradesh. I would like to speak to you to the point only.

First of all I want to say that the brick kiln industry is flourishing as cottage industry in Uttar Pradesh, Delhi and Haryana. Around 5 lakh labourers work in this industry in Uttar Pradesh only. The Government has imposed a ban on the supply of racks to the brick kilns while coal is the main raw material used in a brick kiln. I have written to you several times but it is replied every time that wagon should be arranged under own wagon scheme. These are cottage industries, hence they are not in a position to buy wagons. My first suggestion to you is that the brick kiln should be given facilities in the same manner as the cement industry is provided with racks on priority basis. Both cement and bricks are used in the construction work but this facility is being denied to the brick kilns. My first demand is that the facility of racks to these brick kilns should be ensured.

Secondly, Uttar Pradesh and the Northern India are the major foodgrain producing regions. The arrangement of racks has been made for the foodgrains. Flour, 'Maida' and Semola can not be loaded in rack. The Government has imposed a ban on giving retail wagons to it. I would like to suggest that for pulses, flour, 'Maida' and rice, retail wagons should also be made available. Uttar Pradesh has big rice industry. Therefore more wagons should be made available for rice.

Brahmavart in Kanpur is a religious and historical place, where Maharani Laxmibai was born. We have a link railway line there. I have come to know that it is going to be closed. It should not be closed since it is the birth place of Lav-Kush in Brahmavart. It is also the birth place of Maharani Laxmibai, Tyata Tope and Nanaji Peshwa. Therefore, please do not close down this link railway line.

The railway track from Kanpur to Jhansi is yet to be doubled and electrified as a result which Uttar Pradesh is yet to have a link with the South. My submission to you is that the doubling and electrification of railway track from Kanpur to Jhansi should be done. The freedom fighters should be provided all those facilities which are available to the hon. Members of Parliament in the railways.

I have written so many times for constructing overbridges on the Medical College crossing and G.T. Road etc. and the former Minister had also given an assurance but no overbridges are being constructed so far at these sites, whereas the population of this area at present is about 40 lakh and long queue of motor vehicles can be seen there for hours together.

Panki railway station is the suburban station of Kanpur metro city but no arrangement has been made for its development while the former Railway Minister had assured me that its platforms will be elevated. Kanpur Dehat has been declared a new district and the headquarters of this new district is Mati and the nearest station to it is Rura. These days it has the population of 30 lakh. There is no arrangement for the stoppage of any Mail and Express trains. My submission to you is that arrangements should be made to stop Mail and Express trains there. Last time also I have written that an arrangement should be made for an inter-city Express train from Kanpur to Jhansi, Kanpur to Itawa, Kanpur to Banda and Kanpur to Allahabad, since Kanpur is the major industrial and business centre. Daily a large number of businessmen and other people reach there but as such no transport facility is available to them. The passenger trains which cover this area generally run late by 4 hours. My submission to you is that an inter-city train should be introduced and the biggest arrangement that should be made is that all the passenger trains in Uttar Pradesh which often run late by 4 hours or more should be made to run strictly as per the schedule and on time.

I would like to conclude after making just one more submission. Keeping in view the increasing population in Kanpur metropolitan city and Kanpur Dehat and the business activities there, an arrangement should be made to introduce Mail and Express trains to connect it with the South i.e. from Kanpur to Madras, Kanpur to Bangalore, Kanpur to Mumbai, Kanpur to Hyderabad and Kanpur to Ahmedabad.

23.20 hrs

[MR. SPEAKER in the Chair]

[English]

SHRI UMRAO SINGH : Mr. Speaker, Sir, I would like to express the greatest gratitude of the Sikh community to

the Railway Minister for introducing a new train between Amritsar and Nanded. Amritsar and Nanded are the two most important religious places for the Sikh community where we have our seats of authority and it is the duty of every Sikh to visit both the places. It is a historic occasion that only a few days back these two cities have been linked and the whole Sikh community is thankful to the Railway Minister and the Prime Minister for this.

The second thing I would like to say is that the Railway Budget speech of the Railway Minister is a *Magna Carta* for all the sportsmen of the country. It is for the first time that so many concessions and so many benefits have been given to the sportsmen.

