

PARLIAMENTARY AFFAIRS (SHRI VIDYACHARAN SHUKLA): With your permission, Sir, I rise to announce that Government Business during the week commencing\* 16th August, 1994 will consist of:—

1. Consideration of any item of Government Business carried over from today's Order Paper.
2. Discussion on 28th & 29th Reports of the erstwhile Commissioner for Scheduled Castes & Scheduled Tribes for the years 1986-87, 1987-89 and 5th, 6th, 7th and 8th Reports of the Commission (now National Commission) for Scheduled Castes and Scheduled Tribes for the years 1982-83, 1983-84, 1984-85 and 1985-86.
3. Consideration and passing of:
  - (a) The Trade Marks Bill, 1993.
  - (b) The Motor Vehicles (Amendment) Bill, 1994 as passed by Rajya Sabha.
4. Discussion on the Eighth Five Year Plan, 1992-97.

SHRI P. C. THOMAS (Muvattupuzha): Sir, I have got one objection regarding the Business for the next week. It was agreed that a Statement will be given by the Finance Minister regarding the flood situation in Kerala and the assistance to Kerala. I feel that has not come in the Agenda and we find that the Statement is not going to be made today as well. So, I would suggest that if it is not going to be made today, please include a Statement by the Finance Minister regarding flood situation in Kerala

and also assistance to Kerala in the Agenda for the next week.

MR. DEPUTY-SPEAKER: Now, we will take up Submission to be made by Members.

SHRI SRIBALLAV PANIGRAHI (Deogarh): Sir, I request that the following may be included in the next week's Agenda:

1. Electoral Reforms; and
2. Setting up of Lokpal and Lok Akyuktas to deal with charges of corruption against incumbents of high offices.

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12.38½ 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 Supplementary Demands for Grants (Railways). The total time allotted was three hours and we have already taken seven hours and 22 minutes. That is the total time consumed. Shri Harpal Panwar was on his legs.

[Translation]

SHRI HARPAL PANWAR (Kairana): Mr. Deputy Speaker, Sir, I thank you for giving me an opportunity to speak on the supplementary grants for Railways.

[Shri Harpal Panwar]

The discussion on the performance of Railway has been going on in this House for a long time. The Railways have laid new lines, made changes in some routes and extended the facilities but I am going to mention about such a railway line which is very near to Delhi and is in the worst condition. Delhi-Saharanpur railway line, which passes via Baraut and Shyamali, connects four districts— Ghaziabad, Meerut, Muzaffarnagar and Saharanpur. This area is the most important area of Western Uttar Pradesh. It is the densely populated area and leads in the fields of agriculture. The land of this area is very fertile. Though, this area is seen as a developed area by the outsiders, yet there is no development in this area. I would like to say that its condition is so bad that no fast running train can pass through this route. The condition of the compartments and the engine of the trains running on this route is also bad. There are thousands of people who are employed in Delhi and face great difficulty while travelling daily from their home town to Delhi and *vice-versa* I get thousands of letters from them. I have even written several letters to the Department in this regard but no response has been received from them. The trains should run in time from there so that the people could reach their offices on time. The Government is also of the view that there should be decongestion in Delhi but the condition of the trains is such that the people cannot enjoy comfortable journey.

Sir, the roads are also not in a good condition there. The people travel by sitting on the roof of the bus. The number of trains running on this route are also very less. Same problem is faced while travelling from Delhi. The trains do not halt at some other important

places. A halt station has been constructed in Ailam. Earlier, this place was connected with a narrow gauge line and it used to be considered a big station. The population of this town is about 25000 but the trains are not halted there. A train starts in the evening from Delhi and reaches there at 10 O'clock. Earlier, it used to halt there. A few days ago, I was informed that this train will not stop there. I wrote a letter to the Department and also held discussions with the officials in this regard. They informed me that the Department had conducted a survey. It seems that adequate tickets are not booked for that station. After 10-15 days, I was again informed that the train is halting there. When I asked about the reason, I was told that it was wrongly reported in the survey. So, this is the plight of the Railways.

Mr. Deputy Speaker, Sir, if we see the condition of the compartments, these are not worth sitting. One can experience the situation only by travelling in these compartments. Perhaps the Department of Railways do not know if any railway line exists between Delhi and Saharanpur. The Department has been getting several complaints from the passengers. We have been continuously writing to the Department but it has turned a deaf ear to our problems.

Mr. Deputy Speaker, Sir, on this route, there are about 20-25 unmanned railway crossings. The train passes through towns and villages. In Ailam itself, more than one hundred people have died in the railway accidents. I have been writing about this for the last three-four years. I had even spoken to the former Minister in this regard. One of the hon. Ministers had even conducted an inquiry. However, in that inquiry it was revealed that no deaths had taken place

there. The villagers do not send the dead body for post-mortem. That is why it is not traceable in the record. Keeping in view the prevailing situation, it is essential that railway crossings, should be properly manned.

There are at least 20 townships on that road and there people face great difficulty in crossing the level crossing. No action is being taken in spite of repeated requests made in this regard.

Moreover, express trains should also be introduced on this line. There are 4 or 5 express trains like the Shan-e-Punjab, the Shatabdi Express, the Himalayan Queen on the second line on this route which passes through Ambala, Karnal etc. My submission is that either of these express trains should be run on this line and if this is not possible a new train should be introduced on it.

I would like to put forth one more long standing demand of the citizens of my constituency. A new train should be introduced from Panipat to Hardwar via Meerut and Muzaffarnagar. Many people even have to visit the holy city of Hardwar. 60 or 70 kilometre track will be needed to link Muzaffarnagar with Panipat because the track between Meerut and Muzaffarnagar and that also between Muzaffarnagar and Haridwar is already existing. It is a long standing demand of the citizens there and I got their letters every day because the people there have to travel, visit their relatives and attend offices.

Similarly the people of Muzaffarnagar have to travel Allahabad and Lucknow as the former is the place where High Court is located and the latter is the capital of the State.

Last time arrangement were made at Saharanpur to attach a bogie for Muzaffarnagar to the train starting from Meerut. My submission is that one or two bogies will not do. Muzaffarnagar is an important city in Western Uttar Pradesh. It is, therefore, requested either to introduce a new train on this route or attach some more coaches so that the crisis could be overcome. Due to the problem of level-crossing not a single high-way has come into operation there. I request the hon. Minister of Railways to spare some of his time to hear the problems of the people of Muzaffarnagar. I have written to him many a times and have raised the issues here also. The condition of the train running between Delhi to Saharanpur via Badaut, Sharnli should be improved because I have been getting thousands of letters that if new trains are not introduced and the problem is not resolved the people are going to resort to demonstration. I, therefore, urge the hon. Minister to pay attention to the problem of this area.

I express my thanks for the time given to me to express my opinion here.

SHRI SURYA NARAYAN YADAV (Saharasa): Mr, Deputy Speaker, Sir, the railway is an important organisation which links one part of the country to the another one. The performance, whether good or bad that affects the common people. I do not admit that there has been any negligence in the services of the railways. On the contrary, the capital and four metropolises have been provided better train services. But the State capitals have been neglected by the railways. The rail service in Bihar I too poor to describe.

I put forth my opinions during discussion on the Railway Budget, and

[Shri Surya Narayan Yadav]

today I would like to submit that a large number of workers from Bihar go to Delhi, Chandigarh or other places, but there is no sound arrangement for their train journey. There is provision of reserve quota of berths in every train but the labourers are not aware of it.

