

**(v) Need to operate more flights from Calicut to Jeddah, Kuwait, Doha and Bahrain**

[English]

SHRI E. AHAMED (Manjeri): There are now 19 weekly flights from Calicut Airport to four destinations in the Gulf countries namely Sharjah, Dubai, Abu Dhabi and Muscat. As per the present schedule, our aircrafts are very much underutilised, since aircraft which leaves Bombay, Madras or Bangalore comes to Calicut and go to the Gulf destinations and wait for many hours before returning to the base namely, Bombay via Calicut. It will be only in the best interest of Indians living in the Gulf countries as well as our Airlines, if this period of waiting is utilised to fly to the destinations like Kuwait, Doha, Bahrain and Jeddah. Therefore, I urge upon the Civil Aviation Ministry to consider the request of Indians living in Saudi Arabia, Kuwait, Qatar, and Bahrain to have Indian Airlines/Air India flights from Calicut Airport to Jeddah, Kuwait, Doha and Bahrain respectively.

12.45 hrs.

SUPPLEMENTARY DEMAND FOR  
GRANT (RAILWAYS) 1994-95;  
AND  
DEMANDS FOR EXCESS GRANTS  
(RAILWAYS) 1991-92 - *Contd.*

[English]

MR. DEPUTY-SPEAKER: Now, we shall take up further discussion on the Supplementary Demands for Grants (Railways) and Demands for Excess Grants (Railways). The total time allotted was three hours and we have already

taken nine hours and 16 minutes. We have got 10 more names according to the list.

Now, Shri P.C. Thomas.

SHRI P.C. THOMAS (Muvattupuzha): Mr. Deputy-Speaker, Sir, I support the Supplementary Demands for Grants (Railways).

The Members who have supported this Supplementary Demands have made several points, which include some aspects regarding passenger amenities. Now one point which I would like to bring to the notice of the hon. Minister is that this is a field, where the passengers would like to get the maximum attention. But, unfortunately, last year though a sum of Rs. 60 crore was earmarked, which, of course, was rather meagre as far as the nation is concerned, the whole sum of Rs. 60 crore was not utilised. I do not know as to why the whole funds, which have been earmarked for passenger amenities, have not been utilised when for various other aspects we were not able to find enough resources. This is something which has to be taken note of very seriously. I would plead with the Government and I would bring to the notice of the hon. Minister that this sum, Rs. 60 crore, is not enough for passenger amenities, in the year to come we have to increase this amount, and also we have to see that the whole amount is properly utilised for this purpose.

Now, the second aspect I would like to touch is with regard to some developmental works which have been declared and which have been actually on the verge of starting in Kerala.

Now I am happy that hon. Minister has declared in Parliament that a

preliminary survey, trafficking and engineering, of Kayamkulam and Punalur line will be taken up. I along with many others had also suggested that another line also should be taken up along with this line because that will serve the purpose of carrying maximum revenue for the proposed railway. Now the Cochin-Always and Always-Trichur areas are really flourishing industrial belts and there is much scope for getting much of the goods to be taken through the railways. I could understand that as far as the State of Kerala is concerned, the railway was taking one minus point with regard to the revenue which is earned from the transportation of goods from that State. But I think the statistics may not be correct, because if the railway is actually used for carriage of goods especially from industrial areas like Cochin and its suburbs, there can be much of goods service and much of carriage by way of goods transportation from this area, and this line which has been granted as a preliminary survey from Angamall through Perumbadoor via Muvattu Puzha, Pala and Kajirapally to touch Erumely in the proposed Kottayam-Punalur route will be one which can fetch much revenue by way of carriage of goods. I think, this survey should not be delayed and the survey which has been proposed, of course, for which no fund was earmarked, must be taken up with adequate funds earmarked for the purpose.

Now the third point which I would like to touch is with regard to the most important work to be taken up in Kerala, i.e. doubling of lines throughout Kerala from North to South. Now this has been a plea of not only the Members of this House but of the State Government as well as all who could come to the Railways and therefore the Railway Ministry has announced some work in this regard. But it is unfortunate that

actually the work is not proceeding and there have been reports which have been already pointed out, including some reports in some of the Malayalam Newspapers and also in *Indian Express* paper which had reported that many of the rails which were placed near the Kayamkulam-Quilon route or the Kayamkulam-Trivandrum route and the Quilon-Trivandrum route were removed. This has caused very serious apprehension in the minds of the people as well as the Associations and also the Members, who have actually reacted to this and we had also the opportunity to give memoranda to the Minister as well as the Minister for this and we were told that such type of removals were not done. We were also explained that what was removed was only the old rail which had to be removed from that area. I think, if this is true, a very categorical statement must come from the Ministry because there has been reports that all through these years, the used ones were not transported from that area to any other area, but they were auctioned from there. So this is something on which we would like to have a reply from the Minister by way of his reply in this Parliament. Now I am not going into the other aspects which are already being touched by the other Members of this House, but I will just take one or two minutes for my constituency.

MR. DEPUTY-SPEAKER: Time allotted is only three hours and we have taken nine hours and sixteen minutes and still some names are there. Therefore, my request to you is to speak literally for five minutes. We are very much compelled to complete this, much earlier. So kindly oblige.

SHRI P.C. THOMAS: Sir, I am only taking one more minute to speak one or two points about my constituency. Only

[Shri P.C. Thomas]

there are three stations in my constituency and out of that Mulanthuruthy is one station which can be developed in a very progressive manner. Now there has been much of rush in Emakulam. Mulanthuruthy comes in the suburbs of Cochin.

It this station is developed, some of the trains could be stopped there. The high rush in the city and saturation in the Cochin railway station could be avoided.

Now, I would like to mention about another aspect. As Valanthurthy railway station, many of the trains do not stop. But on my request the Ministry of Railways have taken one positive step to stop one train there, namely, Kannure-Trivandrum Express. But, unfortunately, this train was coming there only at the odd hours of the day at 1 o'clock in the morning. This was done as an experiment. But by the time people come to know of this stop at midnight, they have stopped this train stating that it is remunerative. I request the hon. Minister of Railways that one or two trains may be stopped in the station during the day time.