[Translation]

MR. SPEAKER : If you want to take the other Bills then leave them.

[English]

SHRI UMRAO SINGH : Sir, on behalf of the sportsmen I must thank the Railway Minister for all those concessions which he has offered to our sportsmen.

[Translation]

MR. SPEAKER : Please speak, keeping in view the items, four to five budgets are yet to be passed.

[English]

SHRI UMRAO SINGH : Sir, I will take only one minute more. We have two thermal plants in Punjab. But due to non-availability of coal and non-availability of wagons the thermal plants are not working. As a result, we will have no electricity for our wheat crop and also for our paddy crop. So, my request to the Railway Minister is to make available the railway wagons so that the coal can be brought to Punjab and our thermal plants can start functioning. Otherwise, there will be a great loss to the State.

Sir, I would like to make one last request to the Railway Minister. I request him to start another return Shatabdi Express from Delhi to Amritsar.

There is a great demand for this and it can be useful to the people and especially the NRIs who are coming from abroad in the night flights.

MR. SPEAKER : Let us understand that we have to pass the Appropriation Bills on these items. We have to pass the Budget of Uttar Pradesh and we have to pass the Budget of Jammu and Kashmir. You concentrate on the item before you. We shall have to consider all these things.

SHRI SANT RAM SINGLA (Patiala) Mr. Speaker, Sir, I would like to speak for two minutes.

MR. SPEAKER : Everybody wants to speak for more than two minutes.

SHRI SANT RAM SINGLA : Sir I will speak only for two minutes.



MR. SPEAKER : If you are speaking I will allow them also.

SHRI SARAT PATTANAYAK (Bolangir) : Mr. Speaker, Sir, I would like to make three suggestions. Only, My first suggestion is that more funds may be allotted to Bolangir-Khorda railway line. Then, one DMU train has started from Raipur to Kantabanji. It should be extended upto Titlagarh. Then, one new train may be introduced from Sambalpur to Raipur via Bolangir and Titlagarh.

SHRI SANT RAM SINGLA : Mr. Speaker, Sir, I would like to thank the Minister of State for Railways.....

MR. SPEAKER : Cut off all these formalities. We are all thanking the Minister.

SHRI SANT RAM SINGLA : Sir, it pertains to my constituency.

Sir, I would like to thank the Minister of State for Railways and the hon. Prime minister of India, Shri P.V. Narasimha Raoji for accepting the long-standing demand of the people of my Patiala Parliamentary Constituency by providing survey in the Budget for a new rail link between Patiala ad Jakhai, via Samana and Patran. I have been demanding for the construction of this rail link ever since I became an MP and raised this issue in all the Sessions while speaking on the Railway Budget and in the Railway Consultative Committee meetings. I earnestly hope and request the Railway Minister to get the survey completed expeditiously and get on with the construction of this rail link to mitigate the problem of this backward area and thus help industrialisation and economic growth of this region.

I further thank the Railway Minister for starting the construction of Rajpur-Chandigarh railway line which would fulfill the long-standing demand of the people of Punjab for connecting its capital, that is, Chandigarh with the rest of the State, but the main demand of connecting Chandigarh with Ludhiana has still to be fulfilled for which early steps may please be taken.

I also thank the Ministry for providing computerised reservation facilities at Patiala Railway Station. I demand that Patiala-Delhi Inter-City Express Train may be introduced.

SHRI OSCAR FERNANDES (Udupi) : Sir, I want to seek a clarification.

MR. SPEAKER : You also should add to this.

[Translation]

SHRI MANIKRAO HODLYA GAVIT (Nandarbar) : Mr. Speaker, Sir, I will take only one minute. Surat-Ghusawal is a single railway track. 8 Up, 8 Down, 4Up, 4 Down Superfast trains and 9-10 goods train run on this track. There is a demand for the doubling of tis track. The hon. Railway Minister is the first Minister after independence to have inaugurated it on 16th February. The survey work for the doubling of Amalnor-Nardana railway line has been

accorded approval. I urge upon the Government for the survey of Nardana-Nadurwar a 67 kilometres track in my constituency . The Kuria Manmad railway line should be extended upto Dhulia and this train should be named as Khandish Express and besides it the railway station should be upgraded.

