

[Sh. Laxmi Narayan Pandaya]

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RAILWAY BUDGET, 1993-94 GENERAL DISCUSSION; RESOLUTION RE. APPROVAL OF THIRD REPORT OF THE RAILWAY CONVERSION COMMITTEE; DEMANDS FOR GRANTS (RAILWAYS), 1993-94;

AND

SUPPLEMENTARY DEMANDS FOR GRANTS (RAILWAYS) 1992-93

[English]

MR. DEPUTY SPEAKER: Now we will continue discussion on Railway Budget Shri Manjay Lal.

[Translation]

SHRI MANJAY LAL (Samastipur): Mr. Deputy Speaker, Sir, I rise to oppose the Railway Budget presented before the House. It is a budget that tends to increase the gap between the poor and the rich, create disparity among the poor and in the backward areas and encourage regional imbalances. The hon. Minister of Railways seems to avail an opportunity to cheat the common people through this Budget, therefore I oppose it.

Mr. Deputy Speaker, Sir, in the railway budget for the year 1992-93 the hon. Minister made a proposal for privatisation of many departments under his control, prob-

ably international Monetary Fund was behind it. This year also, there are signs of the involvements of IMF with regard to the increase in passenger fare and flight charges in the Budget presented for the current year by the hon. Minister. The subsidy given with regard to food grains, pulses, sugar, diesel etc. in the Budget for the year 1992-93 has been withdrawn. It will certainly cause a burden on farmers and labourers.

Mr. Deputy Speaker, Sir, ten percent increase in the fares upto 500 km, and 12 percent for the distance more than that will certainly increase the inflection. An increase of 5 percent in surcharge on coal would create a great deal of burden on the poor sections of the society. Besides, an increase of 50 paise in the second class passenger fare for 10 km and 50 paise in the second class passenger fare for 10 km and 50 paise more if the distance exceeds 10 km thus having a total of 1 Rs. increase in the fare for the distance of 15 km will also have an adverse effect. Similarly, increase in the charges of monthly tickets is also a matter of deceit to the low salaried employees. The ticket charges for a second class sleeper have been increased from Rs. 7 to Rs. 10/- surcharge on the ticket for a second class compartment has been increased from Rs. 3/- to Rs. 5/-. The Government may please clarify its intentions. The hon. Minister of Railways has imposed new taxes worth Rs. 1848 crores in the Budget for the current year. The Government could have avoided this situation. However, it is anti-people budget, that is why taxes worth Rs. 1848 crore have been imposed. The hon. Minister of Railways has already given the work of cleaning and food arrangements in trains in private hands which has led to increase in unemployment and no new appointments have been made so far.

Mr. Deputy Speaker, Sir, 75 percent amount was given from the Central budget as an allocation for Development work in Railways in the Fifth Five Year. Under the seventh five Year Plan, this allocation was about 42 percent. Whereas this year this provision was of 20 percent but the Railways has taxes only 14.7 percent and has burden on the people to follow the directions of International Monetary Fund.

Mr. Deputy Speaker, Sir, there is a wide spread corruption in the country. Railways is no exception to this effect. I would like to submit to you that a National Convention was held in Delhi in 1990 when Shri George Fernandes was the Minister of Railways. I remember that I was the fortunate person to conduct the opening ceremony of the convention. Railway employees and representatives of all organisations whether recognised or not, the officers from the Railway Board from the Division level, Vigilance officers, Officers of Home Ministry and the Director of CBI were present in the meeting and extensive discussion took place as to how to save about Rs. 200 crore which was being lost every year due to wide spread corruption in the Railways. Had the hon. Minister implemented that scheme, there would not have any need to put so much burden on farmers and workers.

Now, I would like to present before the hon. Minister some problems of my constituency. I belong to Samastipur which is in Bihar, and which happens to be the first place to have a locomotive Engine factory. That factory is quite old and I would like it to be modified and extended. 50 diesel sets were approved to be manufactured in Samastipur in the Budget for the year 1990-91, but no allocation has been made for the purpose so far. The Government may kindly allocate funds for it.

803 *Rly Budget, 1993-94 Gen* MARCH 30 1993 *and Suppl Dem for Grants 804*  
*Diss Res re approval of 3rd Report*  
*of R C C. Dem for Grants (Rlys), 1993-94,*  
[Sh Manjay Lal]

MR DEPUTY SPEAKER Manjay Lalji,  
many hon Members are yet to speak You  
please conclude

SHRI MANJAY LAL I am just to con-  
clude More and more diesel engines should  
be provide under Samastipur and Sonpur  
Railway zone The provision of selling tick-  
ets at Harpur Vochaha Railway Station that  
falls between Hajipur beachwear under  
Sonpur Zone, has been withdrawn and con-  
verted into a mere half whereas about 5000-  
25000 tickets were sold at that station should  
be restored Moreover Samastipur-  
Darbhanga Railway line should be cost con-  
verted into broad gauge The narrow gauge  
of Beachwear-Sonpur route should also be  
converted into broad gauge The project of  
he construction of a railway bridge on the  
Ganga rive in Patna has been lying pending  
for a long time and I would like it to be  
constructed with immediate effect Inter-city  
passenger train which starts in the morning  
from Siwan and reaches Mazuffarpur at 10  
AM and then dearest from muzaffarpur at 5  
PM should be extended to Sampoastipur  
The frequency of Tata Express from  
Samastipur-which at present is twice a week  
should be increased at least to four times a  
week

above all, wooden over bndge should  
be constructed at Dholi Station which falls  
between Muzaffarpur and Samastipur for  
the convenience of passengers Patna is  
the capital of Bihar MY demand is to con-  
nect our capital with the national capital  
through Rajdhani Express Shaheed Ex-  
press which goes to Muzaffarpur should be  
extended to Samastipur

The name of "pitaughia" Railway Sta-

tion near Samastipur has been changed to  
karpoungarm however tickets are still being  
sold there under the old name New tickets  
should be issued under the new name"  
Karpungram'

In the end I would like to submit that  
Banktiarpur Rajgur Railway line should be  
extended till Gaya With these words I am  
thankful to you for giving me an opportunity  
to speak

[English]

SHRI P C THOMAS (Muvattupuzha) A  
point of order It is already 10 15 p m and I  
am sure many of us will have to go without  
speaking So I suggest that, now onwards  
let us confine ourselves to limited points If  
all the hon Members cooperate and limit  
themselves only to the points, we will be able  
to finish It is just like a small train with a few  
bogies If it is done, I think, we will be able to  
conclude

MR DEPUTY-SPEAKER Mr Thomas  
has made a very good point You can make  
constructive suggestions, by taking into  
consideration the convenience of the elderly  
persons Of course the have to really go to  
their homes by the time But we are here If  
you confine yourselves by taking five min-  
utes each, most of the hon Members have  
covered the entire thing If there are any  
problems in the yours constitutencices, you  
can bring them to the notice of the hon  
Minister

THE MINISTER OF RAILWAYS (SHRI  
JAFFER SHARIEF) If they like, I would like  
to suggest to them on eating Whatever  
criticisms, they want to make, let them  
separately meet me and criticise If they  
want to speak for their contingencies or for  
their States let them speak now

[*Translation*]

SHRI LAKSHMI NARAIN MANI TRIPATHI (Kaisorganj) Mr Deputy Speaker, Sir, hon Members who are sitting in the front line have since spoken. But when the turn of Members sitting on back benches comes, you are asking them to make a brief speech or not to speak. I fail to understand why we are being asked to speak in brief. This rule does not apply to leaders sitting in the front line.

