

[Shri Jagdish Tytler^{SEF} *Ty+Ler*]

The available evidence and the situation prima facie do not indicate any act of sabotage.

Preliminary investigations have been started by DGCA. Government have also decided to institute a judicial enquiry which will reveal full facts and circumstances of the unfortunate accident.

The sorrow we feel on this sad occasion is beyond words. I am sure Hon'ble Members will join me in sharing the grief of the bereaved families.

14.20 hrs.

RAILWAY BUDGET 1994-95—
General Discussion

DEMANDS FOR GRANTS ON
ACCOUNT (RAILWAYS), 1994-95

AND

SUPPLEMENTARY DEMANDS FOR
GRANTS (RAILWAYS) 1993-94 —*Contd.*

[*English*]

MR. DEPUTY-SPEAKER: Now, we sat upto 4 AM today. Mr. Nitish Kumar was in the Chair. So, he has got the right to participate in the debate. So far there was a list of Members; we called the Members as per that list and we have exhausted the entire list. Now Mr. Nitish Kumar will speak.

THE MINISTER OF STATE IN THE
MINISTRY OF HUMAN RESOURCE

DEVELOPMENT (DEPARTMENT OF YOUTH AFFAIRS AND SPORTS) AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (SHRI MUKUL WASNIK): Sir, I have a request to make. Only a couple of Members from our side, who wanted to speak yesterday, were assured that they will speak today. So, they may kindly be allowed to speak today. And if the hon. Railway Minister is requested to give his reply at 4 PM, then whoever wants to get accommodated can be accommodated in the meantime.

THE MINISTER OF RAILWAYS (SHRI C.K. JAFFER SHARIEF): I do not mind if it goes upto 4 PM but not like sitting till 4 AM.

SHRI MUKUL WASNIK: No, not like that. Yesterday's debate went upto 4 AM today. But today it will be 4 O'clock in the evening.

MR. DEPUTY-SPEAKER: I have made the position of the Chair absolutely clear. Time given to each Member will be ten minutes. Immediately after seven minutes. I will ring the first bell. Second bell will be rung one minute prior to ten minutes and immediately after ten minutes, the third bell will be rung.

[*Translation*]

SHRI NITISH KUMAR (Barh): Mr. Deputy Speaker, Sir, I would like to put forth my point of view in regard to the Railway budget with great dismay. We could not conceal an agony on the day the hon. Minister was presenting his railway budget and walked out of the House in the course of his speech itself, expressing our indignation. We have been levelling allegation of regional imbalance

in the last three consecutive Rail Budgets. Railways is the backbone of the Nation and a symbol of national unity. The regional imbalance has continuously been witnessed in the Railway Budgets and it hurts the spirit of national unity. We, therefore, attract the attention of the hon. Minister of Railways towards this question. The hon. Prime Minister had intervened to state that in case of such an imbalance present there, he would look into the matter personally and try to give it every possible consideration. But unfortunately, the imbalance is not removed a bit that is ever increasing. This time too, special attention has been paid to two States in the Railway Budget—one of these is the home state of the Prime Minister and the other is the Home state of the Minister of Railways. We have no objection to Andhra Pradesh and Karnataka being granted more Railway facilities and we will support it. But we say and demand that you should, in the capacity of the Minister of Railways, pay same attention to the whole of nation as to Andhra Pradesh and Karnataka.. (*Interruptions*) Bihar is being neglected.

Howara to Delhi railway line was started from Bihar itself, that is to say the work of saying that line commenced from that place. 10 percent of Indian population lives in Bihar but the length of railway line there is only 8 percent. A large part of Bihar is devoid of Railway services even today. We have continuously been inviting Government's attention to same issues.

Bihar has a significant place in the field of International Tourism. You may analyse and ascertain that, of the total foreign tourists visiting the country, a great number owe allegiance to Buddhism. They also come here for the reason that Buddhism originated from here itself. Lord Budha had first visited Rajgiri and then

Bodhgaya to attain enlightenment. Any Buddhist visiting India definitely goes to Rajagiri and Bodhgaya. But that area is grossly neglected.

The rail line between Bakhtiarpur to Rajgiri was laid 32 years ago which replaced the light Railway. The Railway Board constructed broad gauge rail line 30-32 years ago. When Babu Jagjivan Ram was the Railway Minister he had given an assurance to join the missing link between Rajgiri and Gaya. It is a Buddhist circuit. Even Japan was ready to finance it but due to the inactiveness of the Railway Ministry this could not materialize. The length of the missing link is only 20-21 kilometre. The people belonging to various income groups visit this country. Most of them like to travel through Railway and we see them there. The length between Rajgiri and Hisua is 20-21 kilometres and merely an amount of Rs. 22 crore will be sufficient to complete this missing link and Bodhgaya can be linked with Rajgiri through a railway line. We have been making a demand in this regard but the Government has turned a deaf ear to it. A hotel is being run there in collaboration with Japan. Its annual turnover is Rs. 10 crores. The intention behind saying all this is that while considering the missing link, you should take into account the tourism potential over there.

Last year, as most of the members from Bihar, there may be a few exceptions, who participated in the Rail budget, unanimously demanded that a link line between Rajgiri and Gaya should be laid as already there is a line from Hisua to Gaya. Secondly, at present there is only single rail line between Gaya and Patna, it should be doubled. A number of trains come from South Bihar to Gaya but

[Shri Nitish Kumar]

thereafter only single line goes to Patna, which proves to be a bottleneck. It creates a lot of disorder. If the track between Gaya and Patna is doubled, then it will not only facilitate the passengers but also add to the earning of the Railways. I am saying this because only the coalfields of Bihar give you 17 per cent of the total income of Railways and if we add other minerals to it, then it becomes 25 percent, it means 25 percent of the total income of Railway comes from Bihar, which has only 10 percent of the total population. You can have a look on the current budget, there is no new project. Funds have been provided only to the ongoing projects e.g. the project between Muzaffarpur and Raxaul. There is a proposal to construct a rail bridge on the Ganges near Patna. For the last so many years it has been under consideration. It will work as a vital link between North Bihar and South Bihar. We have cultural and social relations with Nepal and people in large number come from Nepal to Patna for getting medical treatment. A railway bridge on Ganges will certainly facilitate such traffic.

Mr. Deputy Speaker, Sir, there was no road bridge on the Ganges till a few years ago due to which people used to experience a lot of difficulties. The people had to travel by steamers for crossing the Ganges. The construction of a road bridge over the Ganges has revolutionized the traffic. If a railway bridge is constructed it will pave way for another revolution. We have been making a demand which is a need based demand. Moreover, it is our right but they have been neglecting Bihar, Eastern areas, Orissa and Bengal as well. Last year, when we made a demand in this regard, the Minister had assured us to

provide train. We were happy and used to tell the people making queries that the Minister was going to provide us a train and praised the Minister for his kind gesture. We are so much neglected that whenever we get a little favour it gives us a lot of happiness. The Minister said that he was going to start a new Rajdhani Express from Delhi to Guwahati once in a week. Who is going to wait for a week to catch the Rajdhani Express? This is equal to not providing a train and our whole area is being neglected. They claim that they are connecting us to the national mainstream. The people of Bihar have stood by the country in time of distress. The freedom movement was started from there only. This is the place of Netaji Subhash Chandra Bose. You can provide Rajdhani trains for Bombay, Calcutta and South but for Eastern area and for the whole Bihar you provide a Rajdhani once in a week. I think it will go via Patna.

SHRI C.K. JAFFER SHARIEF: Our friends do not know that how much affection I have for them. We cannot afford to annoy him.

SHRI NITISH KUMAR: But it is very depressing that you have provided Rajdhani Express once in a week only. I, through you, demand that it should run on all the week days. There was one Deluxe Express which used to run between Delhi and Howrah. You have given it a new name of Poorva Express. You have put it into a miserable plight. You have removed AC first class coaches and Chair Car and many facilities from this train. It was the second best train after Rajdhani Express but you have degraded it. I, through you, want to make a demand that Deluxe Express, which you have renamed as Poorva Express, should be given its old status and also the same facilities should

be provided in it. Three tier AC coaches should also be introduced in it.

A large number of passengers travel from Bihar and the Railways earn 25 percent of its total avenue from this state but even then no facility is being given to Bihar. Patna is the capital of Bihar and it was also the capital of the country in ancient times. In those days it was known as Patliputra and it used to be the capital of Magadh Empire. The Ashok Chakra which is engraved above your seat is a gift of Patliputra. It was the emblem of the state and at present, it is the official seal of the Government of India. The train which is provided to Bihar, is given in such a fashion that instead of facilitating commuters, it adds to their woes. I, through you, want to make a request that a train like Shatabdi Express should be started from Patna to Delhi.

Sir, Mahatma Gandhi started his freedom struggle from Champaran in Bihar and it is Bihar only that gave India its official emblem. Besides, Bihar has played a very important role in the freedom struggle. I, therefore, demand that a Shatabdi Express should be started between Delhi and Patna by which commuters will be able to reach Delhi in the minimum period of time. Hazaribagh is a district headquarter but is not connected with rail facility. The proposals given by us are not only meant for the development of Bihar but also are essential for the development of International relations. The issues like development of Bakhtiarpur rail line etc. are such which not only have national importance but also have international importance. Likewise, the demand in respect of a railway bridge over the Ganges bears an international importance.

In the last, I want that a Zonal Headquarter of the Railways should also be established in Bihar. Some Members of Parliament belonging to our State have presented certain demands. I, therefore, hope that the Minister, who has shown love and affection for Bihar by rising in between, will give them a concrete shape by implementing different declarations in this respect... (*Interruptions*)

[*English*]

MR. DEPUTY-SPEAKER: No, please. Yesterday we sat till 4 o'clock of the 9th March and we exhausted the entire list of Members who wanted to speak. If there were more Members we could have sat upto 6 o'clock...

(*Interruptions*)

MR. DEPUTY SPEAKER: Shri Shukla had even announced that they were ready to arrange break-fast if the House goes beyond six in the morning. But I find that still Members are there who wish to speak. So now I call Kum. Mamata Banerjee.

[*Translation*]

KUMARI MAMATA BANERJEE (Calcutta South): Mr. Deputy Speaker, Sir, I am quite grateful to you for giving me time to speak. I welcome the Railway Budget. However, inspired by Shri Nitish Kumar I would also like to speak in Hindi. Though rail lines pertaining to the Western region have been included in the Budget, yet action on Tumluk line of West Bengal is still pending. Righa-Tumluk project is very important. Before independence the Governments were formed at three places and Tumluk is one of them and that's why it is historically

[Kumari Mamata Banerjee]

important place. This project had been pending for a long time. At present two crore rupees have been sanctioned for it. Similar is the fate of Iklakhi-Ballurghat and Howrah-Armta lines. For these projects from time to time, funds ranging from Rs. 1,000 to Rs. 1 crore had been sanctioned. This way these projects will never be completed. Therefore, I urge the hon. Minister to get these projects completed soon. Howrah-Armta project is very important and I would like to forcefully submit that utmost attention should definitely be paid towards Iklakhi-Ballurghat project. This region of North Bengal is backward and is inhabited by 70 percent of Scheduled Castes and Scheduled Tribes, and minorities. Last month, I visited Iklakhi. There are no adequate means of transport and communication. If one has to go to a hospital one has to wait for 4 hours for bus. Private taxis are unaffordable for the people living there. Since the people of North Bengal are isolated, it is the duty of the Government to look into their grievances. For Iklakhi-Ballurghat project just Rs. 1,000 has been sanctioned. What could be done with Rs. 1,000? There is an urgent need to pay attention towards them so that the people do not feel as being neglected. People living in the area are poor tea garden workers. I urge the hon. Minister to pay special attention to three projects as they pertain to the area inhabited by Scheduled Castes, Scheduled Tribes and Minorities.