[English]

DR. R. MALLU (Nagar Kurnool) : Sir, a new Railway line from Raichur to Macherla going through Nagar Kurnool Parliamentary constituency may kindly be constructed as it is pending since a long time

[Translation]

SHRI BAPU HARI CHAURE (Dhule) : Mr. Speaker, Sir, a survey for the Dhulia-Nardana new railway line has been conducted. This railway line is 37 kilometer long. My submission is that a provision should be made in budget for it. Secondly, I demand that a stoppage of the Express train running between Howrah to Ahmedabad should be provided at Nardana. Besides it, the new railway line between Kuria to Manmad should be extended upto Dhulia.

[English]

SHRI OSCAR FERNANDES (Udupi) : Sir, in the Budget Speech of 1994-95, it was announced that South-West Zone will be located in Karnataka. I would like the hon. Minister to respond to this.

DR. (SHRIMATI) PADMA (Nagapattinam) : Sir, the previous Railway Minister was very kind to sanction a broad gauge railway line from Trichy to Karaikal via Thanjavur, Thiruvavur and Nagar. But the work is getting delayed. I want to ask the hon. Minister whether it will be done quickly or not.

MR. SPEAKER : It is not question-answer session. You say that you do it.

DR. (SHRIMATI) PADMA : Sir, I want the hon. Minister to instruct the authorities to do it very quickly.

MR. SPEAKER : Mr. Minister, they have made very good suggestions and you will please accept all the suggestions which can be expedited.

SHRI SURESH KALMADI : Sir, I am thankful for all the suggestions which have been made by the hon. Members., In the last six months during which I have the Minister of State for Railways under the hon. Prime Minister, I have tried my best to go round the country and understand the problems. Within limited resources, I have tried to do as much as I could.

Under the visionary leadership of the Prime Minister, we have - in this liberalisation programme - gone ahead with the broad gauge programme because the Prime Minister firmly believes that liberalisation can be achieved through the broad gauge programme.



It was a happy coincidence that day before yesterday, in Nandyal, in the Prime Minister's home constituency, we completed 5,000 kms of broad gauge work, which is an all-time record. Right from Independence till Shri Narasimha Rao took over as Prime Minister, only 3,000 kms of broad gauge work was completed. But in the last three-and-a-half years -broad gauge work was started in 1992 at Guwahati - from Guwahati to Nandyal, we have completed 5,000 kms of broad gauge line, most of it was in the rural areas and in the backward areas. The other day, we went to the most backward district of Marathwada, that is, Beed. Mrs. Kshirsagar represents Beed constituency. We were not getting the clearance from the Planning Commission. Many people said that the rate of return was not okay, and because there was no railway line, no industry was coming up in Beed. Since there was no industry in Beed, we were not prepared to lay a railway line. But the hon. Prime Minister said, "No, we cannot accept this position. We have to take the broad gauge work to the backward areas of the country." Due to liberalisation, a lot of industries are being set up in the country. We were selling gold just before our Government took over on a week to week basis. In the same treasury, today, we have Rs. 60,000 crore in foreign exchange. This money should not go to Bombay, Delhi, Calcutta or Madras, but it should be invested throughout the length and breadth of the country. That can be done through broad gauge work and that is exactly what Prime Minister has done in the last four years. So, today, there is hope for the youth of the country that the broad gauge line will be laid in their areas; in the rural areas, a lot of work has been done. Liberalisation had its effect in the rural areas and there is going to be tremendous benefit, especially in the backward areas. Orissa is going to develop a lot. One-third of the new lines, as you said, in this year's Budget, are being laid in Orissa.

SHRI SRIBALLAV PANIGRAHI (Deogarh) : Orissa, for this purpose, will be a separate zone.

SHRI SURESH KALMADI : Twenty per cent of the broad gauge work is being done in Rajasthan, in Karnataka. At the end of the First Action Plan, it will go up to 90 per cent. This is a sort of revolution that is coming about. In Orissa, as you just mentioned, we have completed the Raigarh-Koraput line. The Prime Minister inaugurated that line. It was long pending. A lot of money was poured into it in the last three years. We have gone to the backward district of Kalahandi and we have started the work on Lagigarh-Junagarh line; work has also started at Bhawanipatnam Railway Station. Shri Rabi Ray mentioned about the Bolangir line. For that, the foundation is going to be laid in a week's time. The Rupsa-Bangriposi line has been cleared by the Planning Commission. With regard to Deitari-Baspani, we are negotiating with some foreign banks; they are interested in this. The private sector is also interested in taking up this work. So, the work is going on in Orissa.