That is all I wanted to say at the present moment and I stop here due to paucity of time.

MR. DEPUTY-SPEAKER: You have got another three minutes. You can make one or two new points.

SHRI P.C. THOMAS: I was reminded earlier that there was no time. So, I did not raise other aspects which I wanted to raise.

MR. DEPUTY-SPEAKER: Now, from five minutes we have increased to

ten minutes. Therefore you have another three minutes time at your disposal.

SHRI P.C. THOMAS: I will take only one more minute because many of the points have already been discussed and I do not want to repeat them.

Piravom road station comes in Shri Ramesh Chennithala's constituency, but it caters to my constituency also. Now, there is a factory called Hindustan Newsprint which is making huge profits by way of production of newsprint. That is a factory which has workers from all over India and we usually call that factory as a miniature India, where families of workers from all parts of India are residing. This station is only less than one km from their premises. This is a station which comes in between Kottayam and Emakulam and this is a station which comes exactly in the middle where a stop could be provided at least for Madras Mail which is so important train which takes passengers to Madras from that area. So, my request is to kindly grant one stop for Madras Mail at Piravom road.

We have to take up electrification in Kerala. The Kerala State is not going to progress much without the development of railways there. But the funds allotted are very meagre. Actually, Rs. 16 crore was sanctioned last year and this year also around Rs. 16 crore has been sanctioned. However, the work is not progressing and the amount sanctioned is very meager to the extent of one-tenth of the total amount which is required for the purpose of electrification from Erode to Emakulam. Now, as far Erode to Emakulam is concerned, I request the Government to kindly allot more funds in the next Budget. Please see that the funds which have been sanctioned this year must be utilised.

Now, as far as doubling of Quilon-Trivandrum line is concerned, we have brought it to the notice of the hon. Minister of Railways that the funds which have already been sanctioned have not been utilised so far. But I do not want to join hands with others who have alleged that the funds have gone to Karnataka.

But there is one article which I found in the *Indian Express* which says that the funds which were sanctioned for gauge conversion of the Hubli line, have been diverted. This is a very important point which affects the minds of the people of Kerala and which has caused serious apprehensions in the minds of all the Members from Kerala. Of course, we do not want to say that the Railway Minister is partial towards any State because he has been trying not to be partial. But it appears that the funds given to Kerala have not been utilised. There are Paper reports of the effect that they have been diverted for the purpose of some other work in the home State on the hon. Minister. So, I would humbly request the hon. Minister to clarify this and to see that the funds which have been allotted to Kerala are utilised immediately and also that the development work which has been taken up by way of doubling of line from Kayamkulam to Trivandrum is also taken up immediately and completed in time so that this most important project which Kerala needs, can be progressed. Only if doubling of the line takes place, we shall get the benefit of the Konkan Railway, for which Kerala has already been given about Rs. 38 crore.

Kerala is a State which does not have enough funds for any development work but Kerala has already contributed a huge sum for the purpose of Konkan

Railway. So, I plead with the Government that doubling of lines from Shurnur to Mangalore and Kayakulam to Trivandrum are the projects which must be taken up immediately and completed in time so that we get the benefit of the Konkan Railway.

**SHRI UMRAO SINGH (Jalandhar):**  
Mr. Deputy Speaker, Sir, first, I would like to congratulate our Railway Minister for introducing several trains in Punjab – some to Amritsar and some to Jammu, passing through Punjab. Especially, I would like to mention the Shatabdi Express which he was kind enough to inaugurate last week from Amritsar, on the 11th of August, and also the Rajdhani Express which has been started from Nizamuddin to Jammu once in a week. These two prestigious Express trains and a few more trains have been introduced in Punjab. Punjab being one of the richest States, we have a large number of people who would like to travel. After normalcy has been restored in Punjab, there is more demand by the people to travel to Delhi, to other parts of the country and also abroad. So, the Shatabdi Express which has been started from Amritsar has proved to be very successful and very popular.

The Railway Minister was there at Amritsar for inaugurating the Shatabdi Express. Though I could not go there because I was at Jalandhar, but I have seen the crowd at Jalandhar and Ludhiana. There was a tremendous response from the public. Thousands of people came to greet the train, to see the train and to appreciate the steps taken by the Railway Ministry and the Government of India. The people of Punjab, especially the people of the three cities – Amritsar, Jalandhar and Ludhiana – are very grateful to the Railway Minister

[Shri Umrao Singh]

and also to the officials of the Railway Board, particularly the Chairman of the Railway Board, Mr. Bhatnagar, who has been very cooperative in complying with our request.

In the last Budget session, we had given a memorandum. All the Members of Parliament from Punjab, some from Himachal Pradesh and some from Haryana also joined. With prompt reply, the Minister had kindly agreed and the train has started. On behalf of the people of Punjab, I appreciate it and feel grateful to our Railway Minister for this.

Sir, all our Shatabdi Express trains are very prestigious trains and special attractions to the people. I would like to make a suggestion that this train can be dedicated in the name of Golden Temple. The Golden Temple is one of the holiest places not only in Punjab but also in the whole country, or rather in the whole world. People come to see and pay respect in the Golden Temple from all parts of the country and also from the whole world. It is sacred not only for the Sikhs but for others also. Its foundation was laid by a Muslim saint, Mian Mr. It is open to all religions. I, therefore, suggest that it will be a very good gesture if this train is dedicated to the Golden Temple and named after it. No smoking is allowed in this train. That was the only condition which the S.G.P.C. and other Sikh organisations have been putting for not making any train in the name of Golden Temple. Since this train is completely-air-conditioned, no smoking is permitted. It will be a very good gesture if the Railway Minister makes this announcement today naming the train after the Golden Temple. This will attract more tourists and also devotees

from other parts of the country and also from foreign countries.