[*English*]

MR DEPUTY SPEAKER The point is that the Chair has been insisting this from the very beginning. Those who get their chances early, they make lengthy speeches and those who get their chances at the end, they have to confine themselves for a few minutes. I agree that definitely gropes intuit as been done. The chair is full aware of all these things. But, anyway, we with have to decide

[*Translation*]

SHRI RAJENDRA AGNIHOTRI (Jaoansi) Mr deputy Speaker Sir, the hon Speaker has given an assurance to us that as in the past, we will get 12 hours to speak on rail Budget. We are prepared to sit upto late hours also.

The Railway Budget has a direct bearing on the like of general welfare of the country that is why I would like to say that this discussion should not be made time bound at any rate. The hon Members who names have been sent by different parties and receded by the you must be given a chance to speak and the discussion should continue till such time. (*Interruptions*)

MR DEPUTY SPEAKER You may please sit down. You will also get a chance

(*Interruptions*)

[*English*]

MR DEPUTY-SPEAKER Mr Agnihotri, most of the lines have been covered elaborately. The policy have been criticised. Everything has been criticised. Nothing is left out. Thereof my request is that, you kindly confine yourselves to five minutes each.

SHRI MUHI RAM SAIKIA (Knowing) I thank you very much for giving this opportunity to speak on the Railway Budget after waiting for seven hours.

I rise to oppose the budget introduced by the Railway Ministry because it is unable to add budget. There is a grain disorientation between north south and particularly north eastern region because monthly has been done for removal of regional imbalances?

North eastern region is a resourceful region in the country. There are natural resources such as coal, valuable timber, oil, tea gardens. The people demand for smooth movement of goods and passengers from one place to another for the economic development of the area but nothing has been done.

The Railway Budget introduced by the Railway Ministry does not reflect any concern on the part of the Central Government for improving regional imbalance. Though this area is full of natural resources, there is a vast scope for development of the area but due to lack of means of communications, nothing has been done so far even after 45 years of our independence.

There is no extension of our railways in hilly States such as Meghalaya, Mizoram, Nagaland and Arunachal Pradesh. A few

[Sh Muhi Ram Saikia]

minutes ago, the Ministry of Railway stated that the railway line is the life line of the nation. May I ask a question from the Ministry of Railway? Where is the life line of the nation in those areas? He also claims that railway is the cheapest mode of transport. People of those areas have been denied so far this benefit.

Again, we are demanding for conversion of metre-gauge line into broad-gauge line. But even upto this day, there is no such broad-gauge line from one end of the State to the other end, not to speak of other branch lines. Again, we the people of N E R have been demanding since long for introducing the Rajdhani Express in our area to have a direct link between Delhi and Gauhati. This has been done in case of all other important cities except N E R.

Sir, we have also demanding for introducing the electric trains in Assam but till today not a single mile of railway line is electrified. All these things clearly indicate that the Railway budget does not reflect any concerns of the Government for removing imbalances.

Due to lack of means of communications, most of the articles, almost all the articles including essential commodities have been carried by road transport resulting in high cost of essential commodities and as a result the poor people have to bear the burden of higher prices of their commodities.

Again, all worn-out bogies are sent to north eastern region. We demand for immediate replacement of those bogies.

In the north-eastern region there is only a railway cum road bridge in Assam. But, till today only one railway line-cum-road

bridge has been provided over the River Brahmaputra at Saraighat.

Another rail-cum-road bridge is coming up at Jughopar. We demand for construction of rail-cum-road bridge over Bhumrapukan at Sighat.

We have been demanding for construction of over-bridge in the railway crossing at National Highway to avoid frequent accidents and inconveniences to the people.

I would like to remind the hon. Minister that such regional imbalance creates social tension which sap vital energy of the nation. It generates frustration, anger and anxiety. You have got no right to claim that you have been trying for the development of the country as a whole. How there can be development of the country as a whole if of such sort for regional imbalances exist even today? Can you take the country at the path of progress as a whole in the face of the existence of such regional imbalances? Therefore, I appeal to the Government of India to take steps for removal of regional imbalance for all round development, progress, peace and tranquillity of the country.

In view of these things I oppose this Railway Budget.

SHRI BALIN KULI (Lakhimpur): Sir, I rise to support the Railway Budget presented by Shri C. K. Jaffer Sheriff. On this occasion I wish to speak a few words because I am also tired waiting for any turn.

Sir, in the Railway Budget the political philosophy of the Government is fully reflected. I want to congratulate the Railway Minister because of the unique role he has played in the Konkan Railway Project. Con-

tinuation of railway lines, decrease of budgetary support, gauge conversion and other development works, etc.

Sir, due to time constraint, I would like to milt myself but I wish to fihlight a problem. I belong to the North-Eastern Region which is deprived of some railway facilities, although the North-Eastern Region is a naturally rich State. But due to lack of infraction like railway lines not well covered so this State is lacking for industrial development.

I would like to deal with some points specifically regarding the safety and amenities to the passengers, in Assam and North-Eastern Region. There are a few long distance trains origination from Assam, Tinsukhia and Guwahatil. One is from Guwahati to Dadar; One from Guwahati to Bangalore-Cormondal Express; One is Tinsukhia to Delhi and there is one more express from Guwahati to Delhi. These long distance trains are not superfast trains. The time taken by them is from 36 hours to 48 hours. This is meaningless to say that these are express or superfast trains. The North-Eastern people demand a superfast train like Rajdhani Express. But he Railway Department in stead of giving Rajdhani Express or a superfast train, have decreased the express trains from Assam to other places.

Sir, there is no safety of the passengers and there are no amenities provided to the passenger in the trains. There are looters and there is harassment to the passengers who travel by those trains. There are molestation of women in these trains and loot of property is also there in the trains.

Sometimes there is no mea! at all, sometimes there is no electricity for hours together, sometimes there is no drinking

water, etc. So I urge the Railway Department to increase the amenities and provide for the safety of the passengers who travel by those trains.

Sir, regarding the railway station improvement I would say that there were stations during the British period and after the British period when a line from Guwahati to Dhuari was the most important line. But after independence this line was neglected like anything. Later on the train was also stopped.