I had demanded to introduce a Janata Express from Delhi to North East. There are trains like the Rajdhani Express or the Shatabdi Express for we privileged class of people, then why the Government does not think over the transport problem of the poor who constitute the seventy per cent population of the country? I request the Ministry of Railways to make prompt arrangement in this regard. The hon. Minister might have happened to visit Delhi railway station. The plight of the passengers there is very miserable. The Vaishali Express, the Avadh-Assam Express, the Shramjeevi Express have only one or two general bogies. The poor passengers keep themselves waiting there from night to enter the bogey which is opened at 1 p.m. Their plight is noteworthy. This mismanagement in Delhi Railway Station should be set right. The Ministry of Railways do spend huge amount and it can introduce new trains also. But the lack of will power does not bring about any improvement, and it is apprehended that this poor condition will continue. Many hon. Members have blamed that the trains are very late. I would also like to join their view that the Shramjeevi Express is often seven or eight hours late. Similarly, the Avadh-Assam Express is also late. This can be corrected. If such problems of the people are continued, they will go against every Government which cannot provide water, brooming and reservation facilities in trains and such Government ceases its right to continue. We hail from the

interiors of Bihar. The Janaki Express and the Koshi Express run there.

I would like to congratulate the Government for attaching diesel engine to Hariharnath Express. But I am distressed to state that there is no arrangement for light, water and sanitation in the Janaki and Koshi Express. On being asked the driver replies that the coal is of inferior quality. He reveals his helplessness in this regard before the public and requests to solve the problem. These are minor defects which can be set right in no time if the Government thinks to do so.

Mr. Deputy Speaker, Sir, I have talked about certain railway employees earlier also I would like to point out again that some Tej Narayan Tanti is posted at Katihar. There is threat to his life. I have sent D.O. letters to the hon'ble Ministers and the Railway Board Chairman six times in this regard requesting to transfer him elsewhere. But he was suspended instead. Would the hon'ble Minister and the Railway Board Chairman not like to consider the problem of such an employee?

Secondly I would like to point out once again that Shri Dalbir is a good railway employee at Delhi. He had raised the issue of corruption rampant in Railways. The Departmental inquiry also has found evidence of corruption. But he was transferred from Delhi to Tughlakabad. This is a gross injustice against him. Mr. Deputy Speaker, Sir, again you give the ruling that the issue relating to allegation against an individual should not be raised.

[English]

MR. DEPUTY-SPEAKER: When you are here you are not to make any

allegation on anybody. You are at liberty to voice serious problems of individuals, if you have any.

[*Translation*]

SHRI SURYA NARAYAN YADAV:

Thank you. Such is the case of one Shri Anand Roy posted at Samastipur parimandal. During the strike there he had worked loyally.

At that time I was an MLA. The Government then made an appeal that the services of those employees would be regularised who would not join the strike. Like other employees, he also accepted the appeal and joined service. He would retire in December but he has been given break in service for calculating his pension. He is working at present in Samastipur. I have written thrice to the Government in this regard but till now I have not heard anything from the Government. I belong to the railways in the sense that I am Chairman of the All India Guard Council. I receive all information whatever happens at Madras, Bombay or Delhi. The hon. Minister should not allow me to speak more because I belong to treasury benches and it would not be a good thing if I start speaking such things in the public.

A Rajdhani Express train has been introduced for Assam which is a good thing. Barouni is a big junction where this train has a stoppage. Now I come to know that you do not want to have its stoppage at Barouni. I also support this idea because there is no need to have its stoppage at Barouni. Instead of Barouni its stoppage should be provided at Khagaria. In this way Rajdhani Express will get sufficient time for making a halt at a certain distance. Khagaria is just 40 km. away from Barouni. People belonging

to Khagaria, Saharasa and Munger commissioneries would be benefited if a stoppage is provided at Khagaria because Barouni stoppage is not convenient to

13.00 hrs.

them. Therefore, I would like to say that I do agree with you if you want to do away with the stoppage at Barouni but a stoppage should be provided at Khagaria because Khagaria commissioner consists of several districts.

Mr. Deputy Speaker, Sir, reservation quota for only seats have been provided there whereas 40-50 persons generally board the train there. As Shri Ram Saran Yadav has said that there is a great rush for the reservation. Therefore, you please increase the reservation quota. When people are ready to pay, then what is the difficulty in increasing the reservation quota.

Mr. Deputy Speaker, Sir, the hon. Minister had mentioned in his last Budget speech about the gauge conversion of Manasi Jn. Farbisganj rail line from metre gauge to broad gauge. I congratulate him for completing survey of this line and allocating Rs. 1.1 crore for this purpose. This area is situated near Indo Nepal border. The former Railway Minister Late Shri Lalit Narayan Mishra had also promised the conversion of this line but later on he was assassinated and the scheme has been lying pending since. Later on a meeting was also held with the Deputy Chairman of Planning Commission, Shri Mukherjee, in which this demand was raised and he had given assurance that if Railway is ready to undertake this work, he would allocate funds for this purpose. I also had a talk

[Shri Surya Narayan Yadav]

today itself in this regard. Therefore, I would like to draw your attention to this problem and would say that since the hon. Prime Minister, Shri Pranab Mukherjee and Railway Ministry are agree to do it, this gauge conversion work may be done in the next Budget so that a long pending demand of the local people could be fulfilled.

Mr. Deputy Speaker, Sir, regarding the scheme for constructing new railway line, I would request you that this work should be completed with the available funds at the places for which a decision has already been taken. With these words I thank you for giving me time to speak.

[English]

MR. DEPUTY-SPEAKER: Shri Shraavan Kumar Patel.

*(Interruptions)*

MR. DEPUTY-SPEAKER: Shri Patil wants to go. Immediately after he completes his speech, we shall adjourn for lunch.

*(Interruptions)*

SHRI SUBASH CHANDRA NAYAK (Kalahandi): I have not been getting an opportunity for quite some time. Now also I have not been given time to speak.  
*(Interruptions)*

MR. DEPUTY-SPEAKER: Mr. Nayak, when your name was called, you were very very kind enough to be absent from the House. Your name was called

twice at different times. It is there on record. It is unfortunate that you were not there.

SHRI SUBASH CHANDRA NAYAK: No, Sir, Again I am not given an opportunity to speak.

MR. DEPUTY-SPEAKER: The Chair is very much pleased to accommodate you. Unfortunately, you were having some work at that time. Anyway we shall have to adjust you later on.

SHRI SHRAVAN KUMAR PATEL (Jabalpur): Mr. Deputy-Speaker, Sir, I stand to support the Demands for Grants of the Ministry of Railways. I would have very much appreciated if the hon. Railway Minister was present in the House but, unfortunately, owing to some pre-occupation, he is not here today in Delhi. However, I am sure, the hon. Minister of Parliamentary Affairs will take down the important points that I will be making now.

MR. DEPUTY-SPEAKER: The Minister of Parliamentary Affairs has been authorised to take down notes.

SHRI SHRAVAN KUMAR PATEL: I know that.

Sir, the economic development of our country is greatly dependent on the efficiency of the Indian Railways and particularly after the announcement of the liberalisation policy, the performance of the Indian Railways assumes great significance and the success of the liberalisation policy also greatly depends upon the performance of the Indian Railways.

Sir, today, I have had the privilege and honour of meeting the Prime Minister

of India along with my other colleagues from Madhya Pradesh. The discussion that we had, basically, was on the Indian Railways. The three important points which the hon. Prime Minister made in our presence were the starting of new trains, electrification of railway-lines and gauge conversion. The hon. Prime Minister had very rightly emphasised that the most important aspect today is the gauge conversion. It is because, with the gauge conversion, the entire country—through length and breadth, East and West and North and South—could be united. We had, all, agreed to this point that the hon. Prime Minister has made.

Today, all the Members of Parliament from Madhya Pradesh have submitted a signed Memorandum of the hon. Prime Minister urging upon him to take up the job of gauge conversion between Jabalpur and Gondia. Just a few days ago, I raised this point during Zero Hour and requested the Government to start the work from Jabalpur to Gondia. It is because on the other side viz., from Chandarpur to Gondia, the work had already started. This scheme had already been included in the Action Plan of the Railways. However, owing to constraint of resources, the work from Jabalpur to Gondia is not being taken up. On the 27th Septemeber, 1993, the hon. Prime Minister was to visit Jabalpur for laying the foundation stone for this scheme but owing to the abrupt declaration of elections for the Madhya Pradesh Legislative Assembly, that had to be postponed.