I would like to make another submission. We have the International Airport – the Indira Gandhi International Airport – terminal at Palam in Delhi. If we see the number of flights coming to and going from Delhi, we can see that at least 30 to 40 per cent of the people who are coming to Delhi by these flights are from Punjab. They are facing a great hardship with regard to railway reservation. The Railway have now completely computerised railway reservation system. If they can open a computerised railway reservation centre at the international airport terminal at Palam it will help in a great way the people who are coming from abroad and who would like to visit Amritsar and other places in Punjab. Earlier there was a small counter which was working in a very limited manner. Now with the computerisation of reservation system there can be a full-fledged reservation counter at the airport. Even if the Railway Minister wants to have foreign exchange, I say that the people are prepared to buy tickets by paying foreign exchange because that will save a lot of botheration for them and they can travel straight from the airport to the railway station and take the train. I suggest that this will be a good programme for earning foreign exchange. It will also be a good gesture to the people who are reaching Delhi from foreign countries. If there is a reservation counter at the airport it will be helpful not only to the people of Punjab but to many others who are arriving Delhi and leaving for different parts of the country. They can also have return journey facilities.

I would like to express our gratefulness for introducing the Rajdhani Express. But it is now running only once

a week. We are taking many steps to popularise and encourage people going to Jammu and Kashmir and we are making all efforts to show to the world that Kashmir is an integral part of India, I, therefore, suggest that if this train is made a bi-weekly train, the people of this region will be able to utilise it in a better way.

I also suggest for providing a stoppage for this train at Jalandhar Cantt. Jalandhar is a most important town in Punjab. Jalandhar is a district adjoining other districts of Punjab like Hoshiarpur and Kapurthala. Majority of the Punjabis who are settled abroad are from this region. All the vernacular papers are published from Jalandhar. I, therefore, suggest that a stoppage for this train may be provided at Jalandhar Cantt – not at Jalandhar City – because Jalandhar Cantt is on the way. It will not, in any way, have an impact on the speed of the train and also on the total journey time. The hon. Railway Minister has been very kind to the people of Punjab. I hope that he will accept this request also.

Sir, on the inaugural day of the Shatabdi Express, I have taken the journey and the train reached from Amritsar to Delhi in five hours and fifteen minutes.

**13.00 hrs.**

It has reached 45 minutes before the scheduled time of arrival. I also understand the daily arrival of the train is 15 to 20 minutes before the scheduled time of arrival. So, there is a great scope for reducing the journey time and speeding of this train and starting this train a little late than the scheduled time now. I think, when the winter approaches, after some experience the railways will look into this

aspect also because it will lessen the travelling time. I hope they will consider this aspect.

The next point I would like to stress is about the linking of our capital Chandigarh. Punjab is the only unfortunate State, the capital of which is not linked by rail from all the directions. There is a survey from Rajpura and there is a demand from Ludhiana also. Some metre-gauge tracks have already been relaid and converted into broad-gauge tracks. Chandigarh is not only the capital of Punjab, but it is also an international city where a lot of tourists are coming now. It can come only on the main line if a link is provided from Chandigarh to Ludhiana starting from Rajpura. Some of the trains can pass through Chandigarh and that will greatly help Punjab and also the people who like to visit Chandigarh. It will not only shorten the distance by 70 to 80 kilometres, but it will also greatly help the people to visit Chandigarh in time in the morning. All the passengers are travelling in buses only to go to Chandigarh, especially those who are going to attend offices and courts they start early in the morning to reach Chandigarh in time for their offices. This causes great hardship to the people of Punjab. I hope that the Railway Minister will be kind enough to see that, if not this year, may be next year this link is provided.

Sir, Goindwal link is already in the pipeline. Goindwal is also one of the holiest and historic towns in Punjab and this is being developed as an industrial town. A big Super Thermal Power Plant is coming up there. I hope that this line will be completed soon and then Goindwal will be connected with Kapurthala. Then, some of the trains can go to Amritsar through this link and it will help Kapurthala

[Shri Umrao Singh]

also which is the headquarter of one of the finest railway coach factory which has produced the latest air-conditioned and other coaches that has brought a revolution in the manufacture of coaches in the country. By this way, Kapurthala will also be linked.

Sir, as I have suggested most of the Punjabis who have settled abroad are from Jalandhar. So, they would like to come to Jalandhar very often and they would like to have confirmed reservation also. This can only be done if Jalandhar Reservation Office is computerised. There is already a proposal to computerise the Jalandhar Reservation Office. I would request the Railway Minister, through you, Sir, to take up the work of computerisation of the Jalandhar Reservation Office at the earliest. After the introduction of Shatabdi and Rajdhani Express trains the computerisation of the Jalandhar Reservation Office has become all the more important. Jalandhar is a very important town in Punjab and so, the computerisation of Jalandhar Reservation Office should be taken up quickly. Then, Jalandhar is an important centre where lines from five or six places are coming. It is a big junction, but unfortunately there are two platforms only. In view of more trains now passing through Jalandhar, the building of the third platform is all the more necessary and urgent. I hope the third platform will be constructed soon.

Sir, I would like to say that we are trying to go fast.

I remember an incident which took place when Shri Swaran Singh was the Railway Minister. An overbridge was under construction in one particular region. So, a delegation of cart pullers came and

met him and requested him not to allow the construction of the overbridge as it would bring in difficulties for them. Now we are going very fast, but still there are people who want to go slow. So many people had approached with a demand for a passenger train. When we are going after fast trains like the Rajdhani and the Shatabdi, still there is a big demand for a passenger train from Amritsar to Delhi. No such passenger train is available for those people who want to travel locally and who want to travel leisurely. So, I would like to mention that point also here and I hope the Minister will keep it in mind.