We take pride in Metro Railway and I would like to thank the hon. Minister for allocating Rs. 200 crore for it in this Budget. At the same time I would like to submit that the money should be properly utilised and the department should pay special attention towards utilisation

because last time, I remember, funds were not properly utilised.

I would like to make one more submission that though Bundelgate and Lakegate flyovers had been approved, yet the work could not be started due to nonsubmission of any proposal by the State Government. This area is very congested and many mishaps have taken place in which a number of have students died. Therefore, I urge the hon. Minister to take up the matter with the State Government if no proposal comes from the State Government and start work immediately. Similarly, I endorse the views expressed by Shri Nitish Kumar regarding Orissa and Bihar. I would like to impress upon the hon. Minister that there should be no difference between Bangalore and Bengal. In the month of Ramzan, I would like to quote a couplet which probably might compel the hon. Minister to look into our demands:

"Khudi Ko Kar Buland Itna Ki Har Taqdeer Se Pehle,

Khuda Bande Se Khud Pooche, Bata Teri Raza Kya Hai."

I hope the hon. Minister will understand and appreciate our wishes and will fulfill our demands in the month of Ramzan.

In the end, I would like to submit that attention should be paid towards security of the lady passengers.

Sir, I thank you for giving me the time to speak.

(Interruptions)

[English]

MR. DEPUTY SPEAKER: Hon. Members we sat upto 4 o'clock. All the hon. Members participated in it. I did not announce that the Debate is closed and the hon. Minister will reply tomorrow because Shri Nitish Kumar was on the Chair. Now, if I allow everyone to speak, I think, it disturbs the entire thing.

(Interruptions)

SHRI V. DHANANJAYA KUMAR (Mangalore): Sir, it will be a vote on account only. The hon. Minister is going to seek a vote on account on the Demands For Grants. Then, the Standing Committee will discuss the Demands for Grants and again this House will have full debate on the Railways Budget. So, we can continue upto 5 o'clock.

SHRI C.K. JAFFER SHARIEF: Shri V. Dhananjaya Kumar was there. But they left and slept in between. (Interruptions)

[Translation]

PROF. PREM DHUMAL (Hamirpur): Mr. Deputy Speaker, Sir, though the hon. Minister is fully aware of the problems of my area yet he fully ignores these since he does not hail from that area. Even after 47 years of independence, only 14 kms of rail line has been constructed; Nangal-Talwara rail line work is totally suspended. Ever since the terrorism surfaced in Jammu and Kashmir, proposals to connect Srinagar rail line are being mooted.

I would like to know whether such things are expected from other areas too? At the time of inauguration of Una rail line in January, 1991 the then hon. Minister of

Railways, Shri Janeswar Mishra, had announced that in the Budget Rs. 50 crore will be allocated for this line. As the Chief Minister of the State had promised to the cost of sleepers, provision should be made for this important line.

The present narrow gauge tracks were constructed during British regime but after independence nothing has been done. Rail line between Bhanupali and Rampur has not been constructed. If gauge conversion is undertaken at the cost of construction of new rail lines, then backward areas will remain backward. Gauge conversion of narrow gauge lines between Pathankot and Joginder Nagar, and Kalka and Shimla should be considered. For the benefit of tourists, direct trains should be introduced from South India and Western India to Pathankot or Kalka.

Mr. Deputy Speaker, Sir, the hon. Minister has put fresh burden of Rs. 1,000 crores directly on the poor revising fares in addition to revision of freight rates for cement, steel and foodgrains. I urge the hon. Minister to announce withdrawal of these hikes.

Facilities for railway employees are minimal. I reiterate the demand for supplying woollen uniforms to the employees posted in hilly areas. For a long time, matters of appointment on compassionate grounds have been pending. Whenever we write, the reply furnished is that the Department will look into the cases but nothing is done.

I would like to reiterate one more demand. There is no A.C. Sleeper Coach in the Himachal Express. This is the only broad gauge train and though promises had been made time and again that

[Prof. Prem Dhupal]

whenever A.C. Coaches are available, they will be attached, yet the promises have not been fulfilled. I demand that A.C. Coaches should immediately be provided.

[English]

*SHRIMATI KESHARBAI SONAJI KSHIRSAGAR (Beed): Mr. Deputy Speaker, Sir, I rise to support the Railway Budget for 1994-95 presented by Hon. Railway Minister, Shri C.K. Jaffer Sharief.

The country is progressing very well under the able leadership of Hon. Prime Minister. The country has made all round progress in spheres like industry, agriculture, education and science and technology because of the foresight of the Prime Minister. I am happy that Railway Budget was prepared under his guidance and I thank him for this purpose.

Railways and particularly Indian Railways occupy a pivotal position in the world. I am happy that during the tenure of Hon. Railway Minister, gauge conversion and electrification is progressing at a fast pace in all the States. I thank the Hon. Railway Minister for expanding the network of railways in the nook and corner of the country within limited funds.

In the Railway Budget for 1994-95 the proposed increase in the freight and fare is normal and not on high side. Because of this increase the Railways will earn a revenue of Rs. 997 crores. The total scheme of Railways for the last year was of the order of Rs. 6500 crores while this year it is Rs. 6515 crores thereby representing an increase of 5% which is

not much. When we take into account the increased demand of facilities and services which the Railways have to provide.

Some of the special features of the present Railway Budget are as follows:-

- (i) Increase in the Second Class fare from Rs. 1 to 6 in several stages. I am of the opinion that this increase is not justified because generally poor passengers travel by Second Class. So I suggest that increase in the Second Class fare should be withdrawn.
- (ii) The increase in the first class and AC fare is however, justified because affluent and well to do people travel by First Class and they can afford to pay.

I welcome the First Class fare pass offered to distinguished Cricket player Kapil Dev and his wife. But, I request that this facility should be extended to the mother of the renowned Cricket player.

Freight is the important source of revenue for the Railways. Out of the anticipated revenue of Rs. 19068 crore of Indian Railways, the share of freight traffic was Rs. 13173 crores. But from the actual revenue of Rs. 18505 crores, the contribution of freight is Rs. 12830 crores.

Mr. Deputy Speaker, Sir, I have just spoken for two minutes. I speak occasionally. Moreover, I am a woman speaking on Women's Day. Please allow me to speak.

As I said, freight is the important source of revenue for Railways. But the main problem is non-availability of wagons. The traders face lot of difficulties. Their goods lie down at a point for weeks. There is danger of theft. During monsoon, the goods get wet because of rain. Transportation by truck is also not convenient for the traders, because they have to wait at 'Nakas' located in different places. But, transportation by trains obviates all these problems. So I request the Hon. Minister to ensure availability of wagons for the traders.

I am happy to mention that Konkan Railway Project is progressing well. For completing this project, Government had given permission to issue Bonds and Debentures for raising funds. I request that Marathawada Railway Development Corporation should be set up. This will ensure early completion of Railways projects in Marathawada. Permission should be given for raising funds by issuing bonds and debentures.

A meagre amount of Rs. 5 crore has been provided for Miraj-Latur railways line. This allocation should be stepped up to Rs. 25 crores.

The work on Dound-Baramati-Daund should also be completed as early as possible and an amount of Rs. 25 crores should be earmarked for this purpose.

Kurduwadi is an important junction where long-distance trains and superfast trains should have a halt. This will enable the passengers to undertake long distance journey.

A new train from Ahmednagar-Pune-Bombay should be started so that passengers from Ahmednagar can reach Bombay in time. Presently Ahmednagar station has no quota of reservation. I request that a quota of at least 4 seats should be provided in Jhelum, Karnataka and Goa Express at Ahmednagar Railway Station.

I also request that a new railway line Buldhana-Jalna should also be sanctioned.

**Once, when I was travelling by a train, many passengers asked that if the Railway Ministry have no funds, how do these trains run, how do broad-gauge lines are laid and how new lines are constructed? I told them that in spite of meagre funds available with the Hon'ble Minister, this much of work is being done. If more funds are provided, he would increase these facilities.

Now, I want to say something about my own district. My district has a population of 25 lakhs. Our district is the most backward one. Every year, about five lakh labourers of this district go to other districts to harvest sugarcane. The children of this district have no life. Unemployment is increasing day by day. Therefore, I request that it is the duty of the Government to initiate the process of development there by giving special attention to the backward people. The Railway Minister belongs to Karnataka and so am I. The hon'ble Minister being a brother from Karnataka, I am not going to ask him for anything more.

15.00 hrs.

For the development of this district, I by virtue of being a sister, request my

[Shrimati Kesharbai Sonaji Khirsagar]

brother that Ahmednagar-Beedparli railway line may be given approval and at least a provision of rupees ten crore may be made for that in today's budget reply. I hope you would make an announcement in this regard in the budget reply today. With these words, I thank you.

[English]

SHRI HANNAN MOLLAH (Uluberia): Mr. Deputy-Speaker, Sir, with grave anguish, I would like to draw the attention of the Railway Minister that in my constituency, in my district, Howrah-Amta and Howrah-Shiakhala B.G. line for which the foundation stone was laid by Mrs. Indira Gandhi in 1972 has not been completed. A portion of that line, up to Bargachia was completed. But rest of the line has not been completed for the last 10 years. It was being neglected. Last year, some money was allotted but in the middle of the year, that money was withdrawn and not utilised.

This year, only Rs. 1,000 for this line Howrah-Amta and Howrah-Shiakhala has been allotted. It is most unfortunate. I will request the hon. Minister to take note of this anguish of the two districts, namely Howrah and Hooghly and allot some funds in these areas, after revising the Budget. He may kindly give this assurance when he makes the reply.

Secondly, the question of Howrah-Bargachia portion was completed but there are only three pairs of trains running at present. We want some more EMU trains which should be introduced so that common passengers of those areas are benefited. Our third line and fourth line of the South Eastern Railway should be

taken up with speed so that those lines can be completed. For that, adequate funds should be released. Suburban trains never run in time. It is a great trouble for the commuters. The Minister always says it is with 97 percent or 98 percent punctuality. But that is not the reality. I will request the Minister to look into the matter. When the train does not run in time, why has the season ticket fare gone up? I will request the Minister to consider and reduce the season ticket fares or at least make those on scientific slab system and according to the distance, those can be re-formulated. The season ticket fares should be reduced. There are 30 lakhs of people who are hawkers in the trains. I know, they cannot be eliminated. You will like it or not, they are there. I request the Minister to accept the fact of life and give them identity cards so that—even registration fees may be charged—they may be disciplined and those hawkers also can earn their livelihood. Their problems should also be taken up and considered.