Now, coming to my friend from Bihar, Shri Fatmi, I did come to Darbhanga when you were there and the Chief Minister was there and we fulfilled the promise which we gave to the hon. Speaker that the Darbhanga-Samastipur

line would be ready by the end of January. Shri Bhogendra Jha is not here. As I committed there, sanction has been given for carrying out a survey for gauge conversion from Darbhanga to Raxsol to Narkatiaganj. Sanction has also been given for carrying out survey from Darbhanga to Nirmali, from Darbhanga to Lok Bazar and from Darbhanga to Jay Nagar. The survey work in all these areas started and we are very serious about developing that part of Bihar. You are already aware that Muzaffarpur-Raxsol line is ready. It was ready some time back, but the formal inauguration is being done on 17th March, when the Nepalese Foreign Minister will also be present. A lot of electrification is going on in Bihar. The survey work on Aarah-Sasaram is completed, the next process will start. Rajji talked about the backward area, that is, Sitapur-Behraich. I am happy to tell you that the survey work has been completed and we have sent the proposal to the Planning Commission.

That is a big step ahead. I am sure you will be happy on that score.

An hon. Member mentioned about Srinagar. I am happy to say that the work on Jammu-Udhampur line is going on in full swing and by the end of next year, it should be ready.

In the coming year, we are starting the work from Udhampur to Katra. But that will be a line to go to Vaishno Devi. We have taken up that line on top priority basis. It will go to Vaishno Devi. The Prime Minister is very keen about this. Meeting were held. We want to start the line from Srinagar side also and, for that also, the survey for the line from Baramulla to Srinagar towards Katra-Gund etc is going on. The survey work is going on in full swing. The area for Srinagar railway station is mapped up. We are very keen because that will really hasten the process of national integration.

So, we have been concentrating on these various States. We are looking to the backward areas to put the lines. That is going to exploit the mineral wealth of the backward areas and bring in lot of industries there.

Calcutta metro was a project which was not ready for 22 years and I am happy to say we inaugurated it about one month back and in the last four years, maximum work was done. Out of a Budget of Rs. 1,500 crores for Calcutta Metro, Rs. 750 crores was spent in the last four years. This present Government hastened up the Calcutta Metro.

The Madras Metro also is in the final stages. There is land problem. Once we get the land, the last 10 per cent of the work in Madras would be completed.

The Konkan railway is almost being completed. It will take two months time. All the 169 projects are ready. 81 KM out of 82 KM tunnelling also is over. 600 KM. is also ready. Lot of work has taken place on Konkan railway also.

I would like to refer to Mumbai which my good friends Shri Ram Kapse and Shri Ram Naik have been bringing out in this Parliament for many years. But I would like to say that you should agree that for the first time in 1995-96, a large amount of money has been sanctioned for Mumbai,

Rs. 1,500 crores has been sanctioned for Mumbai this year versus previously only about Rs. 100 crores has been sanctioned. You have said that money has not come in. Other friends also mentioned that first only Rs. 1 crore or Rs. 2 crores were sanctioned. In the first year, it is always Rs. 1 crore or Rs. 2 crores that will be sanctioned. It is only in the second year that things get into gear and it is in the third year- you should be knowing. You are experts on railways work starts fully. We have put Kurda-Thane line and Dewa Varsai in the Supplementary Budget in December. You say work has not started. How can it start with in three months? The physical work has not started. But lot of other work has started. The plan and the tender notices, everything has started.

You mentioned about Dewa Varsai which is your Constituency, if I am not mistaken. You had told me a couple of times that we should lay the foundation stone. You attended the foundation stone ceremony. If you feel now that it is not cleared by CCA, how did you come for the foundation? You are very knowledgeable. Let me tell you that Dewa Varsai line is under survey. You know now a line comes under survey.