As has been pointed out by my friend, Shri Bansal, earlier there was a train from Amritsar to Kalka which had been stopped now. It was the only train which used to link Chandigarh with the northern parts of Punjab. It had been stopped a few years ago. This train with different timings should be started now. Himachal Pradesh is also getting more and more tourists now and there is a demand for having more trains terminating at Kalka or Chandigarh. It will benefit Himachal Pradesh and Punjab also if this Amritsar-Kalka train is started and some of those trains terminating at Ambala Cantonment should be terminated at Kalka. That way, it will help Punjab, Chandigarh and Himachal Pradesh also. I hope the Minister will look into it. Thank you very much.

MR. DEPUTY-SPEAKER: As per the list of next speaker will be Shri Bheru Lal Meena. Each speaker will be given 10 minutes so that more speakers can participate in the debate and we can complete the discussion as per the scheduled time.

Now the House stands adjourned to meet again at 2.05 p.m.

13.07 hrs.

*The Lok Sabha then adjourned for Lunch till five Minutes past Fourteen of the Clock.*

14.18 hrs.

*The Lok Sabha re-assembled after lunch at Eighteen Minutes past Fourteen of the Clock.*

[MR. DEPUTY-SPEAKER *in the Chair*]

SUPPLEMENTARY DEMAND FOR  
GRANT (RAILWAYS) - 1994-95;  
AND  
DEMAND FOR EXCESS GRANTS  
(RAILWAYS) - 1991-92—*Contd.*

[*Translation*]

SHRI BHERU LAL MEENA (Salumbar): Mr. Deputy Speaker, Sir, I rise to support to Supplementary Demand for Grant of the Ministry of Railways. I would like to draw the attention of the Government to a historical place and urge all the hon. Members to share my opinion.

Udaipur is the birth place of Maharaja Pratap. The train Chetak Express, named after the horse of Maharana Pratap originates from Udaipur. This train started during the British period but there has been no change whatsoever in the train since then except the fact that it has been now christened Chetak Express. But this historical place has not been linked with Delhi by broad gauge and its conditions has also not been improved at all.

Over the 80 per cent of the Government citizens there are tribals. It

is the policy of the Government and especially of the Congress party to develop backward areas. The tribals should be encouraged in every field to work. But there is an idiom in Mewari that only he who is at alest is gainer. I have been raising this issue frequently since I joined Lok Sabha. Hon. Lady colleague Dr. Girija Vyas had also raised this demand several times. Shri Shiv Charan Mathur also raised it many times. But this demand could not be fulfilled. On this occasion I would like to request the hon. Minister of Railways to link this historical place Udaipur with Delhi by broad gauge line.

I must thank the hon. Minister on releasing more funds for gauge conversion in Rajasthan. Although the funds have been allocated for other areas like Bikaner, Jodhpur, Jaisalmer, yet I would like to thank him for linking Delhi with Jaipur by broad gauge line and link with Udaipur will not be possible if it passes through Ajmer, Marwar and Ahmedabad. Link with Udaipur will be possible if the line passes through Ajmer, Bhilwara and Chittaur. If this link is provided it will help in the development of the tribal area.

There are huge assets in the form of mines in Udaipur whose exploration requires means of transportation. The National Highway passes through the centre of Udaipur city. There is railway line and every other thing. But since we are ushering in the twenty first century and there has been rapid global progress all around the backward areas also should be developed. On the one hand it is claimed to develop the backward areas on priority basis, on the other hand, they are neglected by the Government. It has not made any announcement to convert this line into broad gauge there. But we hope that the



[Shri Bheru Lal Meena]

Government will undertake that work, allocate funds for this purpose and give priority to this line during this Fifth Year Plan so that development may take place in tribal areas.

Rock phosphate, soap stone, marble stones and zinc etc. are found in abundance in this area. High quality marble is found there and also exported. But in the absence of transportation facility no heavy machinery can be brought there. With the laying of broad gauge line, this can be done easily. This will help the big industrialists to set up industries there and provide employment to the people.

On this occasion I would like to State that there are a large number of I.T.I. diploma holder tribal youth in my area. Many of them have worked as apprentices with the railways but none of them has been given employment as yet in the Railways.

I recall when I was very young and Shri Jagjivan Ram was the Minister of Railways. He had provided employment to many backward class people in the Railways but I can not say how far will you do justice to these tribal people. I am not saying that on my own but according to the policy of the Government of developing the backward areas. When I go to the backward areas of my constituency, I find that no development has taken place and people ask me what I am doing over here. Therefore, I urge upon the Minister of Railways to convert this line into a broadgauge one keeping in view the development of these areas so that the minerals and metals, I have

mentioned can be exploited and the area developed. I may also tell you that the traders feel handicapped in the absence of a broadgauge line from Bombay to Udaipur.

I thank you for introducing a train service from Jaipur to Howrah but it has very less general bogies which creates problems for the general passengers in travelling to and fro. You and I travel by the reserved class but the common people who travel by running tickets face difficulties in this train. I request you to increase the number of general bogies in this train. Similarly, more general bogies may be added to the Chetak Express so that people can travel conveniently. I would also like to touch upon the speed of this train. This train running from Udaipur reaches Delhi at four or six o'clock but it takes a lot of time. I, too, travel by this train. Earlier, this train was hauled by a coal engine which was replaced by a diesel engine on the request of the legislators of the areas but it was an old engine. This train stops at many stations and thus has a slow speed. At that time, the members of Parliament had put forth different demands so that the people got the facility of many stoppages. I do not oppose that but I want to say that the train will reach Delhi earlier once it catches up more speed. From Udaipur to Jaipur, it is all right but one gets bored while travelling from Jaipur to Delhi and there is no proper catering arrangement enroute. I would also like to request you to open the broadgauge line linking Bombay with the capital forthwith and also demand to link Ajmer-Bhilwara-Chittorgarh-Udaipur with a railway line.

With these words, I conclude and thank you for giving me time to speak.