There is another train from Bongaigaon to Rongapar. After the Chinese aggression the line was built from Rongaopar to Jonnai. This line is now neglected now. The people of that region actually thanked he Chinese Government, because due to the Chinese threat this line was built. But after the war was over the line is not maintained properly. A train by name Arunachal Express runs from Bongaigaon to Munganouli but on the plea of the law and order situation this train was stopped. The people of the region allege that there is an understand dealing of he Railway officials with the private operators of the omnibus line. so, the people are barricade and they are frdd to travel by bus spending more money instead of going by train. I demand that these two trains from Guwahati to Dubri and fro Bongaigaon to mudakandala should be restoered immediately. This is the damned of the people.

There is no time-table now for the local trains running from Tin Sukia to Lide, Tin Sukia to margarita and Merani to Jorhat and other places. For these local trains thrills no time-table. The people wait for the trains and the trains wait for he people also. There is lot of confusion. If there is a fixed time-table for these local train s the passengers will be befitted and the Railway Department also will earn

[Sh Balin Kuli]

There is a long pending demand of the Assamese people for Railway Division at Romia. During the time of Shri Kamlapati Tripathi an assurance was given and a committee was also appointed by the Railway Department. But what is the fate of this Committee, is still not known. Due to the bureaucratic tendencies of the high officials of the Railway Department this Romia Division is not coming up.

Another long pending demand is for another bridge over the river Brahmaputra connecting the south and the North banks of the Brahmaputra which will connect Dibrugarh and Lakhimpur and also help Arunachal Pradesh, Mizoram and Nagaland. It is also very important from the point of view of Defence also. Because, the defence personnel have to cross the river Brahmaputra by ferry which takes 4-5 hours together, for to five hours. If the bridge is there then both the banks of the river can be developed like anything. The people of all these States will be benefited from this bridge. So the people of this area demand that there should be another bridge.

Regarding employment in the North-Eastern region, on the NE Railway, the people there are deprived from employment also. So, the people of the North-East, particularly Assam are demanding one hundred per cent reservation in the Class III and Class IV categories in the Railway Headquarters and in the other Railway Stations.

They also demand the upgradation of railway stations in Assam, like Lumpang, Tin Sukia, Bodarpur, Lamdir as model stations. These are all very important railway stations and due to the increase of traffic and passengers there is a demand for the

upgradation of these stations as model stations.

Assam is neglected. There was a proposal for Demanding to be a model station. This proposal was abandoned. We do not know the reason for that. Only the railway officials should know it.

We also demand trains of the Rajdhani Express type from Delhi to Guwahati and Tin Sukia after completion of the broad gauge line.

Lastly, the contract for construction work, developmental work in railway lines and catering contracts are not given to the local people of the North Eastern Region. The odd experience is misnomer to the North Eastern people because railway officials deprive the local people in giving any contract as they are not experienced enough. If the local people do not get a chance then how they will get the experience. Therefore, big contracts, developmental work and catering contracts should be given to the local people of the North Eastern Region, so that the feeling of nationalism can be injected to those people.

With these words, I support the Railway Budget and I congratulate the hon. Railway Minister for presenting a very good Budget.

Thank you.

[Translation]

SHRI NITISH KUMAR: we will not prevent the non Member from speaking but today the Members who have been sitting since morning must get priority.

SHRI MOHAN RAWALE (Bombay South Central): We were disappointed to listen to the speech delivered by the Minister.

813 *Rly Budget, 1993-94* CHAITRA 9, 1915 (SAKA) (Rlys), 1993-94. and Suppl 814  
*Gen Diss, Res re approval of 3rd*  
*Report of R C C, Dem for Grants*

of Railways The Budget speech made by the Minister of Railways reflects the directives of the IMF and the World Bank

The Minister of Railways did a courageous job by increasing passenger fare and freight charges The Minister of Railways has withdrawn the subsidy that was being given to foodgrains, sugar, diesel and khali It will increase inflation The freight charges on these items was never hiked But this time the Minister of Railways has surpassed all earlier records Last year the same Sharief Saheb had announced at the time of presenting Railway Budget that he had exempted all essential commodities from freight hike There were thunderous applause in the House for this But this time he has increased freight charges of all essential commodities Even then they are clapping their hands I cannot understand the rationale of applause this time

In 1970 Railways were given 75 per cent from the general Budget Now it has been reduced to 14.7 per cent In this way, the Minister of Finance is also responsible in bringing the Railway to its present state All the countries of the world give support to railways But in India this support is being reduced by the Government This amount should be increased because it is facing difficulty in mobilising funds through Railway bonds Now it is taking loan at the rate of 19 per cent interest from the U T I

The Ministry of Railways has made more provisions in the Railway Budget for the year 1993 for the conversion of metergauge lines into broadgauge ones If we follow the system adopted in Europe, unnecessary expenditure to be incurred on conversion of metergauge to broadgauge in India can be avoided In France and Spain both the types of lines are in use In France when the trains running on metergauge

comes on broad gauge, its wheels become bigger When the same train goes to metergauge its wheels become smaller I would like to request the hon Minister to introduce this type of trains A committee comprising good technicians should be constituted for this purpose so that incurring of unnecessary expenditure could be avoided

Sanitary condition of trains is very bad It needs more attention In Mumbai, except Church Gate and V T stations, there are no two-way traffic to cross the over bridges All the stations should be provided two-way traffic to cross over bridges Mumbai has been named after Mumba Devi No train running from any part of the country has been christened Mumba Devi Express The name of new air-conditioned train to be run from Delhi to Bombay should be called Mumba Devi Express A new local train from Virar to Paldhar should be introduced High power bulbs should be provided at all platforms of stations It will prove convenient to the passengers and provide security to them In the same manner, provision of tubelights in place of bulbs should be made in trains

25 per cent concession in railway fare is given to senior citizens of the country But this concession is not given to them in local trains This concession should be made available to them in local trains also The practice of issuing tickets - 'Travel as you please' in buses during Sundays and other gazetted holidays should also be extended to trains It will enhance the income of railways and the number of passengers who travel without ticket will be reduced On Sundays and holidays the fare of 1st class ticket should be reduced

Every day 53 lakh people travel by suburban trains The increase that has been made in monthly rail passes of daily com-



815 *Rly Budget, 1993-94 Gen* MARCH 30, 1993 *and Suppl Dem for Grants 816*  
*Diss. Res re approval of 3rd Report*  
*of R C C, Dem for Grants (Rlys). 1993-94.*  
(Rlys) 1992-93

[Sh Mohan Rawale]

muters who travel by sub-urban trains is Rs 5 for 1 km to 50 km distance and Rs 10 for 51 kms to 100 kms. It is a gross injustice to those passengers who go to attend to their duty at a distance of 5 kms, 15 kms or 20 kms. All of them will have to pay Rs 5 extra whether they travel 1 km or 50 kms. The stations of sub-urban local trains fall even after every one kilometre. Their fare should be calculated on the basis of every km. Keeping in view the heavy traffic in sub-urban trains, the number of bogies in these trains should be increased and one bogie should be reserved for ladies. There should be cushion seats in place of wooden seats in 2nd class bogies. The number of fans installed in bogies is very less. They look like show-pieces and often remains out of order. It seems that the Government has never paid attention to it. In the same way, heavy rush is found at booking windows. The number of booking windows should be increased so that people could purchase tickets quickly. Fear of pickpocket is always there. There should be a separate booking window for ladies and handicapped children. In addition, platforms should be expanded. These basic facilities should, at least, be made available.