Recently, there was a *rail-roko andolan* where, as many as, 1,000 people participated. They detained trains for several hours. They also courted arrest. I had also sent telegrams to the hon. Prime Minister and the hon. Railway Minister in this regard.

Sir, since the Government had already decided to implement the policy of unigauge system, my submission is that this conversion work should be taken up on a priority basis. By doing so, the tribal people of that region can be brought into the national mainstream. It can also open a corridor between South and North which will be very vital for the economy of our nation. It will also, at the same time, give employment to thousands of poor people of our region.

Therefore, the first point that I wish to make is that the conversion of gauge between Jabalpur and Gondia should start immediately. Some time ago, I was in correspondence with the hon. Railway Minister and I had urged upon him to give Zonal Headquarters of the Central Region to Jabalpur. He had also given a commitment that as and when this matter is taken up by the Railways, he will definitely keep the claim of Jabalpur in mind. I am sure that the hon. Railway Minister will keep this request in mind and take appropriate action.

Jabalpur and Bhopal are the two very important cities of Madhya Pradesh. We do not have any fast train which can connect these two cities which have High Court Benches with the State Capital. So, my suggestion to the Government is that a fast train should leave Jabalpur in the early morning—it is because for covering that distance, it takes almost five hours—for Bhopal and simultaneously from Bhopal to Jabalpur around 6 o'clock so that it could reach Jabalpur at 11 o'clock. If it is done, the commutation will become easy.

Sir, Katni is a very important town of Madhya Pradesh. It falls in my constituency. I have been, time and again, writing to the hon. Railway Minister

[Shri Shraavan Kumar Patel]

for providing an over-bridge at Khiraini level-crossing. It is a very important level-crossing. If it is done, it will help in the economic advancement of this region. Almost for 5 to 6 hours a day, this level-crossing remains closed with the result that a heavy rush of traffic used to wait. Over and above I would like to suggest that a foot over-bridge over Mudwara Railway-yard should be constructed.

So far as the question of Amarkantak Express is concerned, it is a very important train. It is because it connects the Capital with Mahakaushal region as well as Chattisgarh Region. This train is running only for three days a week. All the Members of Parliament who come from this region feel very strongly that Amarkantak Express should be run daily. The other train which goes via Nagpur and which I understand is running at a loss is Mahanadi Express. This matter should be thoroughly examined and if possible, this facility should be given to the people of our region.

Sir, so far as the question of Indore-Bilaspur Express No. 3334 is concerned, I am very sorry to say that one rake has been withdrawn from this train. This has not been given the importance which it genuinely deserves. The first class compartment was also removed recently.

There was an agitation from the people of not only my region but also from regions of my other colleagues. This train, particularly from Indore to Bhopal is always late. It is as late as four to five hours. Then overnight from Bhopal to Jablapur, it is very late and then it becomes a passenger train. So this train

should be given the importance it deserves.

Sir, Rajkot Express is running between Rajkot and Bhopal. There are several people, especially traders who wish to commute between Jabalpur, Ahmedabad and Gujarat. For this I have been writing to the Railway Department to give us some facilities. If this Express is extended up to Jabalpur that would be the best thing. But I know the Railways have certain problems. So my suggestion is that at least one coach could be added, which could be taken uptill Jabalpur with some other connection so that the people could commute between Jabalpur and Ahmedabad. To make this point also I wish to say that Varanasi-Surat Tapti Ganga Express, *i.e.* No. 4245 and 4246 should also be extended uptill Ahmedabad. That will also serve our purpose.

The electrification work between Bina and Jabalpur via Sagar, Damoh and Katni has not yet started. This work should also be started.

So far as the question of Gondawana Superfast Express is concerned, I am leaving by this train today in the afternoon. It was very generous on the part of the hon. Railway Minister to have acceded to the demand of the Members of Parliament from Madhya Pradesh and to have given us this train. We are very grateful to him for this. But the point that I wish to make is that this was given to us as a superfast train. But, however, some additional stocks have been added to this. I do not want that this train should be reduced to a passenger train. This point should be noted and we wish that this should continue the way it has continued. The commuting time could be reduced by about three to four hours. I also feel that



in addition to a second class sleeper a half first A/C could also be added to this train.

My colleague, the Member of Parliament from Raigarh also wishes to raise a very important point of renovation of a railway station at Raigarh. The Railway Department had allocated Rs. 1 crore for this purpose. However, it appears that they have withdrawn this facility. This is most unfair, if it is true.

I also wish to make a point, of my colleague, about Utkal Express which is running about eight to ten hours late daily.

The last point that I wish to make is the attitude of the officials of the Railway Department. Unfortunately, some time we feel pretty embarrassed. We do not want to make it an issue, but, however, it is an important point that the Railway Officials have to keep in mind that the elected representatives of the people should be given appropriate weightage. Whenever there is a function or an inauguration or foundation stone laying ceremony, we expect, at least, that an invitation could be sent to the Members of Parliament.

With these few words. I thank you very much for having given me this opportunity to express the demands of the people of my region. I am sure the Railway Department would look into that.

[Translation]

SHRI SUBASH CHANDRA NAYAK: Mr. Deputy Speaker, Sir, earlier, I was prepared to speak in Hindi... (Interruptions)

Then I have made a demand that I would like to speak in Oriya and permission may be granted to me. I have

given in writing day before yesterday. Therefore, I would speak in Oriya. Would the hon. Minister and officials sitting here be able to understand my submission?

[English]

MR. DEPUTY-SPEAKER: Now, we shall break for Lunch and after that you will speak.

Now the House stands adjourned to meet again at 02.15 P.M.

13.14 hrs.

*The Lok Sabha then adjourned for Lunch till fifteen minutes past Fourteen of the Clock.*

14.20 hrs.

*The Lok Sabha re-assembled after Lunch at twenty minutes past Fourteen of the Clock.*

[English]

[MR. DEPUTY-SPEAKER in the Chair]

SUPPLEMENTARY DEMANDS  
FOR GRANTS (RAILWAYS),  
1994-95;  
AND  
DEMANDS BY EXCESS GRANTS  
(RAILWAYS), 1991-92 -Contd.

MR. DEPUTY-SPEAKER: Shri Subash Chandra Nayak.

[Translation]

SHRI SUBASH CHANDRA NAYAK (Kalahandi): Mr. Deputy Speaker, Sir. I

[Shri Subash Chandra Nayak]

welcome the Supplementary Demands for Railways. My friends from Orissa requested me that I should speak in Oriya. That is why I have written you day before yesterday to allow me to speak in Oriya. I am thankful to you for allowing me to speak in Oriya.

\*Mr. Deputy Speaker Sir, I rise to support the Supplementary Demands for Grants (Railways) whole heartedly. Sir, Orissa has made a lot of progress in the field of Railways with the blessings of the hon. Prime Minister Shri P.V. Narasimha Rao and the hon. Railway Minister Shri C.K. Jaffer Sherif. During the last three years, they have paid proper attention to the State of Orissa. So, I would like to thank them on my behalf and on behalf of the people of my Constituency.

Sir, I represent Kalahandi Constituency of Orissa. It is a backward district. The people of Kalahandi have not much benefit in the matter of Railways. So, I wanted to speak on Railways. I remember Sir, I had participated on the Railway Budget discussion during last Budget Session. I could not sleep for the whole night as the Railway Budget was being discussed in the House. I got opportunity to speak only at 5.00 AM. I took this pain as somebody suggested me to say something on Railways. "The Government will do something for your Constituency, that is what he had said. The people of your Constituency will be happy if you highlight your problem".