[English]

SHRI CHIRANJI LAL SHARMA (Karnal): Mr. Deputy-Speaker, Sir, I must congratulate the Railways on the improvement they have made and the good work done by the Ministry. So many Rajdhani and Shatabdi trains have been started. Many new trains have been started and some trains have been extended. But, Sir, I would today stress upon some problems pertaining to my constituency, and in particular to Haryana. Being a Member of the Railway Consultative Committee, for years together, I have been discussing these problems. But, I deem it necessary to draw the attention of the hon. Minister to one of the most important aspects.

Jhajjar is a Sub-Division in Haryana, which if I am not wrong, is making the maximum contribution to the Army next to Mahendergarh District. But, Jhajjar is a completely ignored town from all points of view. There has been no development, particularly because it is not connected with rail. NCR has suggested that there should be some sort of bypass connecting Khurja, Palwal, Rewari and Rohtak via Jhajjar. To the best of my knowledge, survey for this project has been conducted. But, I do not know when the Railways is going to give practical shape to it, or translate it into action. There can be absolutely no development, unless Jhajjar is connected with a rail route. Therefore, Sir, with all the vehemence at my command, I would stress and request the hon. Minister to give priority to this.

Secondly, Sir, Shatabdi Express has been started from Amritsar to Delhi and way back. We are very happy. I must congratulate the Railway Minister for this. But, "water everywhere, not a drop to drink" is applicable to us. Delhi

is about 458 kms or so, from Amritsar. You start a train from Amritsar or from Delhi, it passes for about 225 kms or 230 kms through Haryana, that is, half the way. I fail to understand as to why we are being deprived of this facility. The hon. Minister is laughing. Hon. Minister, may I have the temerity to submit in all humility, this is not a matter to be laughed away. I can safely say that this is clear discrimination against us.

The train is passing through Haryana for about 225 kms out of 458 kms you cannot provide a stoppage at Ambala. My hon. friend from Punjab was saying that Amritsar is a holy place, tourists go there, devotees go there. I agree. But, why should tourist from Karnal, from Panipat, from Kurukshetra, from Ambala miss the opportunity? A very large number of Sikhs inhabiting these towns keep going to Amritsar. Why are they being ignored? Sir, I would submit that one stoppage at Ambala should be provided. From Ambala Cantonment Amritsar is 248 kms. We can still go about 15 kms to 20 kms towards Punjab side within Haryana, but, I think from Ambala town it is 245 kms.

You are providing a stoppage at Ludhiana. You are also providing a stoppage at Jalandhar which is hardly 50 kms or so from Amritsar but you cannot provide a stoppage at Ambala and you cannot provide a stoppage at an historic place like Kurukshetra. This is too much. This is a great injustice to us. I would, therefore, request the hon. Minister to undo this wrong that had been done to us. We should not be deprived of this facility of travelling by Shatabdi, at least, up to Ambala which is half the distance. This is one point.

You had started second Shatabdi Express also. I am simply basing by

[Shri Chiranji Lal Sharma]

submission on the basis of the reports that had appeared in the Press. The second Shatabdi Express that had started from Chandigarh to Delhi does not have a stoppage at Ambala. I am not sure about it. If it is right, then I would say that it is a great injustice. The distance is hardly 250 kms or so. When you are giving a facility of Shatabdi Express, you should also at least give one stoppage at Ambala.

Then, Sir, there are so many trains that are going to Jammu and Tawi. It is because, there is a holy shrine known as Vaishnodevi. And there are people who are also going to Kashmir. You have extended some trains and you have also introduced new trains but, Sir, you have not provided any stoppage at the district Headquarters viz., Karnal and Kurukshetra. Karnal comes in my constituency. I had been crying hoarse. Karnal is an historic place since the days of Maharaja Karan. We have a big institution like NDRI at Karnal. Karnal and Kurukshetra are the two biggest producers of rice. They are making the maximum contribution to the Central Pool. There are so many colleges and industries. I fail to understand this. Do not the people of Karnal have the right to have all these facilities? They rebuke by saying: "Mr. sharma, you are representing this constituency consecutively for the fourth term. We are electing you. We feel ashamed that you cannot even prevail upon your Railway Minister to give a stoppage of morning trains at Karnal." I have to face a rough weather as and when I have to travel by a train. I have been discussing this point.

Sir, recently two trains have been extended. We are very grateful for this. After the doubling of the railway track,

a number of Mail, Express and Super-fast trains have been introduced. There is no shortage of trains. It is like having water but cannot drink. These Super-fast trains can have four stoppages between Ambala and Amritsar but they cannot have a stoppage at Karnal.

Sir, out of so many trains that had been introduced, at least one train in the morning and one train in the evening should have a stoppage at Karnal for the people who are going to Vaishnodevi. These are not big demands.

Sardar Umrao Singh has told that once he travelled by Shatabdi Express from Amritsar to Delhi. While the scheduled time for the journey was six hours, the actual travel time was only five hours and fifteen minutes viz., forty-five minutes less than the scheduled time. This indeed is creditable. You can utilise this time, by giving a stoppage in Karnal so as to facilitate the people of Haryana.

Similarly, Sir, Panipat is an Assembly segment of my constituency. It is the district Headquarters. Its population is more than three lakhs. Panipat is the biggest exporter of cotton fabrics in the whole country.

A smile from the Railway Ministry can have the needful done. But I do not know what sin we have committed. But such a big industrial and historic town where three battles were fought which exports carpets, pardhas, chadhars to America and Canada is not given even a stoppage. I would request the hon. Minister to see that this reservation quota in all long distance trains, whether they are mail, express or superfast trains, going towards Amritsar or Jammu or to Delhi side should be increased to at least four. I need not name all the trains.

Then, Sir, there is one Ucha-haar Express. This train goes to Ambala. Probably because – if I am not wrong – of non-availability of platform in Delhi. This train leaves at seven in the morning and reaches Ambala at about 10.30 or so. It stays there; it rests there for five hours - it is allowed to take rest so that the engine does not remain hot.