The land has been acquired from the people for the Konkan Railway at a cheaper rate. Proper compensation should be paid to them. Land should be allotted to displaced persons at other places and employment should be provided to them under Konkan Railway Project. There is a management fee charged at the rate of 15 per cent on bonds sold for Konkan Railway. Provisions of paying interest should be there. The rate of interest has been fixed at 9 per cent. It should be increased to 15 per cent so that Railway bonds could be made attractive and the Government could mobilise more

funds. I had raised this issue in the House earlier.

As per Government's report, a theft of petrol worth Rs 1.5 crore to Rs 2 crore took place during May 1991 and September 1991. What action has been taken by the Government to check these thefts? Who are the officials against whom action has been taken? Goods worth crores of rupees are stolen after destroying rail wagons on the track and the Government has been making payment of claims for that. If the Railways could stop such type of thefts, there would be no need of hiking passenger fare and freight charges and its financial position will become better.

There is no stadium available near Railway Parel Workshop in South Central Bombay. A stadium should be constructed there keeping in view its need. Complaints have been received about issuing of duplicate rail passes from railway counters at Kalyan. It has caused a loss of Rs 25 lakh to the Railways. Issuing of duplicate passes has been going on even now. But no action has been taken against any railway official or employee so far for this malpractice. Why is it so?

Only after getting sanction of Railways for balance cost of sub-urban rail transport by the Ministry of Railways, this scheme could be sent to the Government of India so that assistance could be received from the World Bank. The Government should take 50 per cent funds from it. Arrangements should be made for metro railway. The Government should consult good contractors and advisers in this regard. In Singapore, metro railway has been constructed within a period of three years. Trains should be introduced from Church Gate to Thane and Borbunder to Borwadi. The local trains which Central Railway at an interval of four

817 Rly. Budget, 1993-94 CHAITRA 9, 1915 (SAKA) (Rlys.), 1993-94; and Suppl. 818  
Gen. Diss.; Res. re. approval of 3rd Report of R.C.C.; Dem. for Grants  
and a half minutes should be run at an interval of three minutes. In 1978, a sum of Rs. 51 crore had been spent on Bandra Kurla Rail Link Project. But no progress has been made so far in this regard. It should be given a serious thought.

Railway passes are issued for a period of one month and three months. These should be issued for a period of 15 days and 6 months as well. The name of V.T. station should be renamed after Nana Shankar Seth, who has contributed a lot for the Bombay city. A Railway coach factory for manufacturing coaches should be set up in Maharashtra. Overbridges should be constructed at railway crossings where frequent accidents take place. There should be an ambulance and a van to carry dead bodies at every five kilometers. Most of the stalls at Bombay Railway Stations have been departmentalised during last few days. What are the norms of allotting stalls in the Railways? These stall should be allotted to local people. A committee should be set up to dispose of the cases of allotting stalls in Railway Stations. Certain rules should be framed in this regard. Distribution of stalls should be made at Bombay and not at Delhi.

[English]

MR. DEPUTY SPEAKER: He is under the impression that you are all encouraging his speech and he is continuing with it.

(Interruptions)

[Translation]

SHRI MOHAN RAWALE: The number of stalls at railway platforms is continuously increasing and it is causing enormous difficulties and inconveniences to passengers. The number of stalls at railway platform should be reduced. The three language

formula is nowhere implemented in railways. The three-language formula should be implemented in toto. Besides English and Hindi, the local language Marathi should be recognised in the examinations and interviews conducted by the Railway Recruitment Board. A separate waiting room should be provided for women on platforms at railway stations.

Unauthorised slum-clusters are coming up on the railway land on a large scale. Immediate action should be taken to remove them. The work to remove unauthorised huts from railway land immediately should be done at the regional level and not at Central level. Unauthorised construction of a township on railway land at Baharampada at Bandra in Bombay is going on. That township should be removed from railway land and stern action should be taken against those railway officials who were hand in glove in this racket.

Bombay makes a significant contribution in raising the income of railways. Bombay should be provided special facilities by the Railways. There is a big racket in making reservations in Railways. The genuine rail passengers fail to get reservation tickets whereas touts pocket the reservation tickets and sell them at high price. This practice is in full swing in Bombay. The railway officers and staff are involved in this racket who make money from passengers. Such employees should be transferred periodically and this racket should be checked firmly.

The breadth of the overbridge at Dadra Railway station is very short and passengers have to face great difficulties in their movement. This bridge needs to be widened immediately.

Lastly, I request the hon. Minister of Railways to increase the estimated amount

[Sh. Mohan Rawale]

[Translation]

of Rs. 2248 crore for the B.U.T.P. 2 project. The Bombay city is being commercialised. If it is done it will fetch lakhs and crores of rupees. The Government need not be worried about it. 60 to 75 per cent of the income made in this way should be utilised for the development of Bombay city. Bombay is a city with vast suburban areas around it. As such attention must be paid to its development.

With these words I express my thanks for giving me time to speak.

SHRI NITISH KUMAR (Barh): Mr. Deputy Speaker, Sir, let it be Zero-Hour now. All are getting bored. So, it should be Zero-Hour now. What is happening in Maharashtra? Some stricture has come. Somebody wants to give information in this regard.....(Introduction). We should not be in a haste to discuss the Railway Budget. The overnight journey by train is very comfortable these days. Therefore, there should be an overnight discussion on the Railway Budget.

MR. DEPUTY SPEAKER: Interruptions during discussion do not look nice.

[English]

There is a big list of Members who have to speak. We shall have to take it with all seriousness. I request Shri Ramashray Prasad Singh to speak for just five minutes and to bring forth any new points or problems of his constituency and to make valuable suggestion to the hon. Minister. There is no use in ringing the bell for half-a-dozen times. Shri Ramashray Prasad Singh to speak now.