Finally, I would say, Haldia is being developed as another city of West Bengal. That should be properly linked with Calcutta. We are demanding that Haldia should be linked with Calcutta. Local EMU trains should start from Haldia to Sealdah station via Andol, Danukuni. I request the hon. Railway Minister to start EMU trains from Haldia to Sealdah.

I will again request the hon. Minister to allow some more funds at least in memory of his leader, Shrimati Indira Gandhi, who had laid the foundation stone for the line Howrah-Amta-Shiakhala. He should remember his leader. He will not insult his leader by not allotting funds to this line but he will remember his leader and allot adequate funds for this line. I request him to revise

the Budget and allot some more funds, for the Howrah-Amra line, in this budget itself.

[Translation]

SHRI GUMAN MAL LODHA (Pali):
Mr. Deputy Speaker, Sir, by increasing the railway fares by Rs 997 crores in the railway budget, the Hon'ble Minister of Railways has put a lot of burden on the poor consumer of this country. Even after increasing the prices of petrol, gas and other essential commodities before presenting the general budget, an additional burden of Rs 997 crores in the railway fare is not a good sign for the country as well as for the people. Though, the Hon'ble Railway Minister himself is responsible for that but the Hon'ble Finance Minister is much more responsible because he has cut down the budgetary support in the railway budget to 18 percent which used to be 51 percent during 1985-86.

I welcome the broad-gauge conversion work being undertaken in our area because it would add to more facilities and development. But, the Hon'ble Minister of Railways has not done justice to us by simply announcing last year the programme for broad-gauge conversion from Delhi to Ahmedabad and not including the same in this year's budget. The person who comes to Delhi from Bombay has to change his train due to metre-gauge line in Ahmedabad. This is badly affecting the business and industry in that area.

I would say that broad-gauge conversion work from Ahmedabad to Delhi may be completed this year and Pali may also be linked with it. Mount Abu is a tourist Centre and Dilwara temple and

Ranakpur temple are also in that area. The lines connecting these places may be converted into broad-gauge lines.

There is a Pawan Dham Mandir in Jaitaran. The Hon'ble President in his speech had announced that a hospital for treatment of cancer would be constructed there by collecting rupees two crore from the people. But in the absence of a railway station, the wish of the Hon'ble President has not been fulfilled till date and the people are facing difficulty on this account. The Hon'ble Railway Minister had himself made an announcement in a function held in Jodhpur last year that a survey would be conducted for a railway line there. Thereafter, a railway station would be constructed there and a new track would be laid from Bar to Bilara. I would like to say that mere survey will not do anything but this work must be completed this year itself. Simultaneously, the timings of Navjeevan Express and Karnavati Express may be coordinated in such a manner so that the people coming from Jodhpur could have the advantage of these trains.

There are different types of classifications in the Railways and it has been declared many times that they will be having only two type of classifications so that it could facilitate the poor passengers. But the situation today is such that there is, 'Palace on wheels,' 'Saloon Class,' 'First Class A.C.,' 'A.C II tier,' 'A.C III tier,' 'A.C wheel chair,' 'Shatabdi Executive Class,' 'General First Class,' 'General Second Class,' 'Second Sleeper and Ground Class,' in which the people travel without tickets and the railway officers let them in by receiving gratifications from them.

Further, there is 'On the Roof class'. Those poor people, who are not able to

[Shri Guman Mal Lodha]

get tickets, travel by sitting on the roof of the train. These people die in the accident. Thus, there are 12 classifications. The facilities in the lower class i.e. Second class should be improved. Where there is a need for running more trains, that should be done immediately.

With these words, I thank you.

[English]

SHRI K. MURALEE DHARAN (Calicut): Sir, thank you very much for giving me a chance to participate in this discussion.

I rise to support this Budget. This time, the people of Kerala are happy because we have got some consideration from the Railway Minister. The Railway Budget has allotted Rs. 30 crores to the development of railway in the State of Kerala. Eventhough this amount will not meet even the five percent requirement of the people of Kerala, anyway we express our gratitude to the positive approach shown by the Railway Minister to the State of Kerala.

The hon. Railway Minister has announced that the Konkan Railway Project will be commissioned by March 1995. But as far as the northern part of Kerala is concerned, we will get the benefit only when the Kutti Puram-Calicut railway line is doubled. The actual cost of doubling the Shoranur-Mangalore railway line is about Rs. 60 crores. But it was allotted only Rs. 2 crores in this Budget. I hope next time the Railway Ministry will allot more funds to the doubling of the line from Mangalore to Shoranur.

Secondly, Wynad district is the most backward district in the State of Kerala. It is an adivasi district also. It is the only district which is not in the railway map. So, we submitted a proposal for linking the Nanjanwde-Vithri railway line. The distance from Nanjanwde to Vithri only 95 kms. There is no river in this area. I hope the hon. Railway Minister will consider this demand. Calicut is the main city in the Malabar area. The condition of railway quarters in Calicut is very pathetic. I also visited the railway quarters there. It is just like a jail room. There is not even a single window in the bed-room. The situation is very pathetic. There should be some improvement in the railway quarters.

The main thing is in the Budget the Railway Minister gave some consideration to Kerala. But in respect of the northern part of Kerala, we did not get any single train. Trivandrum and Calicut are very important places. But now three trains are running from Trivandrum to Calicut which are going via Kottayam. The new railway line was inaugurated by the Railway Minister. If one train is diverted to Alleppey line, we can save a minimum of 2 hours. so, I hope the Railway Minister will consider this demand.

Further, there is a move to stop the engineering facility in Calicut.

There is a move to wind up this engineering section. I request the Railway Minister to reconsider this decision because you know, Calicut is a main place in the Malabar area. And the main thing is, Kerala is a consumer State and many of our things come from outside the State including rice and wheat. So, the increase in the transportation cost has definitely given additional hardship to the

people of Kerala. We hope the Railway Minister will review this case. This time, we got some consideration from the Railway Ministry. We hope that we will get some more consideration next year also. So, I congratulate the hon. Minister and I support the Railway Budget.

[Translation]

SHRI MOHAN SINGH (Deoria): Mr. Deputy Speaker, Sir, the price of books have been increasing continuously every year and the Government of India as well as the Railway Ministry have contributed a lot in this regard. Recently, a Book Fair was organised in Delhi which attracted a large number of spectators. However, an average Indian reader is unable to afford the increased prices of books. The railways on the other hand has been increasing the freight rate of stationery every year. I would urge upon the Hon. Minister to immediately withdraw the increase in the freight charges on books and other stationery items.

Secondly, I would like to submit that M/s A.H. Wheelers has its monopoly at railway stations. Thus a single company is plundering the Railways by means of opening book stalls at railway stations thought the country. My submission to the Hon. Minister is that he talks of generating resources, but neither the Railway Ministry nor the Railway Board nor the Government dare to break the monopoly of the wheeler. Initiative to this effect should be taken.

Thirdly, East Uttar Pradesh has been completely neglected in this Budget. The Hon. Minister had made a public statement in Gorakhpur that the railway line from Lucknow to Gorakhpur will be doubled. But I regret to say that the Hon.

Minister has not made any provision in this regard in the Budget.

Fourthly, a railway bridge is being constructed in Gorakhpur division on Bagaha-Chitauni railway line as per the scheme of the Government of India, but a road overbridge was also proposed to be constructed there. Why the Railway Ministry is delaying the work in this regard? I would like to submit that the road over-bridge should also be constructed in order to restore the road traffic.

I would also like to submit that the Railways have been implementing an ambitious scheme of converting narrow gauge lines into broad gauge lines. However, no trains have been started on such lines. It is an unfortunate situation. The narrow gauge line on Varhad-Bhatti railway line has been converted into broad gauge, but no train has been started there since the conversion took place. In this manner people are not getting the benefit they ought to get after the construction of broad gauge line. This is something unfortunate. I am sorry to learn this and I would like the Hon'ble Minister to make a statement that trains will be run on the railway lines converted into broad gauge.

The Central Government has not announced the conversion of the small gauge line from Gorakhpur to Gonda into broad gauge. I would urge upon the Hon'ble Minister to take the initiative in this regard.

In the last, I would like to submit that Vaishali Express is an important train that connects Delhi to Eastern Uttar Pradesh. The Hon'ble Minister has proposed to provide 3 tier A.C. Sleeper in

[Shri Mohan Singh]

all the important trains. I would like him to provide the same facility in Vaishali Express too.

The bell is about to ring. I realise your compulsion. Therefore, with these words I conclude.

SHRI RAM TAHAL CHOUDHARY (Ranchi): Mr. Deputy Speaker, Sir, Bihar, Uttar Pradesh and Bengal have been neglected in the Railway Budget for the current year. Facilities are not being provided to the people in proportion to the railway fare increased every year. Neither the Railways is expanding its area nor facilities are being provided to the railway passengers.

I would like to concentrate on my constituency only. We have been raising the problems of this area for the last two years by means of letters to the Hon'ble Minister as well as by raising this matter in the House itself.

Mr. Deputy Speaker, Sir, some of my demands are such that no money is required to fulfill them. But despite that, such works are not being done. The only train that runs from Ranchi to Amritsar is Hatia which reaches Delhi at about 2 or 3 o'clock in night. The passengers have to face a great deal of inconvenience at night. Earlier, this train used to reach Delhi at 9.00 or 10.00 p.m. We have been demanding since long that the previous timings of this train should be restored, so that the inconvenience to the passengers is removed. Similarly, there has been a long standing demand for a superfast train from Ranchi to Delhi. The Hon'ble Minister may please pay attention towards this. A train that goes to Ludhiana has a halt of 17 hours at Dhanbad, it should be

extended to Ranchi, Kalinga. Utkal Express via Kharagpur, Arda, Purlia, Ranchi, Rourkela should be run thrice a week, so that the passengers get the facility to go to Puri, Bhubaneshwar and Cuttak. Similarly, there has been a long standing demand to start a superfast chair car train from Hatia to Howrah via Kotshila, Agra, Assansol and Durgapur. This demand should also be fulfilled. An EMU train should be started from Hatia-Ranchi to the last stop Asansol of South East Railways. At present, this train starts from Agra. Only one train is running from Ranchi to Howrah from which the AC 1st Class Coach has been detached. This coach should be attached again. The demand for the gauge conversion of Ranchi-Lohardaga railway line is being raised for the last 20-25 years. If this demand is fulfilled and the line is connected with Dori, it would save 6-7 hours. Similarly, Tata-Patna Express does not have a stop at Chahil. If it is given a 2 minutes halt there, it would facilitate the passengers there. A separate coach from Ranchi should be attached in the Purushottam Express.

Mr. Deputy Speaker, Sir, Ranchi is an industrial city. A large number of mines are also there. In view of the above I would request the Hon'ble Minister to pay attention to my points.

With these words I conclude.

[English]

SHRI S.B. SIDNAL (Belgaum): Mr. Deputy Speaker, Sir, everyday, one crore people travel in the trains. Recently, the rail network is very good. I feel that the budgetary support is not as much as it should have been. When Government of India announced its new industrial policy and when there is privatisation, I do not

know why the Railway Minister is telling that there are no fund for conversion, no funds for improvement and no funds for maintenance. So many difficulties are there. Therefore, I would suggest to the Railway Minister to consider the sale of railway land or to give it on lease so that they can generate funds and invest the same in the railway network of the whole country to provide the necessary facilities. This is one of the means for economic development. Unless there is fast transport, we cannot expect the economy to develop. Though we have an open economic policy, we are unable to do anything.