I have been making this request. Hundreds of people who go to Chandigarh can avail of this opportunity. Chandigarh is the capital of Haryana besides being the capital of Punjab. But what facility has the Railway Minister provided? There is only one minute stoppage at stations like Samalkha, Gharaunda and Neelokhedi etc.

The Railway Minister has constituted Committees and Sub-Committees to study the functioning of his Minister by visiting places. That is a very good policy. It is a way of reposing faith on the representatives of the people.

Suraj Mandal Committee recommended these stoppages. But I have not been able to get the relief that I have been crying for. May I request the hon. Minister to give practical shape and translate it into action? The Suraj Mandal Committee had recommended for the stoppage of Unchar Express. This is not the first time we are discussing this. In the earlier meetings also a question was put to me, "Mr. Sharma, what station would you stress?" I said, "Samalkha, Gharaunda and Neelokhedi". But simply because these three places fall in my constituency, my request could not be acceded to. I do not know whether I have incurred their wrath and displeasure. But the tragedy with me is that I always put facts bluntly. When you are bitter, you are supposed to be true. I have no

personal axe to grind. I know their problems; I know their difficulties.

I request the Railway Ministry to adopt a practical and rational approach to the solution of minor problems which are being brought to their notice.

Then, Sir, I talk about electrification. In the budget for the year 1991-92, a provision of Rs. 236 crore was made for electrification from Delhi to Ludhiana.

That work is going on at a very low speed. It was supposed to be completed within this Five Year Plan and it was likely to be completed upto Panipat very soon, which is about 100 kilometres from Delhi.

You can give relief to the commuters by starting 2-3 local electrical trains so long as electrification is not completed, because the moment it is completed you will have to raise these platforms. But till then you can give relief to the commuters and thousands of passengers by running local electric trains between Delhi and Panipat.

There used to be a Shalimar Express. It used to go from Delhi to Amritsar via Panipat, Karnal and Kurukshetra. But it was diverted via Meerut six-seven years ago. I asked, "What is this?" They said, "We will give you the relief." The relief was given. There was a train known as 'Moori Express' which used to leave Delhi at about 4.35 a.m., but that was running late daily.

My usual place of residence is Kamal and I visit Karnal off and on. I raised this point as to why it was always late. Then, we find that instead of removing that difficulty, they said, "All

[Shri Chiranji Lal Sharma]

right, you are raising this problem time and again, we will teach you a lesson. We start this train at a time that it passes through your constituency at night when people cannot avail of this facility."

What I mean to say is that from 2.30 p.m. uptill 9.00 p.m., there is no mail or express train or superfast train which goes from Delhi to Amritsar or Jammu Tawi *via* Panipat and Kamal, the main stations of Northern Railway. In the Morning there are trains starting from 5.00 a.m. to 2.30 p.m. I fail to understand this mystery. Why should not this fact be looked into. At least one or two trains must be started.

Sir, in all humility, of course with all the vehemence at my command, I would request the hon. Railway Minister kindly to look into the grievances I have ventilated, on the floor of this House, in the interest of the people I request and in the interest of the State I belong to. I would once again request him to redress our grievances by giving us the relief we have been crying for. Thank you very much, Sir.

**SHRI R. ANBARASU** (Madras Central): Mr. Deputy Speaker, Sir, though I rise to support these Demands for Grants, I support with heavy heart. In the last Budget, there was a total discrimination to Tamil Nadu.

I have already brought to the kind attention of the hon. Railway Minister. There are no trains, no new lines and only some paltry sums were allotted for the incomplete projects in Tamil Nadu.

Sir, it is very much disturbing and distressing, for a city like Madras the

mass rapid transit system was started in the year 1983.

When Madam Indira Gandhi was the Prime Minister, this project was approved. At that time also I was a Member of Parliament in this House. Sir, do you know the distance for which this railway line was conceived? It was only for 8.5 kilometres. Now we are in 1994. Originally the hon. Railway Minister had promised that this railway line would be commissioned in the year 1990 itself and again the very same hon. Railway Minister promised that it would be commissioned by the year 1992. Now we are in 1994. Now they have completed this project up to Chepauk covering up to only four kilometres. The total distance is 8.5 kilometres. The distance that has been completed so far is only four kilometres and odd. What is the reason? There is no will. I find that hon. Railway Minister is not willing and is not very interested in completing that project. That is why, every time very meagre, some very paltry sum is being allotted for this project. Whereas in Bombay, Calcutta and in other places, this sort of project was completed even before time.

Another important point that I would like to make is that the estimated cost of the project was only Rs. 55 crore at the beginning, that is, in 1983. But now the cost has been escalated to Rs. 250 crore. Who is responsible for this long and deplorable delay? What has to be blamed for this? Therefore, I urge upon the hon. Railway Minister to kindly take some extra interest in completing this project at least before 1995.

Sir, the name of this project is Mass Rapid Transit System. But the way with which this project is being completed, there is no rapidness. This project is

moving at a snail's pace. Therefore, I would again urge the hon. Minister to allot some more funds to complete this project as early as possible or at least before 1995.

Sir, I do not want to use some other word. But I want to caution the hon. Railway Minister that if this project is not completed before 1995, I am going to sit in *dharna* in front of the Southern Railway Headquarters with my people and I will see that this project is completed.

The broad gauge line, Dindigul-Madras, was supposed to be completed in this year itself. I learn through a reliable source that this fund has been completely diverted to Karnataka. I tried somehow to get a copy of this Order of the Railway Minister. Their officials are more loyal to him than to anybody else. They are more loyal to the master than the Minister. Therefore, I could not get a copy of that Order. But I have a reliable information - I referred it through so many top high officials in Southern Railway - that this fund has been diverted to Karnataka.