SHRI RAMASHRAY PRASAD SINGH (Jahanabad): Mr. Deputy Speaker, Sir, before speaking, I express my thanks for the time given to me. The first thing in my opinion is that this Budget is not going to achieve social objectives. The entire society has been neglected while presenting this Budget. The increase in fares and freights in this Budget has increased the prices of various commodities and consequently, it has put a huge burden on the poor. Therefore, we can call it an anti-poor Budget. The poor are at the receiving end in this Budget. The poor who purchase their commodities of daily use like foodstuffs daily will be under its heavy burden because the prices will rise. The hon. Minister must understand that this Budget is very harmful to the poor. The Government does always talk about the welfare of the poor, but internally it always indulge in ruining the poor. It is not a new phenomenon for them. It has been the congress-culture.

Sir, it has been a regular feature with the Congress Party to boast of doing welfare for the poor who become the victims of its anti-poor policies. I want to point out that the railway is a very big source of development in the country. We can boost the economy of our country with it. But the first and foremost problem is as to how can we strengthen the financial position of the Indian railways.

Sir, the second thing that I want to point out is that the Gaya-Patna rail line in my constituency dates back to the year of the very inception of railways in the country. This line has not been converted into double line as yet despite the fact that I have been demanding it in every Railway Budget presented since 1984. Be it the times of our former hon. Minister Shri George Fernandes,

Shri Janeshwar Mishra, Shri Madhavrao Scindia or the present incumbent, I have placed my demand before every one of them. I have been demanding it in the committees too that its conversion into double line is very necessary because it is an old railway line whereas many new railway lines have been converted into double lines.

Sir, the third thing that I would like to submit is that there was a Martin Company which ran trains between Fatwa to Islampur. There is no other means of communication there. The people travel by bus these days. But it is very expensive for the poor. The poor are benefited mostly from the trains, because journey by trains is cheap. The fare from Islampur to Patna is Rs. 25. Now it is worth noting that the poor cannot afford Rs. 25/- to perform this journey. It is a burden for them. I would therefore, like to suggest that since that company has been nationalised and its employees posted at various places, this train should have been extended from Fatwa to Bodh Gaya. Bodh Gaya is an international place for which Germany and Japan have given an aid of Rs. 300 crore. It can be said that funds for the development of Bodh Gaya, Vaishali have been made available from foreign countries only and even then the Government is neglecting it. Therefore, this train should run between Fatwa and Bodh Gaya via Islampur. There may be shortage of funds with the Government, but it must provide the resources because it is not going to bring about any ordinary development. All youth are taking to arms because development could not take place there due to disparities. This is the reason for which Bihar has been neglected. What was the fault on the part of Bihar for which it has been neglected Martin company ran trains from Bakhtiyapur to Rajgir. This railway line was converted into broad gauge by the Government. You please extend it upto Bodh Gaya so that the maxi-

mum number of people could be benefited by it. Members from all the parties have demanded to double the rail-line between Patna and Gaya and a new line should be constructed from Fatuha to Bodh Gaya. So, Mr. Minister should fulfil this demand of the people.

After this I would like to say something about corruption. You say that the Department has scarcity of resources but I would like to say that if you will reduce even the 50 per cent of corruption prevailing in the department, you need not to take loan from anywhere, but you cannot stop corruption. I would like to cite an example regarding how you provide shelter to the corrupt officers and honest officers are suppressed. At Danaher a commercial officer earns 10 to 15 thousand rupees daily, he was caught and charge sheeted and was put behind the bars but after his release from the prison he has been again posted there and not suspended. But if a junior employee commits any such mistake he is straight away dismissed from the service. There are so many cases which do not come to the light and cases which come in the light as I have cited the example, shows that you are supporting the corrupt officers, there can be prime-facie a case against you also that how and why that man has been posted there again. You should categorise the honest and corrupt officers separately and should consider the honest officers patriot, then only you will be able to get the maximum work from them and only then any department can make progress.

Mr. Chairman, Sir on Patna-Gaya Railway line there is a station named Tergana. Since the time of Britishers there had been a 'Gunti' at railway crossing at one km. south of the station. but now it has been demolished. Recently a family was coming in a jeep. it collided with a train and all the

persons died on the spot. This railway 'Gumti' is necessary for the safety of people living in nearby villages, where road has been made and development work is in progress. I, therefore, request you to get this 'Gumti' reconstructed.

On examining the various aspects of the budget it is clear that it is an imbalanced budget which will lead towards the imbalanced development. Our Bihar has remained backward in this matter. No one has ever cared for this state. Late Shri Lalit Narayan Mishra ji had started some development work in Bihar but after him none has cared for this state. I think the whole House has same opinion in this regard, therefore this budget should make provisions in the budget to implement the four suggestions given by me and I conclude my speech.

SHRIMATI SUMITRA MAHAJAN (Indore) Mr Chairman, Sir, in his speech the Minister for Railways has said many things about the facilities given in the budget but there is nothing like that. For example you can see our goods trains. Every year I have been mentioning about the Goods Trains during the budget. But only God knows how our goods trains are working. Like that in the name of facilities the smallest thing is the bedroll supplied by Railways. Its charges have been increased from Rs 5 to 10 but these are very dirty and are not easily available. So, you please do not talk about facilities. It is like 'empty vessel sounds much'. You have increased the passenger fares and freight charges. You have said that the increase in passenger fares is ten per cent only. But in comparison to 1990 if you see the position of today you will find that this increase is about thirty per cent. The freight charges are also no marginal, if you make right classification of it you will find that it has been doubled but what we have got in return. This budget is totally a deficit budget.

We have never thought about the reasons for the deficit. So many schemes are launched, but these are never completed due to improvidence and inefficiency as a result railway has to suffer the loss of crores of rupees. It is not necessary to go into the details, you can judge the situation through one example only. In my area Mohow assurances are given to spend lakhs of rupees but priorities keep on changing with the change of ministers. If a minister shows his interest in his area but when he is not in power and someone else comes, he stops the work there. In my area Mohow a diesel shed was constructed by spending lakhs of rupees, but it is not being used. Sufficient funds were not allotted for that, so even after spending lakhs of rupees, proper thing could not be constructed. The Indore terminal project at Indore Railway Station is still incomplete even after spending lakhs of rupees but it is not being used. Sufficient funds were not allotted for that, so even after spending lakhs of rupees, proper thing could not be constructed. The Indore terminal project at Indore Railway Station is still incomplete even after spending Rs 2 crore though it was to be completed upto 30.9.92. Priorities changed and thus the whole scheme was changed and the work came to a grinding halt. Even after spending Rs 2 crore nothing could be achieved. Similarly, platform No 1 at Indore Railway Station was to be expanded towards north, but it is still incomplete as the money allotted for it was wasted on constructing water tank and other petty jobs. The estimate of the proposed Indore-Gohad railway line was Rs 300 crores and Rs 15 crore has been spent and one crore has been allotted for the current year, I do not think that it will be completed, perhaps the priorities have changed now. The public has to suffer for this expenditure in the form of increase in passenger fares and freight charges. If you were unable to complete this scheme at least

825 *Rly. Budget, 1993-94* CHAITRA 9, 1915 (SAKA) (Rlys.), 1993-94; and Suppl. 826  
*Gen. Diss.; Res. re. approval of 3rd Report of R.C.C.; Dem. for Grants*  
*Dem. for Grants (Rlys.), 1992-93*

you should have completed the Devas-Maksi project first, which could be utilised for lessening the traffic on Ujjain-Maksi railway line. It is all due to improvidence and inefficiency. There is a scheme for constructing a flyover on Ratlam Meter gauge line. Rs. twelve crore were to be spent on that. But due to work of Ratlam-Neemuch broad gauge line this flyover could not be constructed and now again the work for this project will have to be started. Thus, the schemes change due to improper planning and remain incomplete.