Therefore, my suggestion to the Railway Minister is to lease the land that belongs to the railways and develop the railway network in every nook and corner of the country.

I welcome all those new things that have been mentioned in this Budget. I do not want to go into the details of budgetary figures because many of my friends have already mentioned about them. I would only mention a few points pertaining to my constituency and my State.

Firstly, Belgaum which is my constituency is close to Maharashtra and Goa. It has been totally forgotten by the Railway Minister. For the last one century there has been no third rail which has passed Belgaum. Neither the station has improved nor a new line has been introduced; nothing has been given. I do not know why the Railway Minister has not taken care of my area which is in North Karnataka. Many people on the other side charge the Railway Minister that he has done a lot only to Karnataka. I am requesting him - I do not want to

charge him — that he should open his eyes to our eyes to our side also and see that we also come up in line with the rest of the nation and develop our economy properly.

The new line which has been under conversion from Miraj to Bangalore has come from Bangalore to Arsikere which your honour also are aware. It has been started from Miraj to Belgaum or from Belgaum to Hubli, something like that. The allocation of budget is very meagre to this side and it may take another four to five years. It will be very difficult for us because the whole economic movement has been totally stopped. This has reflected on the National Highway IV where vehicles are more and at every ten kms. We have two or three accident of either bus or car. It just become very difficult for us to even travel. The Highway has become just a walking place. You cannot run a car with a speed of more than 30 to 40 kms. per hour. Therefore I appeal and request the Railway Minister to help us in getting another train from Miraj to Bangalore after the conversion. During this year there is no money sanctioned; he has given hardly Rs. 2 crore or so. For Arsikere to Bangalore and Hubli to Bangalore lines I think Rs. 62 crore has been given. I do not know why this discrimination has been done. I request him to at least have a judicious view in respect of the people of Karnataka. I do not charge him, but this is my observation.

Belgaum being the centre in this region, it is the place where much earlier to Jhansi Rani, Kittur Rani Chennamma fought against British in 1824 and defeated British in October 1833, I requested the hon. Minister Shri Jaffer Sharief and he accepted the proposal to name a train after her when he was the

[Shri S.B. Sidal]

State Minister. Now he is the Cabinet Minister. It should be cleared. It is now Kittur Express; it should be Kittur Rani Chennamma Express. Then only people can understand. Otherwise there are many Kittur villages and nobody will understand it.

The zonal office should be established in Belgaum. Since it is a border place it will be convenient to Maharashtra, it will be convenient to Goa. But it has not been done so far. The station just looks like a matchbox; neither you can sit nor be comfortable there. It has to be totally rebuilt in proportion to the BG line. Therefore I request through you to help us establish the zonal office at Belgaum. If it is not convenient for him to mark available the new infrastructure there, Hubli is the best place where already infrastructure is available. I find there is no difficulty in establishing a zone there.

In the Railways Department, appointment of Karnataka people is a big zero.

Your goodself also know about it. You have given this country five good Ministers for the Railway Department but we hardly have 500 people employed in the Railways. That may be a curse for us. When we present a case, we get back a curse. I request the Railway Minister to help us in establishing a zonal office at Belgaum. Other things have already been said. I congratulate the Railway Minister for having presented the Railway Budget and request the Finance Minister to allocate more budget so that along with other policies of the economy, the Railways will also be helped. Otherwise, it

will be paralysed; there will be no transportation and no economy will be developed. Therefore. I request the Finance Minister to help the Railway Minister.

[Translation]

SHRI BRAHMANAND MANDAL (Monghyr): Mr. Deputy Speaker, Sir, the fare and freight has been increased by one thousand crore rupees in the Railway Budget. In previous budgets too the fare had been increased. Therefore, I oppose this Railway budget. I would like to give a suggestion to the hon. Minister that revenue can be earned without putting any more burden on the passengers. Whenever, I travel by train, I find large number of hawkers in it. I know about Bihar. Nearly one lakh hawkers, who do not have passes, earn their bread and butter in the trains. They all demand that the red railway passes should be given to them. One can very well imagine that these are around 10 lakh hawkers in the country who travel in trains and earn livelihood. They are ready to pay for it. They claim that they have to pay 50-70 rupees per day to the officers and staff of railway. I understand that the Railways can easily collect one thousand crore as revenue, if they are given red cards, even at the $\frac{1}{4}$ th of the amount they pay to the officers and employees. I understand that there should not be any difficulty in it. I urge upon the hon. Minister to withdraw the burden put upon the travellers and red cards should be issued to these 10 lakh hawkers.

Last year also I had drawn the attention of the hon. Minister towards the Jamalpur factory. I had submitted that it was once the largest factory of Asia which had 22 thousand workers and today there are only 10 thousand workers in it. The

employees and officers of the Jamalpur factory are ready for all the modernisation works that are being done in the Railways. Time and again we have been reiterating that the infrastructure of the Jamalpur factory is so large that it does not require additional investment to manufacture rail coaches. On the other hand the hon. Minister had admitted that though rail coaches are being manufactured in Kapurthala, more railway wagons are required to be manufactured. A new factory has been set up there. Apart from the factory that was being set up for manufacturing rail coaches and wagons, the factories for repairing steam engines and electric engines should also be set up immediately. As far as doubling of tracks is concerned from Kiul to Kajra hardly 10 km. is left for doubling. That should be done. An E.M.U. should run between Jamalpur and Bhagalpur. We had urged upon the hon. Minister to run an E.M.U from Jamalpur to Jhajha. As it is a backward area, no attention has been paid towards it and all the times it is being said that due to lack of funds it cannot be done. Our colleagues from Bihar have contended that the Government has funds for the development of the Southern Region but not for the North Eastern Region. Therefore, there should be a balanced budget. The railways provide a link between the people of various States but your budget disintegrates them. Keeping this fact in view that the Railways try to connect one corner of the country with another, you should also prepare such budget as may bring people of one corner closer to the people of another corner. With these words, I conclude.

SHRI MANIKRAO HODLYA GAVIT
(Nandarbar): Mr. Deputy Speaker, Sir, I am thankful to you for giving me an opportunity to speak. I rise to support the budget presented by the hon. Minister of

Railways. As the time is limited I would like to say something about my constituency. Railway is a big industry in our country. The policy of our Government is to develop the backward areas. I would like to extend my thanks to the hon. Minister for allocating one lakh twenty eight thousand rupees in the 1994-1995 budget for carrying out the survey for railway tracks in Dhule-Nardhana. This track will be sanctioned after carrying out the survey. As this track would connect Central and Western Railways and its length is just 37 kilometres, the work on this project should be taken up after conducting the survey.

As the Surat-Bhusawal track connects Gujarat with Northern and Southern India, it should be doubled. With the doubling of this track, the tribal areas of Gujarat and Maharashtra could be benefited. There are 7 pairs of passenger trains and 29 goods trains running on this track. Besides this, I urge upon the hon. Minister that this track should be electrified. Apart from it I request that a survey should be conducted on the Manmad, Malegaon, Dhule, Nardhana, Indore railway tracks. I am thankful to you for giving me an opportunity to speak.

SHRI RAM KRIPAL YADAV
(Patna): Mr. Deputy Speaker, Sir, I am on a point of order, the name of the hon. Member who is speaking is not being displayed on the C.C. T.V. which gives the impression as if the hon. Minister is giving reply.

MR. DEPUTY SPEAKER: All right. Please take your seat.

[English]

SHRI BALIN KULI (Lakhimpur): Mr. Deputy Speaker, Sir, I rise to support the Railway Budget presented by the Railway Minister. Mr. Jaffer Sharief. He has presented, this time, a good budget. For that I want to congratulate him. At least, this time, he has tried to accommodate the hopes and aspirations of the people of the country and the demand of the MPs by introducing some long distance trains like Rajdhani Express etc. and by introducing new lines.

Sir, he is going to introduce a Rajdhani Express to Guwahati. For that, Sir, I want to particularly thank him. But, he said that the train will be run once a week. I request him to introduce this Rajdhani Express as an every day affair viz. 7 days a week.

Sir, the North-Eastern region has been facing communication bottleneck since long time. Due to this, the safety and security of the North-Eastern region is now in question. The North-Eastern region is engulfed in a vicious circle and extremism is growing day by day. For meeting the threat of the extremists, the defence and police personnel have to move faster today to the North-Eastern Region. So, the railway lines of all the North-Eastern State and their Capitals must be linked, otherwise, the safety and security of the North-Eastern region will always remain in question. Therefore, I request the Railway Minister, Mr. Jaffer Sharief to think about the North-Eastern region, particularly, Assam, Manipur and Nagaland which are bordering Burma, China and Bangladesh. Because of this, the safety and security of the people of these States are causing concern to all of us.

Sir, the construction of a third bridge is going on over Brahmaputra at Jogighopa. But its progress is very slow. I myself went there and saw its progress. Only skeletal work is being carried out there. The Railway Minister assured me and other MPs that after the completion of the third bridge at Jogighopa, the fourth bridge over Brahmaputra will be constructed. Therefore, the speedy construction of the Jogighopa bridge is very necessary and it should be completed within the stipulated time so that the construction of the fourth bridge over Brahmaputra Bogibil near Dibrugarh could be taken up soon.

One more request I would like to make and that is the Dhubri Express from Guwahati to Dhubri which has been kept suspended for a long time. There is a great demand from the people as well as the MP of Dhubri that it should be reintroduced immediately. People are also demanding the concession of Bongaigaon-Fakiragram metre gauge rail line into broad gauge, as soon as possible.

I also demand that local people should be employed in the N.F Railways; I demand cent per cent employment of local people category 3rd and 4th in the N.F. Railways, because there are no employment opportunities in that area.

With these words, I conclude my speech.

✓ SHRI P. C. THOMAS (Muvattupuzha): I am limiting my suggestions to the most genuine demands of Kerala due to paucity of time. A preliminary survey has been allowed for a railway line by the hon. Railway Minister from Kottayam to Punalur. My submission

is that the genuine demand, which has been postponed for about five-six years to have the railway starting from Angamaly, where a new international airport is also going to start should be fulfilled. So, I suggest and plead that the preliminary survey, which has been granted by the hon. Railway Minister on page 14, in clause 21(9) from Kottayam to Punalur may be extended from Erumely to Angamly and also passing through main centres like Kalady, Muvattupuzha, Rani, Pathanamthatta proceeding to Punalur. So, this is a very genuine demand and I am sure that no extra amount is required for fulfilling this demand, because the preliminary survey has already been ordered; and we all know that the preliminary survey is a very simple thing and there is absolutely no difficulty to include it. This will enable not only the pilgrims to go to Sabarimala and Erumaly but also it will be a most freight-oriented railway in the sense that it will be connecting industrial area of Cochin, Chalakudy Belt to Madurai via this railway line.

15.47 hrs.

[SHRI RAM NAIK *in the Chair*]

The hon. Railway Minister has already made a mention of diesel multiple units to be started on short routes. Now, I would suggest and submit that Kerala is a place, the end point whereby the establishment of the sleeper class a lot of passengers have been put to difficulty because of availability of short distance trains. I suggest that diesel multiple units must be started in Kerala. If diesel multiple unit trains are coming in Kerala - one or two or three or four - I think that will be a great help in this regard.