Sir, I would like to submit here that when Shri Ghani Khan Chowdhary was the Railway Minister, he was called as 'Malda Minister'. When Shri Madhavrao Scindia was the Railway Minister, he was called as 'Gwalior Minister'. When our hon. Railway Minister is here, I do not want that he should be called as '*Bahadur* of Karnataka' because though he is short in height, he is very strong in action. I know that. I have faith in him. Therefore, I urge the hon. Minister not to divert this fund to Karnataka.....(*Interruptions*)

SHRI G. DEVARAYA NAIK (Kanara): You are under a wrong impression. That is not correct. The

whole nation is before him. He is taking the whole country with him and not Karnataka alone.....(*Interruptions*)

SHRI R. ANBARASU (Madras Central): He is only taking care of Bangalore city.

Sir, in fact an attempt was made to shift the entire Southern Railway Headquarters to Bangalore. Then, we all joined together, went and met our Prime Minister and only at the instance of the Prime Minister, it was stopped.

THE MINISTER OF RAILWAYS (SHRI C.K. JAFFER SHARIEF): When?

SHRI R. ANBARASU: It was done year before last. At that time we presented a memorandum also.....(*Interruptions*)

SHRI P.G. NARAYANAN (Gobichettipalayam): This kind of step motherly treatment cannot be tolerated by the people of Tamil Nadu. So, I appeal to the hon. Minister to rectify the defects.

SHRI C.K. JAFFER SHARIEF: Sir, I am extremely sorry here. Some time back some friend from Kerala spoke. He said that the material meant for Kerala was taken to Karnataka and now my friend Shri Anbarasu is telling that I have shifted the headquarters of Southern Railway to Bangalore. I do not know whether I should tell the truth or not. The truth is that the headquarters of Southern Railways is in Madras and a large number of Tamilians who work there look after the interest of entire region falling in the jurisdiction of Southern Railway including Bangalore. Shri Anbarasu can speak whatever likes but this is the truth.

SHRI R. ANBARASU: Mr. Shukla, the General Manager of the Southern Railway himself is not a Tamilian.

SHRI C.K. JAFFER SHARIEF: What difference can one General Manager make?

SHRI R. ANBARASU: No, Sir, there are so many officials. Karnataka people are there.

SHRI C.K. JAFFER SHARIEF: Sir, with all deference to all the Minister of Railways – past and present – for a Minister of Railways it is the country which is important and not the State. Whatever projects we have taken they are not on the basis of States. I have been listening to all the Members. Each Member made demands on the basis of States. A zonal railway consists of three or four States. The zonal jurisdiction is totally different than the State jurisdiction. There it gets shared to different States. We are taking up projects based on routes and not on any specific State.

SHRI P.G. NARAYANAN: I want to know why the capacity of integral coach factory at Madras has been reduced considerably. Seven hundred coaches have been diverted to Kapurthala in Punjab.

SHRI C.K. JAFFER SHARIEF: That is also wrong. Neither we have shifted anything from ICF Perambur to Kapurthala nor from Kapurthala to ICF Perambur.

So far as coaches are concerned, we have three production units. One is in Perambur near Madras; another is in Kapurthala in Punjab; and the third one is Bharat Earth Movers Limited in Bangalore. We have placed orders

through our own units which are in Kapurthala and Perambur, which are under the Ministry of Railways. We have not placed a single order on the one which is under the Ministry of Defence, namely, Bharat Earth Movers Limited, and which is in Bangalore in my constituency. That itself proves whether the Minister of Railways is taking it to Bangalore or not. Shri Anbarasu should be able to speak on that also as to whether anything has gone to Bangalore and whether things are going to different places.

SHRI R. ANBARASU: I am happy that hon. Minister was kind enough to clarify though I do not fully accept his explanation. I have got some other fear also. I want to mention one thing that the Railway authorities suddenly have issued instructions to the officials that those who are working in the Mass Rapid Transportation system should be repatriated to their original zones. What do you mean by it? I think, some sinister motive is behind it. They would like to stall this project also. Why should they be taken back to their original zonal railways? Even half of the project is not yet completed. But instructions have been given there to take them back to their original zone. Therefore, I urge upon the hon. Minister to look into it. I know that the hon. Minister will not be aware of it with all his multifarious activities. Therefore, I urge upon the hon. Minister of Railways that till the MRTS is completed these officials can be kept at Madras to complete the project.

In 1992-93 Budget, perhaps this august House may remember, during the Railway Budget, there was a project Anna Nagar – Villivakkam railway line, for which a token sum of Rs. 1001 was allotted. I demanded, while participating in the Budget, that more fund should be

allotted. I demanded, while participating in the Budget, that more funds should be allotted because that project required only a few lakhs of rupees.

**15.00 hrs.**

So, what I did was I took out a bundle of Rs. 10,000, placed it on the Table of the House and said that if he wanted some more money, I would collect it from people of my constituency. After all, the cost is only a few lakhs and the hon. Railway Minister should allot some more funds. But in the present budget, I found that this Annanagar-Villivakkam railway line was completely washed away. It has disappeared from the scene. I do not know why. There is a strong allegation against some of the officials in the Southern Railway that the real estate owners have collected a huge amount and they have met some officials and saw to it that this line was not executed because this line goes through their particular land. How far it is true, I do not know. I would like to bring to the attention of the Railway Minister that this Annanagar-Villivakkam railway line is only an existing line. We need not go in for a new railway line. Construction of one or two platforms here and there and extending the existing line will be sufficient to cater to the needs of people of north side of Madras city. This is very very important, and, therefore, I urge upon the Railway Minister to issue suitable instructions to complete this project.

There is a demand for construction of a new railway line from Madras to Sriperumbudur *via* Porur and Poonamallee. I request the hon. Railway Minister to consider this. The place of assassination of the late leader Shri Rajiv Gandhi has become a pilgrimage centre.

Many of us owe allegiance to Shri Rajiv Gandhi and we should honour the late lamented leader. Everyday nearly ten to fifteen thousand people are visiting that place. But there is no train facility to go to Sriperumbudur from Madras. Therefore, I urge upon the Railway Minister to sanction a new railway line from Madras to Sriperumbudur *via* Porur and Poonamallee.