After the survey, then all this comes to the Railway Ministry. Then it goes to the Planning Commission and it gets the approval of the Planning Commission. It goes to the extended Board. So, all the processes are involved in it. It is in the last stage that it goes to the CCA. The CCA is not going to take more than 15-20 days. But all the Plan provisions have been made in the Budget. I would like to say at this stage that there is not one project which does not find a place in the Railway Budget for which I have laid the foundation-stone. I would like to say this with all the seriousness. Definitely, a lot of work has been sanctioned. A lot of money has come to Bombay. I told you that a sum of Rs. 1500 crore has been provided for Bombay. Naturally, you see a lot of foundation-stones are laid. You see a lot of advertisements. Advertisement is nothing new. About any foundation-stone laying ceremony or completion, it has been the tradition of the Indian Railways to advertise. There is always an advertisement. A lot of work has been done. People must know about it. It is nothing new. It is not like the Government of Maharashtra which has advertised about many things during the election year. I am not doing like that. It is not of that sort. Whatever we have done, there is a budget provision and we have gone about it. I would like to tell about it clearly.

Shri Kapse mentioned about Thane. You were there in the function. Mrs. Gopalan, I am sorry if you have not been invited for any function. I am not aware that you are the MP of that area. But I have made it a point that wherever I have gone in India the Opposition MP also has been invited. As a matter of fact, for Thane-Kurla line, when you insisted, I came to Thane. I could have laid the foundation-stone in Gurudas Kamat's constituency because that was his constituency. I did not lay the foundation stone in his constituency. I laid it in your constituency because I already had a function.

[Translation]

SHRI SHYAM BIHARI MISRA : It is wrong. You have not invited me in Kanpur.

SHRI SURESH KALMADI : It was a mistake. In fact, we never wished to do that. Ram Naikji is aware of that fact. There is not a single place where M.Ps from Opposition parties had not been invited even if it was Pramod Mahajan, Satish Pradhan or Mayor of Thane only. We always invited them. We invited the Chief Minister thrice and Chief Minister of Bihar was also invited. Every single Member was invited every where but there can be mistakes. You have told that work at Thane has not been taken up but it is not so. The work of Platform and shed have been started. Rs. 2.9 crores have been sanctioned for it. You have said that its plan has not been submitted to Mumbai Municipal Corporation.

[English]

The Indian railways will not submit any plan to any Corporation because these are passenger amenities. Under the Railway Act, for passenger amenities, we do not have to send it to the Municipal Corporation. So, if you are searching it in a Municipal Corporation, I am sorry, it will not be there. But we do not want to have any confrontation with any Government. I have told my General Manager that whatever proposal comes, he should go ahead with that. We have no hang-ups. I told him to go and show whatever plan he got. We do not need any sanction to show it to them because you should blend with the entire area. So, we do not make any issue about it.

About the Budget also, I just mentioned that Rs. 1500 crore has been provided for. As you rightly said, it is not like vegetable in the market that we can just get off the shelf. I would like to say that in the year 1995-96, the highest amount of money has been put into Bombay. Over Rs. 270 crores would be spent by March end in Bombay which is the highest - almost double the amount that it has got. So, we have made a conscious effort. You see various statements about the Bombay Metro Underground Project. We have finished it in Calcutta. We are finishing the Madras project.

SHRI BASUDEB ACHARIA : You have not finished the first-phase in Calcutta ....(Interruptions)

SHRI SURESH KALMADI : We have already done the survey in Calcutta towards Gadia side. At the moment, we are doing the survey towards Barrackpore. So, that survey is going on and we will continue to do that. I would like to tell Kumari Mamata Banerjee that we are going to continue that project. I am coming there. But the surveys are going on. We want to conduct the survey for the second-phase as well. I would like to mention it this year.

Now, I would like to come to Bombay Metro. Bombay is a problem. I have told you in my opening budget speech that half of the country's population today is travelling everyday on the Bombay railway. 55-60 lakh people out of

120 lakh people in the country are travelling in the Bombay suburban railway system. If you see the condition, it is very sad. A train, which should carry about 2000 people, carries about 5000 people. People start from Vasai-Virar early in the morning and reach their place of work at 9-10 a.m. and they come back home at 11 of the clock at night. We know the plight, that is why our Government is doing the best for Bombay. Now, the other two projects are complete. We are serious about Bombay. It is an old plan. There is nothing new that we have done. Of course, we have modified it. It has not just come in the Budget when the survey by RITES has been done six months back.