\*\*During the discussion on last Railway Budget I could not sleep of the whole night. Some body told me that if I would make some demands on the

Railway Budget, my constituency would be connected with other areas of Orissa. In this hope I did not sleep the whole night and continued to sit here upto 5.00 A.M. I had also spoken on 20.3.93. The hon. Prime Minister had laid a foundation stone on 22.4.93 for the construction of a railway line from Lanjigarh Road in Kalahandi to Junagarh. The people of Kalahandi felt very happy that a miracle has happened with the blessing of the hon. Railway Minister. Even Shri Bhagat Charan Das, who was earlier an M.P. from Kalahandi and also Railway Minister at the Centre, could not do so much for Kalahandi. The hon. Prime Minister has given this new line suddenly to us which is a matter of great happiness for the people of this Adivasi area. I had an opportunity to speak on the last Railway Budget. After that survey work was completed by the Railway. Rs. 2 crore has been sanctioned by the Government for the construction of 54 Km. long rail line between Lanjigarh and Junagarh. But what has happend later on.

\*The people of Kalahandi felt very happy when the Railway project sanctioned by the Prime Minister for my Constituency. The new line is being constructed from Lanjigarh Road to Junagarh. As you know, Kalahandi is a backward district which has sizeable tribals and scheduled caste population. The Government of India has sanctioned two crores of rupees for the construction of the line between Lanjigarh to Junagarh. But it is regrettable that the money has not been spent on the construction line so far. What is the reason behind it? Unfortunately the hon. Minister is not present here. Otherwise, I could have asked him why the work has not yet been started and where the fund has been diverted?

\* Translation of the speech originally delivered in Oriya.

\*\* Translation of the speech originally delivered in Hindi.

**\*\***Even after making allocation of Rs. 2 crore why it has not been spent till now? The hon. Minister should explain its reason. I thought that we have done something wrong. My colleagues told me that it is a result of the blessings of the Prime Minister and the hon. Railway Minister has directly given it to us and there is no politics in it therefore, the work on it would be started definitely. I went to Calcutta for making inquiry in this regard and come to know that Shri Bansali is the Chief Administrative Officer there. I do not question his sincerity and authority. He resides at Calcutta which comes under S.E. Railway whereas his Office is at Bhuwaneshwar. I would like to know as to why he is living in Calcutta instead of Bhuwaneshwar? Has he been posted at Calcutta? He has been posted for the development of railway lines in Orissa. So long he does not reside at his working place in Bhuwaneshwar, no development of Orissa is possible.

I welcome this Railway Budget. Kalahandi is a backward area. If this new rail line is completed, then our people will also be able to avail rail facilities. For what fault of ours that our areas lacks in irrigation facilities, industries and working opportunities for the labourers. There is a saying in Oriya that:

\* If you want to improve in your life, first you improve your mother tongue and work for the improvement of your language.

**\*\*** If we want to develop Orissa or our motherland, we have to improve our language first. That is why our Oriya friends asked me to speak in Oriya. Then somebody asked me to speak in Oriya, Hindi and English because every body

does not know Oriya. That is why I am speaking in Oriya, Hindi, and English as well. Shri Manmohan Singh is sitting here. I repeatedly met hon. Railway Minister and requested him to raise this amount from Rs. 2 crores to 5 crores.

I would request the hon. Prime Minister and Railway Minister that so long as the Chief Administrative Officer do not sit in his Bhuwaneshwar office, no construction work of rail line in Orissa can be undertaken. I have many other demands also. I had raised them last time also but till now nothing has been done. I would not like to repeat them again. I have raised them in my earlier speech on the Railway Budget on 8.3.94. If those problems are solved then our Orissa would make progress at a fast pace. I am talking about Junagarh — Lanjigarh Road rail line. Bhuwanipatna is a district headquarter.

The Collector of Bhawanipatna Distt. Headquarter, and the Department of Revenue has allotted land for this purpose. I and the Hon'ble Minister of Information and Broadcasting Shri K.P.Singh Deo had gone to meet Shri Jaffer Sharif in his office and we had requested him to be there and inaugurate the Railway Station. He did give us a date for this purpose. We all know that the Rath Yatra is an important festival of Orissa. That was the day of Rath Yatra of Jagannathji when we took the decision that there should be a Railway Station in Bhawanipatna. I sent a message here and the Government also sent a message in this respect. On hearing the message of a Railway Station to be established at Bhawanipatna, the people of my constituency *i.e.* Kalahandi became very happy. Late Shrimati Indira Gandhi had visited Bhawanipatna, Late Shri Rajiv

\* Translation of the speech originally delivered in Oriya.

\*\* Translation of the speech originally delivered in Hindi.

[Shri Subash Chandra Nayak]

Gandhi, had also visited Bhawanipatna when he was not in power. We put our demand before him that we are backward people. Please provide one Radio and one T.V. Station to us. At that time he declared that if he would come in power he would definitely provide a T.V. Station and a Radio Station. When he came to the power he first fulfilled the dream of the people of Kalahandi by providing a 100 k.v. Radio Station and 10 k.v. T.V. Station in Kalahandi. It was the dream of Indira Gandhi and Jawahar Lal Nehru that India cannot progress until Kalahandi would not develop with this they had fulfilled their dream.

What I mean to say is that we finalised the programme of Shri Jaffer Sharif and its wide spread publicity was made. But later on we received a telephonic message from the office of Shri Jaffer Sharif that as he was not feeling well therefore he would not be able to come there. You can well imagine the plight of my people. The students were saying that on their personal request the Minister of Railways, Shri Jaffer Sharif had agreed to attend their college function and as he could not go there, therefore the function was not celebrated.

Today again the people of Kalahandi think whether there would be a Railway Station in Kalahandi, whether hon'ble Jaffer Sharifji would come there and inaugurate the function. This programme has changed their outlook. Sir, I am again requesting the Minister of Railways through you that he should oblige the people of Kalahandi by inaugurating the Railway Station in Bhawanipatna and give honour to their sentiments. We have

got the land and the funds for this purpose and if he goes there the Railway Station will be constructed there. If Railway Station will be there all officers will go there and will review the position atleast for 2-4 minutes, and it will serve my purpose. That's why I am requesting you. The Hon'ble Minister is not present here, otherwise I am prepared to sit here. However I am requesting the Hon'ble Minister through you that he should go to Bhawanipatna and oblige the people of Kalahandi and myself.

If you compare Kesinga, Narala Road, Rukka Road, Lanjiganj Road stations with Kalahandi, you will find that Kalahandi is very backward but if you will see the stations you will find that my constituency and Orissa has made very good progress in the economic, social and political fields. I will be very grateful and obliged if the Railway and the Hon. Minister of Railway will make arrangements for repair and maintenance of these 5 Railway Stations.

When you ring the bell I cannot speak because I get disturbed. Dhenkanal, is the constituency of Shri K.P. Singh Deo. I have to put one demand for that area.

\* Sir, I would like to take you to Dhenkanal in Orissa, which is the constituency of Shri K.P. Singh Deo. I would like to highlight some demands of that constituency. A train is running on Calcutta main line via Garh-Dhenkanal and Jaronda which is situated near Kapilas Road. It is a religious place and is very famous for the abode of saints and followers of Bhimabhoi who was the founder of *Mahima Dharma* which is called *Alekh Dharma* too. The Alekhs or the saints and followers of *Mahima*

*Dharma* live at Jaronda near Kapilas. Hundreds of pilgrims visit that religious place everyday.

A large number of Alekhs from Junagarh area of my constituency are living in Jaronda. So Kapilas Road should be well-connected by rail, Dhenkanal is and ex-Princely State like Kalahandi. We want the welfare of the people of these areas.