Another point I would like to stress here is the provision of a daily Rajdhani Express. The Railway Minister has been kind enough to provide a daily Rajdhani Express for all the other cities, but why not for Madras? Why has it been extended to Kerala? What harm have the people of Madras done to him? We want the Rajdhani Express on daily basis.

If the hon. Minister could arrange some vigilance checks from his Department, he would find that the Tamil Nadu Express and the G.T. Express are so crowded that the people are sleeping even near the toilets, with the result that it becomes impossible to go to the toilets. The coaches are very dirty. Sufficient number of cleaners is not provided. Especially the second class passengers are facing lot of difficulties.

Another point that I would like to mention is with regard to the cost of food. The cost of *vada* is rupees three. For curd rice it is Rs. eight and for *masala dosa* it is Rs. six. If you just see the quantity of the curd rice, it is not even four or five spoons. Such a small quantity, they are serving, whereas they are charging exorbitantly high rates.

These are the immediate things to be attended to because, after all, it is the poor people who are travelling in second class.



[Shri R. Anbarasu]

Then, Sir, I demand that there should be a foot-overbridge at Vyasarpadi Jeeva railway station on Madras—Arakonam section. The trains are often stopped at Vyasarpadi either due to non-signalling or due to some other difficulties. The north of Madras city is not adequately linked with railway lines. Therefore, those people who are residing eight to ten kilometres away from the city, find it very difficult to reach the railway station. For reaching the railway station, they have to cross the existing railway line, which is very risky. Therefore, I urge upon the Railway Minister to issue proper orders for the construction of a foot-overbridge at Vyasarpadi Jeeva railway station.

There is another thing. Madras has got two terminals — one is the Madras Central and the other is the Egmore station. Because of the growing population and keeping in view the needs of the people, these two terminals are not sufficient. If some express trains are stopped at Vyasarpadi, nearly 50 per cent of the commuters will get down there which will ease the congestion at Madras Central. Apart from stopping express trains at Vyasarpadi, I urge the hon. Minister to sanction the third terminal for Madras city, preferably at perambur. I believe that such an idea was conceived five years ago and survey was also conducted. But due to paucity of funds it was stalled. Therefore, I urge the hon. Minister to revive that plan to have a third terminal at Madras city.

Our hon. Minister is very well aware about the demands of the promotee officers. It is a very long-pending demand. They are all agitating now. In fact, they have fixed their agitation on 20th to march to the house of the Prime Minister.

I do not want these people to go and create an embarrassment there. In Indian Railways the two-fold artificial classification, namely Class-II and Class-I, was created by the British for racial discrimination Class-II being meant for the Indians and Class-I for the Europeans. This was decided to be abolished and it was announced some time during 1947 itself. Before the First Pay Commission, the Chief Commissioner for Railways deposed that the Government and the Railway Board were committed to abolish this two-fold classification due to the fact that it was difficult to distinguish the duties and responsibilities of these two gazetted officers in Railways. The work and the duties of these two officers — Group A and Group B — are one and the same and, therefore, there is no meaning in having different pay scales. Both the officers of Groups-A and B should be paid in the same scale of pay.

The Administrative Reforms Commission, headed by Shri Hanumanthiah also recommended for abolition of these two groups. In March, 1994 the Prakash Tandon Committee, an expert body, appointed by the Railway Ministry to study the Organisational Structure and Management Ethos of Indian Railways, have recommended, vide page 41 of their report, which I reproduce herein below:

“Recruitment from supervisory levels through a formal selection process accounts for about half the managers on the Indian Railways. These managers have the advantages of years of field experience but generally do not possess academic qualifications on par with the directly recruited managers. Their designations as Group-B officers has reinforced the differences between the two

streams for recruitment managers resulting in a sharp cleavage. It is strongly recommended that this distinction be removed and all those once selected to become officers should compete on an equal footing for further promotions and responsibilities."

Therefore, I urge the hon. Railway Minister to remove this distinction between Group-A and Group-B officers since the duties and responsibilities of Group-A and Group-B officers are one and the same. It is not the same case with the other Central Government officers. Their duties and responsibilities are different.

Therefore, I urge the hon. Minister to take care of the demand of the promotee officers. I request the hon. Minister, while replying to the debate to give some assurance so that the agitation that they have fixed can be avoided or postponed.

MR. DEPUTY-SPEAKER: Shri Anbarasu, you have taken 17 minutes. In this way others cannot complete their speeches. There should be a definite time limit.

SHRI R. ANBARASU: Sir, I will take only a minute.

While concluding I would like to say that many hon. Members, rather, feel that the demand of every State is not properly protected by the Railway Minister. Therefore, my suggestion is that hereafter the ministership of Railways and Industry ministries should be on a rotation basis and each State should have an opportunity of sending a Railway Minister at least once for two years. So, these two ministries should be given on a rotation

basis. I appeal to the hon. Prime Minister to consider my request.

15.10 hrs.

### ARREST OF MEMBER

[English]

MR. DEPUTY-SPEAKER: I have to inform the House that the hon. Speaker received the following wireless message dated 12 August, 1994, from the Commissioner of Police, Hubli, Dharwad on 13 August, 1994:

"Shri V. Dhananjaya Kumar, Member of Lok Sabha, who was taken into preventive detention on 12 August, 1994 at 13.38 hours in Vidyanagar Police Station, Hubli, in crime No. 225/94 under section 151 and 107 Cr.P.C., was produced before the Sub-Divisional Magistrate, Dharwad, who remanded him to judicial custody till 17 August, 1994. Shri V. Dhananjaya Kumar, is being sent to Central Jail, Belgaum."

15.10½ hrs.

### SUPPLEMENTARY DEMAND FOR GRANT (RAILWAYS) - 1994-95; AND DEMANDS FOR EXCESS GRANTS (RAILWAYS) 1991-92—Contd.

[Translation]

SHRI ROSHAN LAL (Khurja): Mr. Deputy Speaker, Sir, I thank you for giving me time to speak.