We are glad that the hon. Railway Minister has stated in the last Budget speech as well as reiterated in this Budget that a Rajdhani Train up to Madras it goes from Delhi - will be extended to Trivandrum. I would think that a route has to be mentioned. This is a gift to Kerala. So, the route should be through Coimbatore touching all parts of Kerala; it should not go the other way, but direct to Trivandrum without touching the other parts of Kerala.

Lastly, if actually such a luxury train and a fast train is meant for Kerala, then I would suggest that this can come into force in the real sense only if the electrification is completed.

Though the Minister has been very generous to give some amount for electrification from Erode to Ernakulam, the amount granted is very little. It is only Rs. 15 crores and I think that it would cover only 15 kms. So the whole electrification has to be done immediately; otherwise, I do not think that we will get the facilities.

I am concluding by saying that there has been a demand from all over Kerala that a coach factory should be given for Kerala. That was a long standing demand and at one stage it was published that a coach factory has been given for Kerala. I am sure the hon. Railway Minister is going to accept my other demands and it may not be easy for him to accept last demand, so I plead that this last demand may be given in the next Railway Budget.

[*Translation*]

SHRIMATI SUMITRA MAHAJAN (Indore): Mr. Chairman, Sir, the hon. Railway Minister has presented Railway Budget in a flowery language and it

[Shrimati Sumitra Mahajan]

seems from it that no hike in rail fares has been made. But through you, I would like to State that if we keep in view this year's budget, or the next year's budget, the increase in fare will come to about 70 to 75 percent. We should not be mistaken by the hike of only one rupee because they have already increased the fares by rupees 50 nobody's attention has been drawn towards it. The hon. Railway Minister should reconsider the issue. He has said that up to 100 kms, fare has not been increased. The situation in the country is such that, as they say—

"Anna Sajho Dai Disha, Amma Firawi Jagdisha"

which means that a worker, whether he is from Bihar, Madhya Pradesh or Uttar Pradesh, goes from one part of the country to another in search of livelihood at a great risk to his life. Suppose, he goes to his native place once a year, does he undertake a journey of only 100 kms? How he will proceed further? It needs to be given some thought. According to the Railway Minister, the hike in freight and fare was necessary as they have to complete many long pending projects. I would like to ask him as to who is responsible for so many incomplete and long pending railway projects which are lying incomplete due to one or the other reason? As a result to this delay the cost of these projects escalates. Who is responsible for cost escalation?

Here, I would like to cite another example. Indore-Dahod rail line was planned with the initial cost of Rs. 30 crores. While preparing this scheme the tribal areas of that region as also the

alteration of the coal carrying traffic route of that area were taken into consideration. Not only this, the rate of return was also taken into consideration. But today the position of that project is such that after spending Rs. 15 crore during the past 4-5 years, no provision has been made in last year's budget and this year also no special provision has been made. Only a nominal provision has been made. I would like to know that when you have already spent Rs. 15 crore on that project and much work on it has been completed, then why the remaining work of that project is lying pending due to non-allocation of only rupees 3 crores and waiting for taking up again. An amount of Rs. 11 crore has been spent on the project and Rs. 26 crore has been sanctioned. With the completion of the project, the distance between Indore and Maksi would be reduced by 40 kms and there would be no need for reversing from Ujjain. Keeping all these benefits the Indore-Maksi rail project was taken up. I would like to ask, in which account will you put this expenditure? From where would the money come? Ultimately, the people would have to bear the burden. For what reason has this project been held up?

Mr. Chairman, Sir, lastly I would ask one more question through you. Projects remain incomplete for a long time. Work goes on for several years, like the Raj Kumar overbridge at Indore. Work on this project has been going on for the last 10 years. But it remains incomplete. Indore has expended so much that it has become necessary to construct railway overbridges at four different places. That is to say, project go on for years due to which the problem persists even later on. (*Interruptions*) Neither you are giving sufficient time to speak nor is that Railway Minister completing the projects in our

region. You are forcing me to leave my speech halfway and the Railway Minister is also leaving the projects incomplete in our region. Between this State of affairs we are facing hardships. Not even a single demand of the people of Indore is being met. It was demanded that Avantika Express be extended upto Bombay-Central. A train from Rajasthan goes upto Bombay Central. Recently a new train has been introduced between Ahmedabad and Bombay Central.

Indore is an industrial as well as a business centre. From the cultural point of view also, it has much importance. You should connect Indore with the State's capital. Inter-city link service is not being completed. We have asked for a new train for Indore. Our demand is not being fulfilled. Khandwa-Ajmer track is 100 years old. No scheme has been made for the gauge conversion of this line. I fail to understand what sin has been committed by the people of Madhya Pradesh in general and the people of Indore in particular, for which you are punishing them. Indore-Dahod rail line is for the tribal dominated region of Madhya Pradesh. What wrong have the tribals and the people of Madhya Pradesh done to the Railway Minister? The Railway Minister should give attention to this. I reiterate vociferously the need to complete the Indore-Dahod rail line.

SHRI GEORGE FERNANDES (Muzaffarpur): Mr. Chairman, Sir, the rail budget has been discussed at length. Though what I am going to say, might have been repeated many times by the hon. Members. Yet I would like to highlight certain points.

At the outset I would like to say that Government has started adopting neglecting attitude towards railways.

All attempts by the Railway Minister to improve the Railway service will become futile due to the New Economic Policy of the Government. The House will have to take this aspect into consideration. In the coming days, when this New Economic Policy will come up for discussion in the House, I would like to dwell on this point.

Please consider these two points. Budgetary support has gradually come down to 18 percent. The total expenditure on railway development would be Rs. 6515 crore and the budgetary support is merely Rs. 1150 crore. The amount of external loan is Rs. 1050 crore, be it from the Indian Railway Finance Corporation or from other sources. No amount of praise of railway management would be sufficient. The amount that the Railway is spending on its development, from its savings is Rs. 4315 crore. I am raising this point in the beginning because Railways is subjected to all types of criticism. Accidents also take place. Any deficiency or shortcoming in the functioning of Railways is severely criticised. But it is an institution, which is most essential for the development of the country.

16.00 hrs.

The Government has gradually decreased the budgetary support to the Railways and has brought it down to 18 percent. It naturally evokes my anger. In the document of this Railway budget, the Explanatory Memorandum on page 120 gives an account of financial effects of social obligation of Indian railways for 1993-94 under the heading, Financial effect of social obligation. It is an official document, presented by the Railway Minister in the House. According to this document the Government has itself put

[Shri George Fernandes]

Rs. 2008 crore under "Financial Effect of Social Obligation". Whereas the amount of budgetary support is only Rs. 1150 crore.

I will not say that Railway is getting stepmotherly treatment. Today the Government has developed such a system in which the programmes of America are being implemented in this country. Hon. Minister of Railways, can try his level best but this Government will not let him do anything because it has a policy to ruin Railways. I would like to say a few words about the impact of this policy on our economy. As a result of this policy, the amount of capital which should have been spent on development of Railway, is not being spent. Thus the people who use trains for travelling and transportation of goods are facing a great difficulty. Their hardships will go on increasing and the income of Railways will start falling down.

After studying this budget, I have come to the conclusion that now Railways has only one objective, that is, how to maintain balance in its books and budget proposals. All the resources are being exploited to get the money. The increase in passenger fare and freight rate is the effective way of getting more money for balancing the accounts of railways and you are restricting the functions of railways only to that extent. So I would like to remind your responsibility which was accepted by you in the document of corporate plan. It is a document for fifteen years i.e.w.e.f. 1985 to 2000, prepared by the Corporate Mission of Indian Railways. I remember that your contribution is also there in preparation of this document. You have detailed your corporate objectives in it, you had said about that:

[English]

"...to be a modern railway system with sufficient capacity, to meet the country's transport needs both for passenger and freight traffic based on optimum inter-modal mix and to provide the transportation at the least cost to the society while maintaining the financial viability of the system."

[Translation]

Now except financial viability, all has vanished, especially in regards to the efforts for creation of sufficient capacity.

Mr. Chairman Sir, you belong to Bombay and I also have a link with Bombay. There are some specific words pertaining to Railways which are used only in sub-urban trains of Bombay and not in day to day life and there is a word 'super density' which stands for the travelling of 300 persons in a compartment whose capacity is only one hundred. In these sub-urban trains a large number of people travel in standing. In place of hundred persons, these compartments carry three hundred persons, so there remains no place for sitting or sleeping. Hon. Minister might have experienced such things but I request that he should take his colleagues, especially Shri Manmohan Singh in sub urban trains of Bombay city, then he will know what is super density and how people travel in trains. There is a law regulating the number of cattle to be loaded in a goods train and, the booking clerk and clearing supervisor can be punished for violation of the law. But it is very strange that no such law has been enacted for human beings. Where are we taking our railway system and no

provision has been made in your budget for improving it?

What arrangements have you made this year? Whether these are Bombay suburban trains or long distance trains like Delhi to Patna or Calcutta, if you want to provide space to every passenger, then atleast 3000 coaches should be manufactured every year. Hon. Minister can deny, if I say anything wrong. You are manufacturing only 1600 coaches, out of which 200 are EMU Coaches for Calcutta and Bombay. What a common man can hope from this budget? Last year 2139 coaches and 308 EMU coaches were manufactured and during 1992-93, 2479 coaches and 180 EMU coaches were manufactured, so I would like to say that statistics prove the impact of Dunkel proposals on the budget. Thus due to your new economic policies the situation is deteriorating day by day.

I would also like to make a complaint to the hon. Minister. Last year also I had raised this point and now I repeat it. Hon. Manmohan Singh has raised an important issue in this respect that though gauge conversion is going on yet no new train is being introduced. We can not deny the justification of gauge conversion. What perturbs me most is the speed of gauge conversion and funds being allocated for it. The first thing which perturbs me is that the new railway lines are not being constructed in the required number and funds allocation for it, is decreasing day by day. We have 60-61 thousand kilometre railway line, and provides employment for 18 lakh people. It means that you provide employment to 30 persons by constructing 30 kilometre new railway line. By constructing 1000 kilometre railway line every year, how many persons could be given employment, if you adopt the norms of Britishers.

India was under Britishers' rule till 1947 and Britishers have constructed thousands of kilometre long new railway line in the country. Now after 45-46 years of Independence we have not done much work, and the construction of new railway line has been stopped. Only Railways does not provide employment opportunities. When you create one job under railway, you actually create 25 employment opportunities in upstream, downstream and service sector. Railway department has datas in this regard and F.I.C.C.I. has also written on this subject. Rolling stock is required for gauge conversion, but in spite of funds being available for that you fail to make the arrangement for that. A provision of Rs. 1924 crore was made for rolling stock in Investment Plan for 1992-93, but in fact, only Rs. 1726 crore were spent on it. Now, this year only Rs. 1750 crore have been allocated for it. You could not convert metre gauge into broad-gauge, you could not make arrangement for rolling stock, you could not earn profit and rather started incurring loss. I request you that such a system should be developed that Railway could earn profit in place of suffering loss.