[English]

SHRI P.C. THOMAS (Muvattupuzha):  
Sir I am on a point of order.

MR. CHAIRMAN SHRIMATI SUMITRA MAHAJAN, please resume your seat. Point of order is there. Point of order can be raised at any time.

SHRI P.N. THOMAS: The sleeper charges have been increased by 25 per cent. But I do not know whether the sleeper charges for sleeping in the House have been increased. Many of the Members are sleeping. I would like to know whether this is in order.

MR. CHAIRMAN: I am thankful to you for drawing the attention of the House to it. Those who are sleeping can go out and sleep.

You can help them.

SHRI P.C. THOMAS: I was trying to draw the attention not to the sleeper charges but to the sleeping charges.

SHRIMATI SUMITRA MAHAJAN: It seems that the speeches by people have become lullaby them.

Mr. Chairman, Sir, I was telling that there are so many schemes remaining incomplete after spending crores of rupees. In Marathi, there is a proverb—'Eek na dhar bharabaar Chindiyān'.

The thing turns into pieces but the sufferers are the common people. With the change of minister, priorities change totally. There was a time when trains were running in Malda.....

MR. CHAIRMAN: Please do not repeat.

SHRIMATI SUMITRA MAHAJAN:  
When the minister was from Madhya Pradesh, there were many schemes, many new trains were started and there were schemes to start many new trains. But today in such a big region only one train has been given from Nagpur to Nizamuddin via Jabalpur. The facilities we are demanding.....

THE MINISTER OF RAILWAYS (Shri C.K. Jaffer Sharief): All trains pass through there.

SHRIMATI SUMITRA MAHAJAN: They pass through there because they have to pass through Madhya Pradesh but it should also be looked into as to what actual facilities are being provided there. It is very essential to introduce Indore-Bhopal or Bhopal-Gwalior-Jabalpur-Bhopal intercity trains. But no attention is being paid to it. Indore-Howrah passes via Allahabad twice in a week. Trips of several other trains have been increased. Trips of Rajdhani Express have also been increased but it is of no use for the general public. If Indore-Howrah train is run every day, it will provide some relief and the people of Muzaffarpur and Patna will also get some facility if this train is extended upto the these places twice in a week. Hazaribagh is not linked with rail-

827 *Rly Budget, 1993-94 Gen* MARCH 30, 1993 *and Suppl Dem for Grants 828*  
*Diss, Res re approval of 3rd Report* (Rlys) 1992-93  
*of R C C, Dem for Grants (Rlys), 1993-94,*  
[Smt Sumitra Mahajan]

ways, such parts of Bihar can be linked with railways in this way

Amount spent on unplanned works can be saved Economy in establishment expenditure can also be made Gearing up of vigilance for checking the thefts can also be fruitful in reducing the expenditure In this way the passengers would not have to bear the burden of hike in fares and more facilities can be provided to them

I would like to give one more suggestion Railway passes have been provided to the Ex-MPs but it is observed that they are not allowed to travel in Rajdhani Express It may be possible that the Government may provide this facility by taking some additional charges Therefore attention should be paid to these things

SHRI GOVIND CHANDRA MUNDA (Keonjhar) Mr Chairman, Sir, I use to speak a few words on the Railway Budget 1993-94 Sir, the Ministry of Railways will make an investment of Rs 188 crores during 1993-94 financial year 42% out of that would be spent in Orissa My State had not received such kind of treatment since Independence Credit goes to Shri K C Lenka, Hon'ble Minister of State for Railways Such allocation has been made because of the sincere efforts made by Shri Lenka So, I thank him and also Shri Jaffer Shanef, Minister of Railways for giving justice to the people of Orissa

Sir, we have been demanding for the early completion of the Jakhapura-Banspani Railway line I do not have time at my disposal to discuss the history of this line I would only like to highlight the importance of this line The Hon'ble Members of Parliament from Orissa had been agitating since

long over the issue of neglect of that State by the Ministry of Railways I have used different forums in the past to highlight the urgent need of this line This line has divided into three phases The first phase of this line from Jakhapura to Daitari is 13 kms It opened for traffic in 1979 Fifteen years have passed since then But, no step has been taken to construct the line any further I was a Member of Parliament at that time when the first phase was opened for traffic The construction of the second and third phases were not taken up on the plea that the first phase could not prove remunerative Sir, this argument is absurd Unless the entire line is completed and opened for traffic how can the line become economically viable The successive Governments after 1979 slept over the issue for more than a decade and ignored the genuine demand of the people of a backward region in Orissa However, it is heartening to note that the present Govt under the leadership of Shri P V Narasimha Rao has now noticed this genuine problem Rs 25 crore has been allocated for Jakhapura-Banspani line Since this line is very important adequate fund should be provided for this line The construction work should be started from both Daitari and Banspani sides simultaneously If the construction work started expeditiously the line could be completed by 1995 This will facilitate the speedy movement of iron ore and other minerals to Paradeep Port directly instead of in the circuits and long route as it is being done now So, I demand the speedy completion of this line

Sir, some Hon'ble Members from Orissa have spoken about Talcher-Sambalpur Koraput-Rayagada and Lanjigarh-Junjigarh-Junagarh line I do not wish to repeat those points I want to speak about Tatanagar-Barjmda Passenger Train which has been extended to my constituency Barbil This train does not have the basic amenities for

the passengers. Therefore, the people are losing their interest in this train. Therefore, the basic amenities needed in that train should be provided with. In this context, I would like to say a word about Barbil Railway Station. This station is located in the heart of Barbil, an industrial town of the district of Keonjhar. This station has no platform. I request to the Railway Minister to provide fund to raise a platform for Barbil Station. Similarly, I demand to connect Barbil by rail with Barsuan. There is a railway line upto Barsuan from Rourkela via Bandamun. On the other side there is another line which has been extended upto Bolani. Now the distance between Barsuan to Kiribur and Kiribur to Bolani is about 5 and 3 kms (total 8 kms) respectively. If these two missing lines are connected by trains a passenger train can be introduced in future besides facilitating the movement produced in that entire mining belt. So, the survey should be undertaken and estimate should be made on the construction of this 8 kms of line. Funds should be accordingly provided for constructing this missing link. The steel city of Rourkela can be connected with the industrial town Barbil by rail.