A line is proposed to be constructed between Jajpur-Keonjhar Road and Banarpal via Sukinda, Bhuban and Kamakshya Nagar. The proposed alignment is going to touch these backward areas. A survey has been sanctioned but the work has not been started. I request the Minister to speed up the survey of this project.

I would now like to speak a word about Link Express. I have been demanding the development of railways and thereby development of Kalahandi area.

[Translation]

\*\*There is small train which was running as passenger train since 1947. It was converted into express and named as Link Express. The people of Kalahandi, Phulwari and Koraput used to come to Delhi by this train when the Government extended this train upto Vilaspur it caused great inconveniences for the people of this area. The Link Express which was running between Vishakhapatnam and Raipur that was extended upto Vilaspur which is also causing a lot of inconvenience to the people. I am receiving a lot of notices from the people to fulfil their demand otherwise they

would be compelled to stop the train at Kesigna. So the Government should solve our problem immediately. Sambleswari Express should be extended upto Raigarh or Vishakhapatnam. At present its terminal is Sambalpur, therefore the people of my constituency are not being benefited by this train. Two boggies of this train are attached from Sambalpur to Titalagarh that should be extended upto Raigarh or Vishakhapatnam immediately. All the hon'ble Members from Orissa have requested the Minister of Railways that this train should be extended upto Raigarh. If the Government will listen this request of people will be facilitated.

[English]

MR. DEPUTY SPEAKER: Please wind up now.

[Translation]

SHRI SUBASH CHANDRA NAYAK: Just in one or two minutes, I am concluding.

[English]

MR. DEPUTY SPEAKER: Subashji, please hear me. Thirty Members have participated in the debate. Each hon. Member was allotted ten minutes. I have been ringing the bell but you have no respect for the bell. If you violate the rules, then who else is to safeguard the rules?

[Translation]

SHRI SUBASH CHANDRA NAYAK: Sir, Kesinga is the main gate of Kalahandi.

[Shri Subash Chandra Nayak]

There is a Railway Station. I have written a number of times about it but no progress have been made so far. The Reservation quota has also been cancelled there. I am sorry to mention it that the treatment which Kalahandi is getting from the hon. Railway Minister is not worthwhile I request the Minister of Railways if he will pay attention towards Kalahandi and Orissa, my constituency and State will certainly develop.

[English]

\*.....Sir, lastly I would like to thankful for giving me the opportunity to speak and conclude my speech.

[Translation]

SHRI CHHITUBHAI GAMIT (Mandvi): Mr. Deputy Speaker, Sir, thanks for this opportunity to speak on the Demands for Grants of the Railway Ministry and I support these demands.

Railways has made vital contribution in the development of the country. Development of railway in any part of the country had led towards the development of that area in various other spheres too. But development of railway has been kept confined to certain specific parts of the country. There had been imbalanced development of railways in various parts of the country, which was really essential for the entire country.

Mr. Deputy Speaker, Sir, I come from a tribal area and would like to say something about that area. Tribal areas are really backward in our country even today and developmental work has not

taken place there. Lack of rail facility is the main reason for it. People have to walk for 20-30 or 40 kilometers to get the means of transport in tribal areas. Due to lack of development work people of these areas have been victims of poverty and unemployment. Sir, through you I request the Railway Minister to give preference to tribal areas for constructing new railway lines for balanced development of railways. New railway line between Balsaad and Nasik should be constructed immediately for development of tribal areas of Gujarat and Maharashtra. I request you to accept this long pending demand.

Mr. Deputy Spaker Sir, now I would like to draw the attention of the Railway Minister towards the insufficient railway network in Gujarat. People of Gujarat think that the Ministry of Railways is doing injustice to them. They have also expressed their resentment on it. Sir, I have studied all the railway budgets presented since 1977, since when I was elected an M.P. for Lok Sabha and have found that very little amount has been allocated for development of railways in Gujarat. It is really very sad.

People of Gujarat and the Government is demanding for broad gauge conversion of rail lines for a long time for overall development of the State. I request you to accept this demand for gauge conversion of rail line and allocate the required funds for it. The railway lines to be converted into broad gauge are as Ahmedabad-Delhi line, Rajkot-Peraval line and its extension upto Kodinagar, Bhavenagar-Surendranagar, Navlekhi-Dahisara Morabi, Surendranagar-Rajule and its extension upto Pipivav, Gandhidham-Bhooj Nalicha, Ahmedabad-

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\* Translation of the speech originally delivered in Oriya.

Vijapur, Dahilara-Malia Miyala, Ahmedabad-Beejapur, Ahmedabad-Himmatnagar, Mehsana-Diramgaam and Dabhai-Miyagaam.

Mr. Deputy Speaker, Sir, through you I demand for immediate sanction for broad gauge conversion of these rail lines into broad gauge and required funds should be allocated for it. Gujarat has two zonal offices of railway department at Baroda and Rajkot. The demand for setting up a new zonal office at Ahmedabad is pending for years. Around 150 passenger trains and 150 goods trains run through Ahmedabad daily. As regards insufficient railway facilities, I request you to accept the demand to set up a new zonal railway office at Ahmedabad.

In principle Railway Ministry has accepted to set up zonal railway offices at Malda, Bhopal, Ambala and Ahmedabad. The zonal offices at Malda, Bhopal and Ambala have started functioning. I am very sorry to say that departmental office has not so far been set up at Ahmedabad. Now I would like to say something about the railway problems in my Parliamentary Constituency Mandvi and district Surat. Surat is the core industrial and commercial city of Gujarat. This has the important offices of the Government of India, State Government and companies of big industries. I am very sorry to say that most unhygienic conditions prevail at Surat railway station. Everyday 70 to 80 passenger trains and 60 to 70 goods train pass through Surat railway station and it has insufficient railway platform facilities. In the same way toilet, bathroom and drinking water facilities are also inadequate at this station. I demand from the hon. Minister that arrangements should be made for providing these public conveniences at Surat railway

station and funds should be allocated for it. This station should also be provided with V.I.P waiting room facility there.

My Parliamentary constituency has Surat-Bhoosaval line of Western Railways. 12 passengers trains and several goods trains run over this railway lines to transport coal, iron and other many such things from Madhya Pradesh, West Bengal and Orissa for industries of the State. Passenger trains running between Surat and, Bhoosaval have been 'regularly irregular' for many years and theft, loot and quarrel have become a regular occurrence in these trains. I had been a Member of Parliament from this area since 1977 and I would like to divert the attention of the House towards my continuous complaints since 1977 for insufficient railway facilities in that area. I request the railway Minister that it should be taken seriously and railway officials should be issued instructions in this regard. I demand that Surat-Bhoosaval railway track should be doubled and electrification should be taken up on this line. An overbridge should be constructed at Bardoli railway station on this railway line.

In the end I demand for laying of new railway line in the tribal area between Balsaad and Nasik and required funds should be allocated for that. Departmental office of Western Railway should immediately be set up at Ahmedabad in Gujarat. Approval should be given for broadgauge conversion of metergauge lines in Gujarat and required funds should be given for that. Theft, loot and goondaism prevalent in railways should be checked so that passengers could feel relieved. Sufficient public conveniences should be made available for passengers at Surat Railway Station. With these words I conclude.

[English]

SHRI YAIMA SINGH YUMNAM (Inner Manipur): Hon. Deputy-Speaker, Sir at the outset, I would like to thank the hon. Minister for Railway for providing Rajdhani Express from Delhi to Guwahati in response to the request made by the MPs of the North-Eastern region. I am grateful to the hon. Minister for providing other facilities to us in that region as well as other places in the country.