This survey has been done by the RITES six months back to decide whether it should go underground, whether it should go over the track or whether it should be on the surface. The final report has come in. After that only a decision has been taken to carry out a techno-economic survey. It is not something that has come out of air. It is a continuous process. Whatever plans we have for the next five years has to be got off. It can be done. Some people were telling that the Calcutta Metro took twenty years. Now a new technology has come. Bombay has got a hard job. Now there is a new method of digging the tunnel and this can be accomplished in five years. About commercial exploitation, where does the money come from? It is coming. It is in the final stages. It is before the Cabinet. The Bandra proposal of Rs. 1,000 crore and the Kurla station proposal of Rs. 800 crore are before the Cabinet and it is in the final stage.

SHRI RAM KAPSE (Thane) : Will it be cleared before the elections?

SHRI SURESH KALMADI : It is in the final stages. It is with the Cabinet and it is very near finalisation.

SHRI RAM KAPSE : We want this to be cleared before elections.

SHRI SURESH KALMADI : Before elections or after elections, I do not want to get into this argument. Hopefully, it will be cleared before the elections. What I am saying is that we have had a dialogue with the Urban Development Ministry which is the nodal Ministry and they are setting the rules. All these things are in advance stages. What I want to say is that there will be money for Bombay. You know already it is being done on a sharing basis of two-thirds with the State Government and one-third with the rest of India. That formula has already been adopted. I do not see much problem in the near future as far as Bombay is concerned. We are on a right track.

As far as cleanliness drive is concerned, I take the suggestion of Shri Besudeb Acharya. But I would like to tell you that we have already employed about 300 moving safai Kamgars on the trains. 300 trains have got it. We have employed 2000 extra safai Kamgars. We have taken the latest equipment which are there for washing, the high-jet equipment. We have got over 4000 toilets renovated or are being renovated at the moment because of the cleanliness

drive. A lot of things are happening. A lot more will have to be done. But at least we are on the right track. We have got awareness. There have been inspection of 6000 railway stations in the last three months. We are going towards that particular direction. There has been a lot of success, a lot of surprise checks have been conducted. I myself have visited over 50 railway stations to check the cleanliness on the railway stations. There is an improvement. I do not know how Mr. Ram Kapse says that there is no improvement at all. That is an under-statement. There is definitely an improvement. I do not want to go into it any more.

About safety, Members have mentioned a lot about it. I would like to say as Shri Rabi Ray mentioned, we have taken a lot of steps towards safety specially after the Ferozabad accident. We have the track circuiting which is supposed to be ready by the end of December, 1996 on two major routes and major stations. We are doing it up by March 1996. We have put in Rs. 100 crore extra for safety. And we have taken various steps. And eighty per cent of the accidents are due to human failure. I would like to say that we have spared nobody who has been negligent. Wherever there has been any railway accident. We have spared nobody and there has been one person who has been suspended. I am very happy to say that the accident rate has come down quite a bit. It is 25 per cent to the corresponding period. But I am not happy with it. We cannot be complacent. We have to go ahead. The only thing which is still alarming is the accident on the railway crossings. We along with BEL have developed various sound devices, sound and light devices which are there, the electronic ones and hopefully in the years to come we will go in for mass production.

As far as finance is concerned, I am happy to say that the bold schemes have been taken up which were not taking place earlier. I am thankful to the Finance Minister for having given a five year tax holiday. Because of that we already got about Rs. 650 crore of bold schemes which have been passed. And we have got another Rs. 1,500 crore worth of schemes which are in the pipeline. So a lot of gauge conversion can now onwards go to private sector because people are coming. Even the Borivli-Virar. I will say there is a lot of good response. And hopefully, we should be able to start this under the bold scheme.

We have modernized our trains and coaches - I have already mentioned that. I am sure we will be able to provide you a better, safer and cleaner rail journey.