Sir, the Hon'ble Railway Minister has announced the introduction of a new bi-weekly superfast Train between New Delhi and Puri. I urge the Minister to make it a daily train. At the same time, I request him to start this train after 4 p.m. from New Delhi. A.C. two tier, Chair cars and First Class coaches should be attached in this train. So far as the existing trains between New Delhi/Hazrat Nizamuddin and Puri are concerned, these trains do not have adequate basic amenities. These trains are not maintaining punctuality. The passengers do not get good food to eat. So there is a need to bring improvement in the catering system in these three trains.

Sir, the people coming to Delhi from Keonjhar district have been facing serious problem as they do not get reservation at Jajpore-Keonjhar-road Chakradhar Pur and Rourkela. I request to the Minister to fix quota in Neelanchal Express and Puri Express at Jajpore-Keonjhar Road and in Kaling-Utkal Express at Jajpore-Keonjhar Road, Chakradhar Pur and Rourkela. The quota should be fixed in second class, 1st Class and A.C. coaches.

I should be failing in my duty if I do not say anything about the fare hike. The Minister has enhanced the fare for all classes. I do not want to say about A.C. or first class. But, I must make an appeal to the Minister to consider the withdrawal of 10% fare hike announced for the second class journey. The poor and middle class passengers mostly travel in second class. So, the fare hike will have a great hit to their purse. So, I demand the withdrawal of the fare hike announced for second class journey.

Then Sir, I would like to bring to the attention of the Govt. the need to provide adequate safety measures in the long distance trains particularly the Orissa bond trains. The cases of theft, unauthorised entry and chain pulling etc have been increasing in these trains particularly in Neelanchal and Puri Express. I urge the Govt to provide adequate safety to the passengers and to stop all the irregularities that are taking place in these trains. I hope the Minister will pay proper attention to my suggestions.

Sir, the Hon'ble Minister of State Shri K.C. Lenka is from Orissa. He is an Oriya. He has soft corner for Oriyas. At the same time he is aware of the need of Orissa in the matter of Railways. He is very efficient Minister. I am sure he will fulfil the need of the people of Orissa. With his efficiency and



[Sh. Govind Chandra Munda]

sincerely the long pending demands of the State of Orissa will be fulfilled.

I thank you very much for giving an opportunity to speak and conclude my speech.

SHRINITISHKUMAR (Barh): Mr. Chairman, Sir, I am pointing out a difficulty. It had happened last night too and there is every possibility for its repetition today also. The officers and employees of this Secretariat face a lot of difficulties in returning their homes. The buses of D.T.C. do not ply after half past ten or eleven o'clock. Therefore, I urge you to direct the Government to make such arrangements as the employees who have been detained for the Government Business may reach their homes easily.

MR. CHAIRMAN: I think that the hon. Member has raised a right point. The hon. Minister of Parliamentary Affairs should pay attention to it.

THE MINISTER OF STATE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (DEPARTMENT OF YOUTH AFFAIRS AND SPORTS AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (SHRI MUKUL WASNIK): I have already gone to the information about the problems faced by the employees and officers of this Secretariat, and we have already given direction to make arrangements for their return.

MR. CHAIRMAN: If we conclude a bit earlier we can go somewhat earlier.

SHRI SHRIKANT JENA (CUTTACK): George Sahebwil speak at 3 o' clock only after that the proceeding will conclude. We have to sit atleast upto 3 o' clock.

MR. CHAIRMAN: There is no restriction or anyone to stay here. You may act according to your own wish.

SHRI MOTILAL SINGH (Sidhi): Mr. Chairman, Sir, through you, I would like to submit to the hon. Minister of Railways that there is sparsity of railway lineds in Madhya Pradesh. Although Madhya Pradesh is a very big state. Yet the rail facilities are the minimum there and in this connection I would like to point out that there is no rail lines particularly even in those areas which are the souce of income for the nation. For example there are coal mines; electricity is generated there and several other things are also available there but railway has not meted proper treatment with the people of the State. The people of the state did not get the due justice in respect of the railway facilities.

There is a place named Singrauli in my constituency in Madhya pradesh and a train runs between Katni and Chapan there but the condition of the train is such that it is very difficult to travel in that train. Through you I would like to submit to the hon. Minister of Railways that the route of the said train should be extended upto Bhopal and its speed should also be increased.

Besides this, there is no special provision in the Mahakaushal Express running between Jabalpur and Delhi. The arrival time of the train is not certain as to when it will reach Delhi. Through you I request to the hon. Minister of Railways to make this train punctual to avoid the inconvenience of the passengers. Alongwith this, an A.C. two tier bogie should also be added to this train because passengers do not find seats in it and they face a lot of difficulties in coming to Delhi from Jabalpur.

There is a place named Dhali in Sargobja

district in my constituency. The people of this area face a lot of difficulties due to absence of any rail facility because no train has so far been introduced there. Persons belonging to various districts of M.P. live and work there and they have to come there and have to return their homes. Through you, I would like to tell the hon. Minister of Railways that there is a place named Anoopur in M.P. from where a train which starts from Sabalhalpur in Orissa passes through Anoopur but it does not stop there. I would like that the train should stop there so that people coming from Chermeeh may take that train.

Along with this the Pushpanjali train which runs upto Chopan should be extended upto Singrauli so that people may get benefit of this train.

Through you, I would like to say that the survey of Lalitpur-Singrauli Railway line is going on for some time back but the survey has not so far been completed. Laying down of that line is very essential. I would like to submit to the hon. Minister of Railways to include the survey work of that line in this budget and make necessary provision for the construction of Lalitpur Singrauli railway line.

The train Prayagraj Express runs between Delhi and Allahabad which reaches Allahabad in the morning and stables there throughout the day. If this train is extended upto Satna and Rewa, the people of these areas will also get the benefit of it. With these words I would like to thank you for giving me time to speak.

SHRI SIVAJI PATNAIK (Bubaneswar): Sir, I oppose the hike in fare and freight charges. The Railway Minister has left nothing. Platform tickets to essential commodities - everything is in his tax-net.

SHRI C.K. JAFFER SHARIEF: How can I leave anything when you demand so much?

SHRI SIVAJI PATNAIK: For that, we say that you get more subsidy from the general exchequer.

It is heavily weighted against the poor man. Unless the entire railway finances are remolded, and more subsidies are brought from the general exchequer, the policy of attacking the common man will continue.

What is required is construction of new lines, not simply broad-gauging. But even in this also, Orissa as well as Eastern States have not got their due in spite of the Prime Minister's assurance last year.