Superfast trains have been introduced and we all expect that Rajdhani Express should be introduced and its stoppage should be provided at our station. I have no data with me at present, but I would like to tell you that one super fast train stops three passenger trains from passing by it. Trains are the only means of transport for poor people in the country. Today everyone wishes to have superfast and Rajdhani Expresses for their areas which are creating problems for other passengers. Besides this, these are creating problems in the running of goods trains. This question should be discussed

[Shri George Fernandes]

properly. Today policies of the Government are also changing. Now-a-days floor crossing has become a common phenomenon but this question is related to public amenities, so it should be taken up seriously.

I would like to draw your attention towards Bihar. My colleague Mr. Mohan Singh has raised the issue regarding Chhitoni-Bagha railway line. I am glad to say that this work is going to be completed by virtue of the cooperation given by the hon. Minister. The hon. Minister of Water Resources, Shri Vidyacharan Shukla, a member of the Cabinet has assured to provide Rs. 70 crore for Chhitoni-Bagha line but till date not a single penny has been given for this purpose. When the Union Government has not given any fund, the Bihar and the Uttar Pradesh Governments have also not given any money. If the Minister of Water Resources and the two State Governments do not release fund it would be difficult to solve the question of bridge. I would like to thank the hon. Minister for removing the hurdles in the construction work of Konkan Railway. A person from Goa who was responsible for creating problems in the construction work of Konkan Railway during the last one and a half year for which railways had to suffer a loss of Rs. 200-250 crores has been included in the council of Ministers by the Prime Minister. I am glad to know that the issue of Konkan railway will be solved by next year. But Bihar has been ignored totally in this budget. Nothing has been done for the construction of railway bridge over Ganges. Earlier we were expecting that about Rs. two crore would be spent in opening of a Zonal office or it may be spent on the construction of two hundred

kilometre new railway line, but now it has been decided that Zonal office should be opened in Bihar. You should look into the matter of Kamla bridge and railway workshop at Jamalpur, which have already been mentioned by our colleague from Bihar. The complete plan of workshop costing about Rs. 59 crore is with you but only Rs. 2 lakh have been allocated for this purpose in the current budget. Even a jeep cannot be bought with this meagre amount. Sir, I request that justice should be done in this matter. This railway workshop has been recommended by all the old and new engineers and it will be a jewel in the crown. Once it was a famous workshop which is now on the verge of closure.

From the viewpoint of employment, I would like to suggest that more funds should be allocated for Bihar. Rs. ten crore have been allocated for Samastipur-Darbhanga line in the current year. The total expenditure of the Government for this purpose is Rs. 29 crore. You should have allocated more fund. It will be better for the north Bihar which means the welfare of whole Bihar, if steps are taken for completion of this project. Attention should be paid towards Chhitouni-Bagha railway line. Raigir, Bodhgaya, Nalanda, Vaishali are such areas which are visited by Buddhist from all over the world considering them as centers of pilgrimage. Their requirements for trains should be fulfilled. Bihar is the land of Lord Buddha, so steps should be taken for its development as a tourist place. People from Japan and other countries visit the place, so proper arrangement for trains should be made there and all the problems should be solved.

I have tried to solve the problems of hawkers and appropriate steps should be taken for their welfare. They are ready to

pay Rs. ten or twenty. They work very hard but they are caught and beaten up by the police. Police free them after taking bribe and they again catch them after one week and this vicious circle goes on. I was committed to check to this practice but hurdles came in my way and some legal problems arose and before solving the problem our Government fell down. But I request you that this problem is connected with the livelihood of millions of people. It is an opportunity to root out corruption from the country and to break the vicious circle. The hawkers should be given licences and Railway will get some money out of it. Immediate action should be taken for removing their problems and if possible hon. Minister should refer to it in his reply. Thank you for giving me an opportunity to speak and with these words I conclude.

MR. CHAIRMAN: Minister of Railways has to reply at 4 o'clock. I have a list of five members who have given prior notice. Minister of Railways can be requested to reply later, if each of them concludes within two minutes. If members will take more time, then it will be difficult to cope with. Therefore each member is requested to conclude within two minutes.

[English]

DR. K. V. R. CHOWDARY (Rajahmundry): Mr. Chairman, I am grateful to you for giving me the opportunity to speak on the Demands.

The hon. Railway Minister, in his Budget speech, about two years back, approved electrification of railway line between Visakhapatnam and Vijaywada. But in the last Budget also, they have not given any funds from the Budget.

There is no word in his Budget speech this year about CR railway line, that is, Kakinada-Kotipally railway line. A survey was recently conducted about this line and it showed that it would yield 14.81 percent returns. It is a viable line.

I request the Railway Minister to approve this and consider it sympathetically.

I have also requested for a survey of Kothagudem Kovvur line. It was surveyed in 1950. Till now, no action has been taken. There is heavy goods traffic and traffic congestion between Kothagudem via Vijaywada. If this line is laid, it will be more economical and it will reduce the distance of 60 Km to Rajahmundry and beyond Rajahmundry.

So, I request the Railway Minister to survey Kothagudem-Kovvur line.

I also request the Railway Minister to merge Visakhapatnam Division with South Central Railway for better coordination between Visakhapatnam Division and Vijayawada Division.

I again request the Railway Minister for Madras Rajdhani Express to be made at least thrice a week, if not daily.

I also requested for a railway gate to be provided at Nadadavol station but it was not considered; requested for the improvement of railway stations, shelter in my constituency. Again, I request the Railway Minister to enhance the fares once in three or four years but not every year. I hope from next year onwards the Railway Minister will increase the fares only once in three or four years and not every years as a ritual.

[Dr. K.V.R. Chowdary]

16.26 hrs.

[SHRIMATI SANTOSH CHOWDHARY *in the Chair*]

I have been promised previously for an express train between Rajahmundry and Bombay; Narasapur-Visakhapatnam and an inter-city express between Vijayawada and Visakhapatnam; a superfast express between Visakhapatnam and New Delhi as the Link Express is now taking about 41 hours to cover a distance of 2100 kms. I have already made representations several times for introducing halts in respect of express trains at Dwarapudi for Tirupati-Howrah express train; East-Coast Express; Visakha Express at Dwarapudi; Konarak Express at Anaparti, at Kovvur and Godavary Stations. But so far he has not considered our representation.

16.27 hrs.

[SHRIMATI SANTOSH CHOWDHARY *in the Chair*]

Further, two important over-bridges or under-bridges are needed at Rajahmundry near ILTD junction, Anaparti Station. I request the hon. Railway Minister to consider these demands. I hope he will consider it sympathetically.

With these words, I conclude.

[*Translation*]

SHRI CHANDRA JEET YADAV (Azamgarh): Mr. Chairman, Sir, in my Parliamentary career I have never spoken on Railway budget. It is the first time, when I am speaking on Railway budget. I

would like to raise some important issues and for this some old traditions are to be broken. I praise the decision of Railway Minister regarding conversion of all the metre gauge railway lines into broad gauge. It is an important decision applauded by the whole country. I request the Railway Minister to complete this work in a fixed time after discussing the matter with Planning Commission, Prime Minister and the Finance Minister so that financial resources could be mobilised and the work could be completed within next two Five Year Plans. I would like to draw your attention towards the inauguration function of conversion of Sahébganj to Mau via Azamgarh metre gauge railway line into broad gauge in which Railway Minister himself had seen that a large number of people came to listen him. The reason was that after Independence it has been a pertinent demand of people of that area. Railway Minister himself and a respectable member from Railway Board announced that this line will be converted broad gauge within 1994. But I am very sorry to say that the Planning Commission says that work should be started after getting full amount in lump-sum from them.

The Railway Minister says that the work will be taken up after getting approval from the Planning Commission. I would like to say that you have promised the public to complete the work within 1994, so it should be done. It will benefit those districts of the State which had participated in the freedom struggle Madhavan and Balia were famous not only in India but these names used to make echo in British Parliament during the freedom struggle. These are in Eastern Uttar Pradesh which is second after Kerala in population density. These are the most poor districts of the State.

I hope, if this work is carried out on priority basis then Balia, Gorakhpur, etc, districts will get the opportunity for development.

Sir, the arrangement at Shahganj Junction are also not satisfactory. I had requested Railway Board about it but to no avail. All the trains running between Delhi and Lucknow, Faizabad and Varanasi via Shahganj pass through Rae Bareilly Pratapgarh upto Mughalsarai but this whole area of Varanasi, Shahganj and Ayodhya etc. remains untouched. The people of these area used to go to Singapore and Malaysia to earn their livelihood. Even now they have gone to Delhi, Singapore and to several Arab countries. But there are no proper arrangements for them. Attention should also be paid in this direction. Even the trains which are running there are not in a good condition. You will find the bogies and toilets therein damaged and in a bad condition. These all needs to be improved.

Now I would like to give some suggestions. An electrician in each train must be deputed like the trains running in South India, so that if there is a failure of light in any of the coaches it may be provided immediately. The place where the train stops for more than ten minutes, the Safai Karamchari should go to each of the coaches and do sanitation work. The Government should ensure that the trains may run as per their schedule and reach stations on scheduled time. A lot has been said in this regard. But there is no improvement in passenger trains.

The points raised by Nitish Kumarji and our other friends Bihar are correct and action should be taken thereon at the earliest. Gaya which is a pilgrim Centre may be linked with Rajgir by rail facility.

Our colleagues from Bihar have been assured by the hon. Prime Minister and those promise should be fulfilled. Train facilities in Bihar are not adequate and a large portion of it still do not has rail facility. Those areas are developing areas and are very rich in minerals but in the absence of rail facility development is not taking place there. If development takes place in Bihar then the entire country will make progress. With these words I would like to submit that hon. Minister of Railways has done a lot of work on his own, but I think that if some more constructive decisions are taken then Indian Railways can become the biggest, most efficient and modern Railways of the world.

SHRI NITISH KUMAR: Madam Chairman, an allegation was levelled against Shri Salve Saheb during zero hour. You assured us that he will give a personal explanation. Will he do it now?

THE MINISTER OF POWER (SHRI N.K.P. SALVE): We are ready to give personal explanation as and when you like.

SHRI NITISH KUMAR: When is the hon. Minister going to give personal explanation regarding the allegation levelled against him during the zero hour?

SHRI N.K.P. SALVE: I am ready to do so as and when you wish.

[English]

SHRI R. ANBARASU (Madras Central): Sir, at the outset, I would like to congratulate the little hon. Railway Minister for presenting a tall Railway Budget. But, at the same time, I would like to participate in the discussion on the

[Shri R. Anbarasu]

Railway Budget with more anguish than atonement. I am speaking with anguish today because of the continued injustice done to Tamil Nadu and the neglect of Tamil Nadu in the matter of allocation of funds, new railway lines and other railway development projects. It is really shocking to note that every year the allocation of funds has been in the downward trend. It is most unfortunate the hon. Railway Minister has totally neglected the interests of Tamil Nadu, though he is our neighbour and comes to Tamil Nadu quite often, particularly to Nagore Dargah. I do not know and I wonder why the Nagore-Bangalore line has not been taken up for BG conversion and no funds have been allocated for his favourite pilgrim centre.

I would like to congratulate the hon. Railway Minister... (*Interruptions*)

SHRI SRIKANTA JENA (Cuttack): On the one hand, you are congratulating him and on the other, you are complaining.