SHRI BASUDEB ACHARIA : Mr. Kalmadi, you have not said about the restoration of train services of Bankura-Damodar River railway ....(Interruptions)

SHRIMATI SUSEELA GOPALAN : You did not say anything about the Shoranur-Mangalore railway line .....(Interruptions)

[Translation]

SHRI MOHAMMAD ALI ASHRAF FATMI (Darbhanga) : Sir, the Bihar zone has been left.

[English]

SHRI RAM NAIK : About the cut motions which have been given, if he agrees that he will send the reply within eight days that would be.....

MR. SPEAKER : That is generally done and I think, he will do it. About every cut motion generally we send the reply in writing. He will be doing that.

SHRI RAM NAIK : Okay Sir.

MR. SPEAKER : Now, the number of cut motions have moved by the Members to the demand.....

.....(Interruptions)

[Translation]

SHRI MOHAMMAD ALI ASHRAF FATMI : I have made a request to the hon. Minister that .....(Interruptions)

MR. SPEAKER : He cannot speak about every Member's request.

SHRI MOHAMMAD ALI ASHRAF FATMI : He has made a provision in the budget for Zonal Office Patna but he has not mentioned anything about Ganga Bridge.....(Interruptions)

SHRI RAMASHRAY PRASAD SINGH (Jahanabad) : Hon. Minister may be requested to speak on doubling of Patna-Gaya railway line.....(Interruptions)

MR. SPEAKER : Question Hour is meant for asking questions. You can ask questions then. But at the time of Question Hour you make a speech and at the time of speech you ask questions.

[English]

SHRI SURESH KALMADI : Madam, your question was about Shoranur-Mangalore line, whether it can be given to Konkan Railway.

SHRIMATI SUSEELA GOPALAN : Yes.

SHRI SURESH KALMADI : We have already advertised under the BOLT scheme. We said that the Konkan Railways can also participate in it because these are the days of liberalization. Even it is a Government company, let IRCON or Konkan Corporation - they should make the bid because we have to go in for the lowest cost to the railway. The other reason is that we cannot think of Konkan Railways at the moment because they have to complete their present project. They are short of money. Again we have released all our money for their present project. If we give it to the Konkan Railways, again we are going to have finance problem because they want that to hypothecate the tracks it will have tremendous amount of legal problems. We have examined that in detail. We would have liked to give it to Konkan Railways but let them apply in BOLT and in case their offer is favourable we will look into it.

MR. SPEAKER : Now, a number of cut motions have been moved by Members to the Demands for Grants on Account (Railways) for 1996-97. Shall I put all the cut motions to the vote of the House together or does any hon. Member want any particular Cut Motion to be put separately?

SEVERAL HON. MEMBERS : No, Sir.

MR. SPEAKER : I shall now put all the cut motions which have been moved together to the Vote of the House.

*The cut motions were put and negatived.*

MR. SPEAKER : I shall now put the Demands for Grants on Account (Railways) for 1996-97 to Vote.

The question is :

"That the respective sums not exceeding the amounts shown in the third column of the Order Paper be granted to the President of India out of the Consolidated Fund of India, on account for or towards defraying the charges during the year ending the 31st day of March, 1997, in respect of the heads of demands entered in the second column thereof against Demand Nos. 1 to 16"

*The motion was adopted.*

MR. SPEAKER : I shall now put the Supplementary Demands for Grants (Railways) for 1995-96 to vote.

The question is :

"That the respective supplementary sums not exceeding the amounts shown in the third column of the Order Paper be granted to the President of India out of the Consolidated Fund to defray the charges that will come in course of payment during the year ending the 31st day of March, 1996, in respect of the heads of Demands entered in the second column thereof against Demands Nos. 1 to 4, 7 to 9, 11 to 14 and 16"

*The motion was adopted*

24.00 hrs

MR. SPEAKER : I think the Excess Demands are also to be passed. I shall now put the Demands for Excess Grants (Railways) for 1993-94 to vote.

The question is :

"That the respective excess sums not exceeding the amount shown in the third column of the Order Paper be granted to the President of India out of the Consolidated Fund of India to make good the excess on the respective grants during the year ending on the 31st day of March, 1994, in respect of the heads of demands entered in the second column thereof against Demands No. 6, 8, 9, 11, 12 and 16."

*The motion was adopted.*