But, Sir, I am sorry to express that when Srinagar is to be connected with the railway line, why is Imphal denied? What are the reasons? I am not against connecting Srinagar with railway line, I am very much in support of that. But under what consideration Imphal is denied that facility? Srinagar is at a very extreme and very strategic place and Imphal is similarly a very strategic place in the country. So, I have been demanding in this House repeatedly and I have been placing before this House the necessity of connecting Imphal, the capital of Manipur with railway line. In response to that our hon. Railway Minister has just mentioned that a survey was done and according to that survey, to reach Imphal it will be around 190 kms. from Dhansiri and its estimated cost is about Rs. 833 crores. It is also mentioned that it may not be remunerative and so it cannot be taken up. But here my pleading for this railway line is that the necessity is so much that it will be the necessity of the country and the nation. Please do not think only for the State of Manipur, it is to be considered as a national wealth. It will serve the purpose of defending the country. The necessity will be felt only when the country is attacked by any foreign country, from that side in the North. When, in the early period India was attacked by China, the need was

felt. But, now I am requesting the Government, particularly the Railway Minister, that it may be considered from the national defence point of view and also it will be remunerative in the long run. But if the consideration is that it will not be remunerative and so it cannot be taken up, that is not a good consideration. It may not be remunerative at the start but in the long run it will be remunerative. So, if it is taken from that angle, from the national interest and the defence of the country, then it may be taken as remunerative, although it is not in terms of money only.

So, please consider this demand very seriously. When you have committed to Srinagar for connecting it with a railway line and when you are refusing to do so in the case of Imphal, then it may be a very serious case and it will be discussed in the context of the present happenings in the North-Eastern Region. Please take it very seriously. What the people are thinking is that their region is being treated as if it is not a part of the country, as if it is not a part of India. So, this consideration must be taken very seriously. I am pleading before this House. So as the House do not consider only in terms of remunerative benefit and also it may not think that it will cost you around Rs. 834 crore. It may take a long time; let it take ten or fifteen years, but let it be started with a token provision. I only want the commitment of the Government to show that it has sympathy for the people residing there. So, it is a question of spirit.

Sir, I once again appeal to the hon. Minister of Railways in particular and the Central Government in general that a railway line must be provided connecting the capital of Manipur, Imphal, which is at a distance of 190 kms. from Dhansiri.



Sir, it is a fact that there is a rail-head at Jiribam which is in the state of Manipur. There is a railway line from Silchar to Jiribam, but the service is so irregular that it cannot serve the purpose. It has been a very serious grievance of the people of Manipur that they have collected large goods at Jiribam, at this rail-head, but since the 28th of July, this year, a huge quantity of bamboo chips collected here is yet to be lifted. The pulp industry, a Manipur Government undertaking, at Jiribam has been supplying these bamboo chips to the paper mills at Silchar. But these bamboo chips have not been lifted because there is no other facility for transportation of heavy bulk of these bamboo chips they are lying there since 28th July, this year. Please imagine how much loss the Government has incurred on this. Since, there is no regular service. What is the use of this rail-head? It remains there only for namesake. So, please lift this cargo. I mean these goods collected at the rail-head. Otherwise, what is the use of this rail-head it remains only for namesake?

Therefore, Sir, I demand through you, that the Railway Minister must take immediate steps for making the rail service to Jiribam regular. That is my sincere appeal. Also, please redress the grievances that the people of this Manipur State are facing on account of this.

Sir, only one wagon has been provided so far. If the rail service is there, at least, five to six wagons are required to lift these bamboo chips. Otherwise, the paper mills are suffering because the raw materials are not transported on time.

15.00 hrs.

So, these things are to be taken into consideration. The Manager of

Malgano was contacted, but they refused to give regular service. What is the use of this railway head if it is not giving regular service? Please take it very seriously. If the grievances of the people of Manipur are not redressed, they will create problems and then only the Government will relise the difficulty. Therefore, today I plead that it should be taken seriously so that all that cargo can be lifted immediately and further loss may not be suffered by the public undertaking. Now the loss can be estimated at more than Rs. 10 lakhs. The Government suffered loss of lakhs of rupees for this work.

At Imphal, there is an out-Agency where counter for booking railway reservation is opened. But this Agency is not provided with computer service as a result of which it cannot guarantee those passengers from Imphal to reserve their seats there at Gauhati. So, I request the Railway Ministry to look into this also.

I am glad to know that two seats in the air-conditioned sleeper are reserved for the passengers from Manipur at Gauhati in the Rajdhani Express. What is the meaning of this? Make it a little more so that the people travelling from Imphal can get reservation at Gauhati railway station conveniently in the Rajdhani Express. I would like to bring this to the notice of the Railway Ministry and I request for increasing the number of seats of reservation.

The present accommodation arrangement for the railway passengers from Imphal to get train to Gauhati is not enough. Please increase it so that railway passengers to Imphal can get their reservation at Gauhati conveniently. For catching the train at Gauhati, the people from Manipur have to undertake one

[Shri Yaima Singh Yumnam]

day's journey by bus even in the night crossing jungle and hill tracts. Even they are quite uncertain whether they will get reservation or not. Please make arrangement for those railway users. They are also the citizens of this country.

The trains are to be so arranged that they arrive on time. This is a general complaint.

I have seen while travelling that lot of passengers are having many grievances on the platform for not having any chairs to sit. Let us try to provide chairs at the platforms in big stations like New Delhi and some other big stations. At some other small stations, I have seen with my own eyes chairs are provided but not at all these big stations. I would like to request the Government to look into it.

My appeal to you in that even though it costs Rs. 833 crores, please commit that railway line will be provided to connect Imphal in the national interest.

With these few words, I support the Demands for Grants.

SHRI RAMESH CHENNITHALA (Kottayam): Thank you very much, Mr. Deputy Speaker, I rise to support the Supplementary Demands for Grants and the Excess Demands for Railways.

At the outset, I would like to say that even though our Railway Minister is not here, our Finance Minister is here, I want to submit to the Finance Minister one of the very important points. In this august House, we are pleading for new railway lines. We are asking for new proposals and we are asking for lot of

things for our Constituency and other parts of our country.

The first and most important thing is that of railway's financial problem. The Indian Railway is playing a very significant role in the development of our country and this railway can give more impetus for our development. Unfortunately, over the years the budgetary support for the Indian Railways is coming down drastically. Last year it was 16 per cent. It is coming down drastically and, therefore, they could not take up any proposal which are making in this august House.

So, my request to the hon. Finance Minister is that since Railway is one of the transport systems in our country and this will give opportunity for development and more revenue to the Government, the budgetary support should be increased so that the people can get more facilities and more railway line and, the developmental activities can be more in our rural areas.

Regarding the unigauge railway system, now the Indian Railway has given more importance for unigauge system. I agree with that proposal. Converting metre-gauge to broad-gauge is a welcome step, no doubt. But I sincerely believe that conversion is all right but we cannot neglect new proposals about a new railway line. That is most important because, as I earlier mentioned, we cannot forget the development part. If a new railway line is laid, then only developmental activity will be more in our rural areas. Indian Railways has taken only one programme, the unigauge system, for converting our metre-gauge into broad-gauge so after some time in India we have only one gauge that is unigauge. But we are forgetting about the

new line. When we are not introducing new lines, the industrial areas and the poverty-stricken areas will not develop. Many friends from this side have said about the Adivasi and the backward areas and about the fully neglected areas. As I mentioned, developmental-oriented view should be taken by the Railways. The unigauge system is welcome to us. At the same time, we cannot forget about the new railway line.

So, my request to the Government is we should give more importance for the new railway line.

Sir, I now come to the employment aspect. As far as employment opportunities are concerned, I feel that the Railways is the one organisation in which we can give a large number of jobs to the people. The employment potential is very large in the Railways. Today, in our country the educated youth are facing a lot of problems because of the lack of employment opportunities. But, during the last three or four years, the employment opportunity in the Railway sector is drastically coming down. This is the one sector in which we can give more employment to the youth of the country. But, unfortunately we can see that the employment opportunity in this sector is coming down drastically. In this country we have got enough human potential. We have also got the unemployment problem. Therefore, I feel that the Indian Railways should take care of this unemployment problem very seriously. A large number of vacancies are there. These vacancies should be filled up immediately so that the youth of this country will get more chances to work.