SHRI R. ANBARASU: Wherever there are good points. I am congratulating him and wherever I find there are certain lapses, I feel it is my duty to point it out to him.

The hon. Railway Minister has announced that 12 new trains would be introduced during 1994-95 in various States. I feel very sorry to say that not even a single train has been proposed to be introduced in Tamil Nadu. Same is the case in respect of doubling of lines also. In the Budget, four lines have been included for doubling, but not even a single a doubling of line has been proposed in respect of Tamil Nadu.

Madam, I come from Central Madras where the prestigious ICF is located, which is known throughout the world for its manufacture of excellent quality coaches. Many a time, ICF won global tenders for export of coaches and bogies. But it is really very surprising that a very meagre sum has been allocated for ICF whereas huge sums have been allocated for RCF and Wheel and Axle Plant. Another shocking news is that, hitherto, ICF was manufacturing 1150 railway coaches. But, suddenly, orders were given to the factory for reducing the manufacture of coaches from 1150 to 750. That is really shocking and I do not know why. When I called on the Minister and explained the difficulties, he told me that there are no orders for coaches. When the conversion of railway lines from metre gauge to broad gauge is being taken up on a large scale, definitely, the requirement for coaches will be more. Therefore, I do not admit his argument. I request the hon. Minister to immediately restore the normal production.

Now, orders have been given to the ICF for manufacture of containers. But the manufacture of containers will not be economic in a mammoth project like ICF; it will be uneconomical. Therefore, I urge the hon. Railway Minister to issue orders for the manufacture of coaches, that too, three tier AC coaches, as in the case of RCF in Kapurthala. I find that there is a systematic attempt to downgrade ICF. They silently served this country for the last four decades in the crucial independence era. I find a clear discrimination and attempts are being made to throttle this unit. Therefore, I urge the hon. Railway Minister to consider my demand and to place some more orders for the manufacture of coaches. When Rs. 16 crore have been allocated for RCF, Kapurthala for the manufacture of

coaches, when Rs. 12 crore have been allocated to the Wheel and Axle Plant in Bangalore, in the case of ICF, it has been allocated only Rs. 1 crore.

It is a clear discrimination and this allotment is like feeding the elephant with popcorn. Fourteen thousand employees are working in ICF. This is being ignored. During his entire speech, the Hon. Minister has forgotten to say something about this.

The railway line MRTS at Madras covers only twelve kms. This project was started in the year 1983. In the last eleven years this project could not be completed because of piecemeal allotment of funds. Therefore I urge upon the hon. Minister to allot some more funds, an additional funds of Rs. 55 crore to complete the MRTF. He has embarked upon some new projects for development this year. I am glad that he has announced that five sections of gauge conversion work has been undertaken; of these two are in Karnataka.

MR. CHAIRMAN: Please conclude. I will call the next speaker now.

SHRI R. ANBARASU: Only one more point, Madam. We want a new Rajdhani Express from Madras to Delhi. If he has got more love for Trivandrum let him have a separate line of Rajdhani there. I want a separate line from Madras. About the Temple train I have called on the Railway Minister and I hope during his reply he will give a categorical answer to this.

SHRI C. K. JAFFER SHARIEF: Since last evening, till 4 o'clock this morning we were sitting. If Members were interested to take part in the debate they should have been at that time. One can

understand if now only a few Members are given a chance to speak as an exceptional case. But I do not understand it if you want to continue with the debate... (*Interruptions*)

MR. CHAIRMAN: It is very difficult; Members should be cooperative with us.

THE MINISTER OF STATE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (DEPARTMENT OF YOUTH AFFAIRS AND SPORTS) AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (SHRI MUKUL WASNIK): I want to add to what the hon. Railway Minister has just said. When the discussion was started again today on the Railway Budget, we had consultations with the various representatives of the political parties. We have arrived at the conclusion—that at 4 o'clock in the afternoon the hon. Railway Minister will give his reply. After this is adopted, we will take up the J&K Budget and the Manipur Budget which we will have to pass by about 6 o'clock. So I will request you that we will have to wind up very fast.

MR. CHAIRMAN: There are only two speakers and I will give them only two minutes each.

[*Translation*]

SHRI CHUN CHUN PRASAD YADAV (Bhagalpur): Madam Chairman, our leader Shri Chandra Jeet Yadav has said that the Railway Minister had put in hard labour while preparing the Railway Budget. But it seems to me that he endeavoured to safeguard the interests of South India alone. He has not prepared the Budget keeping in mind the entire country. He has neglected the eastern

[Shri Chun Chun Prasad Yadav]

region, particularly Bihar. I would like to cite a couplet:

"Saki Ne Bhar Kar Jam Diya Sab
Ko Bajm Mein,

Sagar Jo Hamne Manga To Shisha
Hila Diya."

There is paucity of time. Therefore, I would like to confine myself only to my constituency. Bhagalpur is my constituency. There is only one train which runs from Bhagalpur to Mandar Hills. It may be extended upto Devghar. It will be highly beneficial to the people. It will also be beneficial from business point of view. Devghar is a famous pilgrim centre.

Vikramshila Express starts from Bhagalpur. In Patna it becomes Magadh Express. But while returning back to Patna, A.C. Compartment and Pantry car are disconnected. Train No. 4056 Dn. goes to Guwahati *via* Bhagalpur. It is called Brahmaputra Express. Kahalgaon is a sub-divisional town. There is a big plant of NTPC. A large number of population reside there. Besides, many schools and colleges are there. Apart from it, employees of NTPC experiences a great difficulty. Therefore, Brahmaputra Express should stop at Kahalgaon also.

Secondly, I wish that a new train should be introduced from Bhagalpur to Delhi. Because Bhagalpur is a large business-centre of silk. Bhagalpur is an old city. It is a commissionerary town. During Mahabharata age it was called 'Anga Desh' which was the kingdom of Karna. Silk is produced there in a large quantity. Silk worth crores of rupees is

exported from there. A railway bridge may be constructed on the river Ganges at Bhagalpur Monghyr so that business could be done not only up to North India but Nepal also.

A DMU train runs upto Jamalpur. It should be extended at least upto Bhagalpur. With these words I conclude.

[English]

SHRI V. DHANANJAYA KUMAR (Mangalore): Madam, I am standing with a very heavy heart here because towards the end, I was getting that I would miss the train. Since yesterday, we have heard numerous complaints from various Members. From this, one would understand the magnitude of the shortcomings in the administration and operation of the Indian Railways. I was getting a feeling that the Minister was getting a sadistic pleasure in hearing the complaints from the hon. Members. We have heard about gauge conversion but I feel what is required is a change of heart from the Railway administration and a change in the attitude towards passengers and total overhauling of the Railway administration is required.

Now, a feeling has come to my mind that presentation of Railway Budget means upward revision of passenger fares and freight charges. Expect that, the entire speech made by the Railway Minister does not contain any new direction as to how to improve the administration of the Indian Railways. For the first time, we are fortunate to hear from the Railway Minister about the formation of capital fund. He has promised to credit Rs. 1950 crore to the capital fund which shows us some hope for future development of infrastructure. I

am not making any particular demand so far as my constituency or my State, Karnataka are concerned. I will have to congratulate the Minister though many other Members had complaints against him. For the first time, Mr. Jaffer Sharief has opened his eyes towards the difficulties being faced by the commuters in the State of Karnataka. Now, I have been making a request to the hon. Minister for conducting a survey for laying a new railway line in my constituency, part of which is a hilly region, namely, Kodagu district. This region has rich plantation as it is a coffee growing area and our country is earning a huge amount of foreign exchange by export of coffee.

This time, there is a mention about a survey to be conducted for laying a new line between Chikmagalur and Sakaleshpur via Belur. I would request that the hon. Railway Minister may kindly issue immediate orders for taking up the survey across Kodagu also, so that Sakaleshpur onwards, the railway line could be connected upto Mysore. With this request, I thank the Railway Minister for having shown some special courtesy towards Karnataka. I hope the works which are mentioned in the Budget would be taken up at the earliest possible time and completed within the stipulated time schedule to the satisfaction of all the concerned people.

SHRI C.K. JAFFER SHARIEF:
Madam, I am very grateful to all the hon. Members who have taken part in the debate on the Railway Budget for 1994-95 and the Supplementary Demands for 1993-94. The hon. Members have brought out a number of valuable suggestion and made very important points on various issues such as the impact of freight and fare hike, suburban services safety, improvement in train

services and amenities, unigauge policy, new projects to be taken up and so on and so forth. I have taken note of all their suggestions as well as their concern. I wish to assure the House that all these aspects will receive my most careful attention.

Sir, I may mention that the Parliamentary Standing Committee on Railways is also taking up the Demands for Grants for a detailed examination. In due course, I shall have the benefit of their report. Hence, I propose to give my detailed reply to the debate thereafter. At this stage, when this august House is to take up the voting of the Demands for Grants, 1994-95, for the present, I confine myself to giving a brief account on the immediate needs of the Railways Department for the kind consideration of the House.

Madam, the Vote on Account has been submitted to the House for the purpose of meeting the expenditure of the Railways in the first two months of the next financial year, pending detailed consideration and passing of the Demands for Grants for the full year. However, no expenditure will be incurred on any new service proposed in the Budget for the year until later.

The Supplementary Demands for Grants for the year 1993-94 have been proposed mainly to cover an additional amount of dividend payable to the general revenues and for expenditure on an urgent new work, requiring the approval of Parliament.

Madam, in fact, before confining myself with these words of request to the House to vote on the expenses for part of the year 1994-95, and on the further sums

[Shri C.K. Jaffer Sharief]

required by the Railways in the current year 1993-94, I thought I would try to reply to some of the points raised by hon. Members. Nevertheless, I personally feel that we should give an opportunity to the Standing Committee also to have a view on these aspects. After listening to the debate, Government also will have some view. Once the recommendations of the Standing Committee are received, it will be easy for us as well the House to arrive at some decision. Since my good friend Shri George Fernandes is here, I would like to respond to one or two points made by him.

I am very grateful to him for some of his kind words. In fact, if I had attempted to do something, it is not as if I had done it. I am sure, if he had the opportunity, he would have done the same thing. I, for one firmly believe that—whether we are sitting on this side of the House or that side of the House—all the representatives of the people would be naturally interested in the development.

Last year, Mr. George Fernandes spoke at 5 O'clock in the early morning. Last night, we were missing him, although we sat up to 4 O'clock. Again today, right from 2 o'clock, the debate is continuing. This shows what? This shows the active interest of the Members of Parliament in the development of their regions, in the development of their Constituencies. It is here, that anybody, who is charged with the responsibility will have to have a vision. I really believe that judicious decision are taken in the matter of investment. Somehow during the period of Mrs. Gandhi, I had an opportunity to serve the same Ministry, as a junior Minister. So, I had a little background of working with the system. Mr. George

Fernandes was fearing that network is growing but where is the rolling stock. With all humility, I would submit that perhaps, if he had the time he might have gone much more vigorously than me to stop what was happening there. There is no dearth of rolling stock. Yes, we are short of only electric locomotives. There is a complaint that we have not invested adequately on electrification. The reason is simple. We have traction but we do not have locomotives. In an area of electric traction, we are running diesel locomotives. You look at the spirit of the Members of Parliament. They were taking active part in the development work. Our Government had taken the decision for having the New Economic Policy, the New Industrial Policy. Whatever may be the views of other Members — they may have their own views on this New Economic Policy and on the New Industrial Policy, each State, each region of the country should be able to get their benefits. It is for this simple reason—when we found the existing routes are saturated, when this important railway network was in search of three alternative routes — that we embarked upon the unigauge policy. It is not I who decided about it. I am a layman. It is the same technical people, who have been manning the system so long, for forty years, they themselves sat and decided it. One thing I want to mention — I do not know whether the Members are aware of it or not — and that is the one kilometre of gauge conversion which used to cost from Rs. 80 lakh to Rs. 1 crore according to the British standards, after reviewing the inbuilt cost, now the same gauge conversion is possible from Rs. 30 lakh to Rs. 60 lakh.