I am coming to my State and in particular to my constituency. If you look

at the railway map of India, you will find the Indo-Gangetic planes and the Southern regions of Tamil Nadu etc., full of railway networks whereas Kerala has mainly one main coastal line from Kasargode to Parassala now supplemented by another coastal line from Ernakulam to Kayankulam via Alleppey. Area-wise or population-wise, Kerala has a very low kilometrage of railway lines. Kerala with its undulated terrain has very great need for rail transport since roads in the undulating country are full of grades and curves and cannot cater effectively to the large passenger needs of the whole State. In the last Budget discussion also, I had a proposal for a new railway line, that is, Kottayam-Punalur railway line via Erumeli and Sabari Malai. This is a new proposal for a railway line. Almost all MPs from Tamil Nadu, Andhra Pradesh, Karnataka and Kerala, of the Southern States, requested the Prime Minister and the Railway Minister for this railway line. I am very happy that this railway, line is included in the survey and the survey is going to take place immediately. The point is, as I earlier mentioned here that even though Indian Railways is taking the gauge conversion as a major programme, we cannot include proposals for a new railway line. The present proposal for a railway line taking off from Kottayam and passing through Manarcaud, Ponkunnam, Kanjirappalli, Erumeli and then turning South through Ranni, Konni, Pathanapuram regions and joining the Quilon-Madurai line at Punalur. A branch line from Erumeli to Sabari foot hills could be built to transport the pilgrims from all over South India to Sabari foot hills. The new Kottayam-Punalur line will be about 95 kilometres and the branch line to Sabari about 15 kilometres. The cost of construction may be about Rs. 100 crores. A more correct assessment of the length and costs can be made only after a detailed survey.

[Shri Ramesh Chennithala]

This is an extremely important and significant for the development of Central Travancore-Kottayam and Pathanamthitta districts with the conversion of Quilon-Madurai section to broad gauge. This line will link Cochin and Central Kerala to Southern Tamil Nadu cities Madurai, Tirunelveli, Tuticorin etc. It will link the Southern port cities to Cochin and Tuticorin. It will meet the travel needs of crores of pilgrims visiting Sabari Malai every year from different parts of the country. It is not only from the Southern part of the country but from other States also people are coming and visiting Sabari Malai. This is one of the most important pilgrim centres. Last time, it was estimated that three crore pilgrims from different parts of the country had come on pilgrimage to this place. This will be a place for national integration. I think, Sabari Malai is the only place where different sections of the society cutting across castes, creed are visiting this temple. From that point of view also and as a symbol of national integration, this line is one of the most important lines. This line is connecting almost all the pilgrim centres of different sections of Christian community, Muslim community and Hindu community as a symbol of national integration. It will give a message of communal harmony.

I am happy that in the present Railway Budget, a preliminary engineering and traffic survey was included. Unfortunately, no money was earmarked for it. I am very thankful to the Chairman and the other officials of the Railway Board that they have included and they have sanctioned money for the survey of this new railway line.

After completion of this survey the project should be implemented. Mere

surveys will not help. The long-standing demand of the people of Kerala, especially, Central Travancore is to have a new railway line to Sabarimala. I hope even though the hon. Minister is not here, our former Minister of State Shri Mallikarjuniah who is here will convey this to the hon. Railway Minister, This long-standing demand of the people of the Kerala should be met.

When the hon. Railway Minister presented the Budget here we all Kerala Members were very jubilant and very happy. But till now, even after six months are over, not single naya paisa is spent in Kerala. All the projects were announced. But the reality is that not a single project was started and the money which was allotted was very meagre. When all the Kerala Members participated in the discussion they were all worried because a picture was presented that the Central Government is giving more importance to the State of Kerala as far as Railways is concerned.

Even for the doubling of line from Shoranur-Mangalore, the money was allotted. Even for Kuttipuram-Calicut line the money was allotted. But, the allotted money is very meagre. The work has not yet been started. It was reported in the press that two thousands tonnes of rails were taken to Karnataka which were originally meant for Quilon-Trivandrum doubling line. All the newspapers in Kerala are coming out with big and bold headlines and photographs on this topic.

There was a proposal for electrification of Erode to Cochin line. Now, the proposal is going very slow and I think in the last Budget it was announced and the same was not started. I think Quilon-Madurai line and Kuttipuram-Calicut line were also announced in the

Budget. But even preliminary work was not started.

When the Konkan Railway project is commissioned, the people of Kerala will get the benefit only if the Shoranur-Mangalore line is doubled. I do not want to go into all the details. When the Budget was presented we saw a colourful picture. But when we went into the reality the things were not at all moving. I would like to say very emphatically that there is some lobby working behind this. Some people do not want to have railway development in the State. Even though the Minister is agreeing, some lobby is working against it. I don not want to mention the name. It is not correct and this is not the forum to say all these things because I am a responsible Member of Parliament. I am just telling that a lobby is working against the interest of the State of Kerala. All these projects were sanctioned by the Minister. Some money was also earmarked. We know that even though for some new projects money was not allotted, the programmes are materialising and new innovations are taking place. The State is completely neglected because of the working of the lobby.

Lastly, last year also I requested for the computerisation in my district headquarters Kottayam Railway Station. I think in the next budget this railway station will be computerised. More reservation quota should be given for the fast and long running trains from Kottayam. All our friends have also mentioned about the Rajdhani Express. We are very grateful that the Rajdhani Express was extended to Trivandrum. But, unfortunately we are getting the facilities. If a man wanted to go to Trivandrum, from Cochin to Trivandrum, he has to take a ticket to Erode. This irregularity should be rectified. All the

projects which were announced in the Budget. And the lobby which is working against the interest of the Kerala should be dealt seriously. All the promises should be kept and fulfilled. With these words, I support the Supplementary Demands for Grants of the Railways.

*[Translation]*

SHRI ANADI CHARAN DAS (Jajpur): Mr. Deputy Speaker, Sir, while supporting the Supplementary Demands for Grants for the year 1994-95, I would like to put forth a few points before the House. Railways is very important from the transportation point of view. The larger the number of trains a State has, the higher is the per-capita income of the State. A place like Orissa had been included later by the Britishers. According to the Government this place is inhabited by 40 per cent Adivasis, harijans, but infact there are 47 per cent Adivasis and Harijans there. The percentage is 90 per cent including SC/ST and backward classes. Keeping this in mind, the work undertaken till date is quite less. You have given me only 10 minutes to speak. Since I will not be present in the House on the 16th of this month I would like to present only some important points before this Home so that the Home could consider these. South-Eastern Railway had been electrified with Japanese aid but no other work has been taken up since. The route which is used by S.E. trains to connect Bombay and Howrah is also used for going from Howrah to Madras via Orissa and the metre gauge lines as well as borad gauge lines, falling in this areas, have not been electrified. The best maintenance work is undertaken there in India. The people from other areas try to take iron ore from this place. You will be surprised to know that 12-13 trains daily carry iron ore from Beladeela to Vishakhapatnam. Not only

[Shri Anadi Charan Das]

the money but even the engines also belong to Japan. Only one or two indigenous engines are used. They try to carry more and more goods with Japanese engines only.

The iron or extracted is kept under the sea. A survey had been conducted 8 years back in Jajpur regarding a railway over-bridge but nothing concrete has been done in this regard. It was supposed to have been complete by July but it has not even started yet. When is it going to start?

Several people died there, much hue and cry was raised. A large amount was approved even then, the work has not started. It should not be delayed. Similarly, the modernisation work of Jajpur-Kyonjhar railway line was also started but it is going at such a slow pace that I wonder as to when it is going to complete. The work of Jagpura, Bansbani, Daitari railway line is also being delayed, for reasons unknown to me. The survey in regard to Jagpur to Bolengir, Khurja Road is yet to start. Why has it not started? I would like the hon. Minister of Railways to give a reply to that.

I would like to say something about administration. Railway has a Protection Force and Railway Police. There is no coordination between the two. I would like to say that a new institution should be set up after disbanding these two.

A big tract of land lies vacant on both sides of the track. There should be a tree-plantation on that and it can be utilised for some other purposes also.

By now the Railways would have had a large sum of money become they

has issued Bonds. These were available for small amounts. I had said that nobody would buy their shares at such cheaper rates. When other people determine the value of shares at higher rates you could also increase it. I think a discussion might have been held on that. They are utilising the funds sanctioned by the World Bank in number of other works. This way, some discrimination is being done.

[English]

MR. DEPUTY SPEAKER: We have to take up Private Members' Business.

[Translation]

SHRI ANADI CHARAN DAS: There is still some time left for that.

I would like to tell you something about the Vigilance Department also. The Railways should not have a Vigilance Department. The vigilance should be got conducted by some other Institute and a law should be enacted to this effect that a verification which has been entrusted this work.

You were planning to recover some money by selling off the excess land. I would like to say to that wherever you are going to do it, a quota for Adivasis and Harijans must be fixed. When I had said it at a meeting everybody had spoken against us. This is a right of our Adivasi brethren. Just support that 40 per cent population of Orissa belongs to Adivasis.

[English]

It should be reserved for the Scheduled Castes and the Scheduled

Tribes according to the population of the State. The population of the State should be the criteria. Like this, there are many questions. The time is very short.

[Translation]

The reservation policy should function in the same manner as the Railways are asked to do the SC, ST welfare committee. The committee writes many derogatory things about Railways but they do not react and then whatever happens is not the way it should be.

[English]

MR. DEPUTY SPEAKER: Shri Das, one minute please, Hon. Members, can we have the private Members' Business at 3.45 p.m. so that Shri Das and Shri Anbarasu can complete their speeches?

SHRI R. ANBARASU (Madras Central): We shall have this upto 4 p.m.

THE MINISTER OF STATE IN THE MINISTRY OF DEFENCE AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): Are they the only speakers to participate?

MR. DEPUTY-SPEAKER: No. there are a number of speakers.

SHRI MALLIKARJUN: Then, the purpose will not be served. We can have it on some other day.

MR. DEPUTY-SPEAKER: Okay, Shri Das, you can speak on some other day. You will get a chance to speak later.

[Translation]

SHRI ANADI CHARAN DAS: I have been directed by the party and have got a phone message to speak for one hour. I am saying what nobody else speaks.

[English]

MR. DEPUTY-SPEAKER: Is it the desire of the House that we should extend it for five minutes more so that Shri Das can complete his speech?

SHRI MALLIKARJUN: It is all right, Sir.

MR. DEPUTY-SPEAKER: Okay, Shri Das, you can continue.

[Translation]

SHRI ANADI CHARAN DAS: I will not be present here on the 16th of this month. You may ask those who will be present. Please give me at least 10 minutes for me to conclude. I am giving all suggestions. You have to fix for SC/ST welfare committee what you fix for any business or organisation....

MR. DEPUTY-SPEAKER: I would make a submission to you that it is time to take up Private Members Business. Nobody has any right to take up any other business. So, you can speak on the 16th. You will be given more time to speak on that day.

SHRI ANADI CHARAN DAS: Since I will not be present on the 16th when will I get time to speak on it. You may take leave of the house and extend the time by 10 minutes.

You have provided for a 5 per cent reservation for us in the Housing, why

[Shri Anadi Charan Das]

is it so ? The practice of untouchability still prevails in India so SCs/STs should be provided houses according to their population. The reservation in service and Housing should be based on the criteria followed in our Roster and other places for reservation. The present reservation is 5 per cent but even it is not provided properly and Harijans and Advasis are harassed. They can only live in their communities because the generation gap continues to be as wide as ever. Unless this gap is bridged, they will not be comfortable. Today the Advasis cannot go out and appear in interviews so, at least those who are in service should get a reservation in the Housing according to their population.

The reservation rules set up by you do not apply in some of the posts in Railways. You have made a safety category in it. Earlier there was 7 posts in this category, but recently a long list has been issued. This issue had been raised before the committee also and you had given a list of 46 posts on which reservation rules do not apply. These posts included the posts of Superintendent, Signal Inspector, Assistance shop Superintendent, Loco Foreman.

[English]

Carriage Foreman/Wagon Foreman, Driving Instructors, Power Controller, Traction Foreman, Boiler Inspector, Asstt. Shop Suptd. and Laboratory Suptd.

[Translation]

The list is very long. There is reservation for the post of Pilot in Indian

Airlines but there is no reservation for SCs/STs in Railways. Have you not provided for reservation there? Why do you do injustice to Adivasi, Harijans? You have made such rules to induct your own people.

Sir, when we talk to the Railway authority they agree to it but later they exclude it and do it as they wish. A new list was issued in 1990 and an addition has also been made to it. This way injustice is committed on Harijans. Will the authority not look into the reasons as to why there is no reservations for Adivasis and Harijans? Can the SCs/STs not hold lanterns, and lift levers. Now the reservations quota is filled in even the Civil Services. I would urge upon the hon. Minister of Railways to pay attention to it and do the needful. Our reservation policy should be implemented properly.

Sir, reservation quota also applies on the job having a duration of just 45 days. A separate voucher has been issued in this regard and by misinterpreting it they do not give them reservation. This policy has got many loopholes and it is of no use. In States the Railways have adopted different policies in this regard by taking into account percentage of all the prevailing castes there. Some part of the South Eastern Railway lies in Maharashtra but they have formed a separate reservation percentage by taking into account the population of these castes in Maharashtra, Bihar, Orissa, and Andhra Pradesh. They have given it separately. The State where the population of Harijans and Adivasis is more, they do not get much benefit. In Maharashtra some steps have been taken in this regard but by mixing this quota with the general quota on some pretext they give benefit to other people. First they are appointed and later on they try to adjust them some how or the other.



It gives us a heart burning. So, it is for the Government to make necessary that improvement in the policy.

Sir, the point made by me was not raised earlier. I hope you will look into it and provide railway facilities to the people of Adivasis Harijan Community as per their percentage. With these words I conclude.

15.40 hrs.

[English]

MR. DEPUTY-SPEAKER: We shall now take up Private Member's Legislative Business.

Bills for introduction.

Item No. 1 Shri Venkateshwara D. Rao — not present;

Item No. 2 Shri Dharmanna Mondayya Sadul — not present;

Item No. 3 Shri Kashiram Rana — not present;

Item No. 4 Again, Shri Kashiram — not present;

Item No. 5 Shri Mohan Singh — not present;

Item No. 6 Shri George Fernandes — not present;

Item No. 7 Now, Shri Yaima Singh Yumnam.

15.41 hrs.

CONSTITUTION (SCHEDULED  
TRIBES) ORDER (AMENDMENT)  
BILL\*

(Amendment of the Schedule)

[English]

SHRI YAIMA SINGH YUMNAM (Inner Manipur) : I beg to move for leave to introduce a Bill further to amend the Constitution (Scheduled Tribes) Order, 1950.

MR. DEPUTY-SPEAKER: The question is :

"That leave be granted to introduce a Bill further to amend the Constitution (Scheduled Tribes) Order, 1950."

*The motion was adopted.*

SHRI YAIMA SINGH YUMNAM: I introduce the Bill.

15.41½ hrs.

[English]

MR. DEPUTY-SPEAKER: Item No. 8, Shri M. Krishnaswamy — not present;

Item No. 9, Shri Chitta Basu — not present;