SHRI BASUDEB ACHARIA
(Bankura): Mr. Minister, will you yield for a second?

SHRI C.K. JAFFER SHARIEF: I am prepared to yield, but it is not going to be another continuous debate. Because I have had a very bitter experience with you. It is very difficult.

17.00 hrs.

SHRI BASUDEB ACHARIA: You have mentioned the figure of Rs. 30 lakhs to Rs. 60 lakhs regarding some estimate. Is it not an underestimate? Does this include expenditure on improvement on the bridges, improvement of the signalling system, platforms and stations?

SHRI C.K. JAFFER SHARIEF: When I said about inbuilt cost, one thing I do not understand, why anybody should get perturbed about it? I can claim rightly that the Railway Ministry is one Ministry which is more transparent; we are the only Ministry which has a Consultative Committee of the Railway which has constituted three Groups; and the Chairman of those three Groups are from the Opposition. They go into all the aspects of the functioning of the system.

SHRI BASUDEB ACHARIA: But non of the recommendations of those three Groups has been implemented.

SHRI C.K. JAFFER SHARIEF: I am glad to say that they took a lot of pains to study it; they went into the details; they made very valuable recommendations. It may be one of the reasons that we are being considered for getting some more budgetary support. And even now, we adopted a very good new system of the Standing Committee to go into that. You are asking about what will happen when we remove the inbuilt cost? The primary responsibility of the Railway is to carry freight and to carry all the passengers. All other related developments like big

platforms, big stations and other things can come according to other developments in the same area. So, today, for an investor, if you want to create a climate of investment, if you want to create confidence in him, then there should be ready infrastructure available to carry the rawmaterial or the finished goods to the market. This is what was essential. I am sure, my Left friends and some of the BJP Members — I am very very happy — take a lot of pains to make a thorough study of all these things. (*Interruptions*) I said about them. It is not only confined to West Bengal but to others also. The other major factors you should look into when you think about uni-gauge policy. You continue with the multi-gauge system, which is a British legacy, where you are losing money. The metre-gauge is subsidised by the broad-gauge. What is the good of that you should understand? Anyway, I do not want to take much of the time of the House since the major reply is going to come at that point of time when the Standing Committee will go into this issue.

[*Translation*]

SHRI NITISH KUMAR: Say something about Bihar.

SHRI C.K. JAFFER SHARIEF: What should I say to Shri Nitish Kumar, I have already stated that I love him too much.

SHRI RAM KIRPAL YADAV: What kind of this love is? It is a deadly love.

SHRI ASTBUHA PRASAD SHUKLA: Accidents have taken place continuously two times in Guwahati, what steps you are going to take in that regard? The hon. Minister had himself

[Shri Astbhuja Prasad Shukla]

visited the site and he had said that the railway tracks are damaged. Is the hon. Minister waiting for another accident to take place to reconstruct that rail line?

SHRI C.K. JAFFER SHARIEF: I do not have the data at present. My submission is that the House should pass this vote on accounts. Standing Committee will scrutinise these and I would throw light on all these things at the time of discussing demands for grants, which will be taken up after taking into consideration the opinion of Standing Committee and the House.

SHRI RAM NAIK (Bombay North): I had initiated the debate. I would like to ask one thing. Whatever the hon. Minister wanted to say about demands have been said and he has also said that the proper reply will be given at the time of general discussion. Besides it, the fares are going to be increased from April 1st. Nothing has been said about that. We want, the hon. Minister should say something about the suburban railway and the second class passengers fare, which has been increased... (*Interruptions*)

[*English*]

SHRI C.K. JAFFER SHARIEF: I am not referring to anything now... (*Interruptions*)

MAJ. GEN. (RETD.) BHUWAN CHANDRA KHANDURI (Garhwal): For the last two years I have been requesting you to give concession to the awards winners in the Services as you are giving the same to the freedom fighters. You have said nothing about this in your speech.

Mr. Prime Minister, the award winners like Param Vir Chakra, Mahavir Chakra, Vir Chakra, etc. are getting terrible treatment from the Railways and for the last two years I have been requesting the Railway Minister that they should be given the same treatment as is given to the freedom fighters as far as Railways is concerned.

The Railway Minister said that he would look into this matter but after that nothing was done, neither last year nor this year. You kindly treat them on par with freedom fighters. They are dying at the borders and you are not doing anything for them. Today you give them just 50% concession in ordinary second class ordinary fare upto only 200 kms. Kindly say something on this.

SHRI C.K. JAFFER SHARIEF: Please bear with me. This is not the final reply. The reply will come when the Standing Committee on Railways goes through the Demands for Grants and gives its recommendations... (*Interruptions*)... Have you made your point? I am just trying to respond to the point which Shri Ram Naik has just now raised and many others have also pointed about this. That is the issue of fares and freights, particularly the sub-urban fares.

With all humility at my command, I submit to you and as I said before that when we talked about development, whether we are sitting this side or that side we are all people's representatives, we are concerned with development. Let us not misplace our sympathy. I must tell you very frankly, if anybody is unaffordable to pay, I could have thought of it. Absolutely we have not at all burdened any man, there is no hue and cry from any part of the country. People are prepared to pay and people have welcomed it. Why are you making such an issue? Sit down... (*Interruptions*).

[Translation]

SHRI BHUBANESHWAR PRASAD MEHTA (Hazaribagh): You have said nothing about Hazaribagh. (*Interruptions*) I am saying so because a promise was made. Why this discrimination is going on with Hazaribagh... (*Interruptions*)

MR. CHAIRMAN: Please take your seat. Hon. Minister, please note down his demands. Please take your seat.

[English]

KUMARI MAMATA BANERJEE: What the hon. Minister has said is that he would give a final reply after the report of the Standing Committee is submitted to Parliament. I only want to mention about the Eklakhi-Balurghat line for which a provision of only Rs. 1,000 has been made! Adequate funds should be provided.

MR. CHAIRMAN: The Minister has given the reply. Please sit down.

KUMARI MAMATA BANERJEE: I request the hon. Minister that after the report of the Standing Committee has been submitted, adequate funds should be provided for this Eklakhi-Balurghat line.

SHRI BASUDEB ACHARIA: That is also our demand. We also raised this demand. Please hear us also. The hon. Minister has reduced the provision from Rs. 1 crore to Rs. 1,000 for Eklakhi-Balurghat and Hawrah-Ektari projects. There are two important projects in West Bengal and for one of them there is no railway line. The hon. Minister may please tell us whether he is going to raise the

allocation for these two particular projects... (*Interruptions*)

SHRI C.K. JAFFER SHARIEF: When Kumari Mamata Banerjee came to Rail Bhavan all that I said was that I would give a final reply after the recommendations of the Standing Committee are received. That is all I have said and I maintain that.

AN HON. MEMBER: What about Orissa? Orissa is still neglected... (*Interruptions*)

[Translation]

SHRI BHUBANESHWAR PRASAD MEHTA: I request the hon. Minister to say something about Hazaribagh. An assurance was given but nothing has been said here regarding that... (*Interruptions*)

SHRI BRAHMANAND MANDAL: The hon. Minister must say something about Hazaribagh, it is our long standing demand.

MR. CHAIRMAN: Please take your seat first.

You are aware of it that it has taken a lot of time and a little time is left. The hon. Minister has just now given the reply. All of you also know that many things are to be completed by 6.00 p.m. I understand that, without your cooperation and discipline in this august House, nothing can be done. You can get whatever you want but....

(*Interruptions*)

MR. CHAIRMAN: I request all of you not to interrupt in between, a lot of things have been said since yesterday night till today. Now we should complete the business...

(Interruptions)

[English]

MR. CHAIRMAN: I shall now put the Demands for Grants on Account (Railways) for 1994-95 to the vote of the house.

The question is:

"That the respective 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, on account, for or towards defraying the charges during the year ending the 31st day of March, 1995, in respect of the heads of demands entered in the second column

thereof against Demands No. 1 to 14 and 16"

The motion was adopted

MR. CHAIRMAN: I shall now put the Supplementary Demands for Grants (Railways) for 1993-94 to the vote of the House.

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, 1994, in respect of the heads of Demands entered in the second column thereof — Demand Nos. 8, 15 and 16."

The motion was adopted.

Demands for Grants on Account (Railways) for 1994-95 voted by Lok Sabha

No. of Demand	Name of Demand	Amount of Demand for Grants on Account Voted by the House
1	2	3
		Rs.
1	Railway Board	2,47,67,000
2	Miscellaneous Expenditure (General)	14,47,83,000
3	General Superintendence and Services on Railways	113,42,31,000
4	Repairs and Maintenance of Permanent Way and Works	240,52,66,000
5	Repairs and Maintenance of Motive Power	177,73,39,000

573 *Railway Budget, 1994-95 PHALGUNA 18, 1915 (SAKA) Appropriation (Rlys.) Vote 574 on Account Bill, 1994*

1	2	3
6	Repairs and Maintenance of Carriages and Wagons	253,76,57,000
7	Repairs and Maintenance of Plant and Equipment	124,67,82,000
8	Operating Expenses—Rolling Stock and Equipment	198,50,40,000
9	Operating Expenses—Traffic	821,62,96,000
10	Operating Expenses—Fuel	513,45,88,000
11	Staff Welfare and Amenities	89,54,355,000
12	Miscellaneous Working Expenses	117,84,91,000
13	Provident Fund, Pension and Other Retirement Benefits	285,12,12,000
14	Appropriation to Funds	996,66,67,000
16	Assets-Acquisition, Construction and Replacement	
	Revenue	7,50,67,000
	<i>Other Expenditure</i>	
	Capital	191,03,07,000
	Railway Funds	1798,34,16,000
8	Operating Expenses—Rolling Stock and Equipment	30,00,00,000
15	Dividend to General Revenues, Repayment of Loans taken from General Revenues and Amortization of over-Capitalization	46,00,00,000
16	Assets—Acquisition, Construction and Replacement	
	<i>Other Expenditure</i>	
	Railway Funds	1,00,000

[Translation]

17.15 hrs.

SHRI NITISH KUMAR: It would be better if the Prime Minister stays back for some more time because a question was raised in the Zero Hour that the rate of per megawatt generation of power projects is increasing. There were charges of kickback. I have to speak on this subject.

APPROPRIATION (RAILWAYS)
VOTE ON ACCOUNT BILL. 1994*

[English]

THE MINISTER OF RAILWAYS
(SHRI C.K. JAFFER SHARIEF): Sir, I beg to move for leave to introduce a Bill to