We welcome the decision for the construction of a new line. Dairy-Bansapori line in Orissa. This decision is taken mainly because of the compulsion for transporting iron ore for export and also for the proposed steel plant at Daitary. But that ones not remove the regional imbalance, as assured by the Prime Minister last year. This is because Orissa is long neglected.

If we look at the financial allocations, we find that they played a trick. Last year, Sambalpur-Talcher line was allotted Rs. 70 crore. But this year, only Rs. 30 crore is allotted. For Daitary-Bansapori line, the allotment is a very meagre amount of Rs. 20 crore. That means that there is no real increase for construction work in Orissa.

Imbalance with regard to development in Orissa can really be reduced to some extent, if only the Bolangir-Kundan Road line construction is taken up. This line passes through the tribal district of Phulbani and the newly formed district of Nyayagarh which is quite backward. There is not even an inch of

[Sh. Sivaji Patnaik]

railway line in these two districts. Earlier it is stated that this line would be non-remunerative. But for the people of this tribal area of Phulbani, Bolangir and part of Nyagarh, the only hope is the opening up of their territory to this development line' as was stated by Pande Commission. To give access to remote areas, a line across Phulbani District is the crying need. This is very much necessary for developing this belt.

Now that the State Government has offered to bear the cost of land acquisition and earth work, I would urge upon the Minister of Railways to decide in favour of the construction of this line now itself. Since construction work in this area will provide a means of livelihood this year for the drought and flood affected areas where starvation deaths and sale of children are taking place, I think the Prime Minister and the Planning Commission will not stand in the way. I request the Minister of Railways to kindly look into it.

I would again raise the demand for the electrification work between Kharagpur and Visakhapatnam. I also request that both Raps-Bsangposhi and Naopada-Gurupur lines should be converted into broadgauge.

Sir, last year nearly Rs. 33 crore could not be spent out of Rs. 70 crore for the construction of SBP-Talcher line since a permanent Chief Engineer (Construction) and a Deputy Finance Adviser are not posted in Orissa. I hope appropriate steps for posting the necessary staff will be taken now at least.

I again demand the reinstatement of victimised loco workers.

SHRI V. DHANANJAYA KUMAR

(Mangalore): Mr. Chairman, Sir, I rise to oppose the Budget presented by the Railways Minister for the year 1993-94. It is very harsh for one and all, including the common man who, the Members from the ruling party claimed to be very nearer to their heart.

An effort is made to raise additional resources of the tall order of Rs. 1848 crore consisting of revenue receipt from revised passenger fares to the tune of Rs. 431 crore and increased freight to the tune of Rs. 1417 crore.

The Railways Minister in his speech made a mention that he is only effecting an increase of 10 per cent and 12 per cent in passenger fares. But some of the Members here, I hope made the Railways Minister understand very well that the real impact of the increase in passenger fare is of the order of more than 25 per cent to 31 per cent.

Then, Sir, the Railways Minister has created a history by breaking the old record viz. the past record for the previous ten years, wherein, he has imposed freight increase on 16 essential items also. The fresh increase of freight in respect of all these 16 essential items alone will fetch Rs. 686 crore.

Then.. the other irony is the exemption from the freight increase in respect of sugar, oil cake., diesel, grains and pulses is also withdrawn to raise additional resources of Rs. 423 crore.

Sir, in fact this freight rate hike is inflationary and it would hit industrial growth. This would affect the generation of employment opportunities and thus affect the overall growth. Even after doing all this what we find here is the total failure of the Indian railways in mobilising funds. The Indian Railways Finance Corporation was set up to

raise Rs. 1200 crore by sale of bonds whereas even after increase in the dividend on the bonds from 9 per cent to 10.5 per cent, the IRFC was not able to raise even Rs. 10.5 crore.

Sir, I will not dwell upon other aspects of the Indian railways. I must thank the hon. Railways Minister for making a tall claim that he has got specially for Mangalore a new train. He has made an announcement that a daily Superfast Express Train would be operated between Mangalore and Nizamuddin.

I would like to remind the Railway Minister that such a train was in operation right from way back from 1974 when the late Mr. T A Pie was the Railway Minister; he got such a train introduced. Of course, at that time, the train was only bi-weekly. Then in 1977, Prof. Madhu Dandavate re-named that train and made it daily. He named that train as Jayanti Janata Express. I do not know why the Congress friends do not relish the word 'Janata'. Probably they want to keep a distance from the common man. Then they stopped the train; that train was joined with the Kerala Express; then a new train was named as Kerala-Mangalore Express (Interruptions) That is what I am telling. The old train was in operation. The Railway Minister wants to re-start the train and make it a tall claim that a new train he is giving to the people of Karnataka from Mangalore to Nizamuddin.

SHRI P.C. THOMAS (Muvattupuzha):  
You must congratulate him for that.

SHRI V. DHANANJAYAKUMAR: That is what I am doing at least. He has been good enough to give a train and make a tall

claim that a new train is being given.

That apart, during the presentation of the last year's Budget, a promise was made that the gauge conversion between Mangalore and Arasikera section would be taken up in the year 1993-94. I do not know whether the railway would be able to take up that gauge conversion this year with the available resources. Now, as it is, the operation of the train between Mangalore and Mangalore is stopped because of the gauge conversion between Mangalore and Arasikera section. The train is now operating from Mangalore to Mysore. Unless the gauge conversion between Mangalore and Arasikera is taken up this year itself, the link between Mangalore and Bangalore cannot be established.

Now, about the Konkon Railway, through the Railway Minister, through this august House, I would like to say my sincere thanks to the hon. Prime Minister, who has taken the trouble of coming all the way to Udupi for declaring open the Udupi-Mangalore section of Konkon Railway. This inaugural function took place on the 20th of March. But, you are very well aware, now we want to complete the project well within the time. Again, during that function, on behalf of the Indian Railway, tall claims were being made that we were going to complete the old Konkon Railway Project before schedule. But, we are now told that on the 26th of March, an order from the Prime Minister's Office is being issued to stop the construction work of the Konkon Railway in the Goa region. As per my understanding in the Goa region, actually, the project has not taken up at all. The land acquisition process is at a complete halt. I do not know why the Prime Minister should go out of the way to come to the rescue of a Member of this House. I do not want to take out the name of the Member.

THE MINISTER OF RAILWAYS (SHRI C.K. JAFFER SHARIEF): There is nothing like that.

SHRI V. DHANANJAYA KUMAR: Otherwise, you must give an assurance that the work will go on. As it is, the fact remains that the work has come to a complete standstill and we are sure that the prime Minister must have interfered in the matter and he saw that the work in the Goa region came to a halt. There was so much of discussion in the Goa Assembly also. I do not know if such forces are encouraged. Everyday we are hearing here about communal harmony, about the integration of the country, etc. I was very happy to go through the speech of the Railway Minister, Shri C.K. Jaffer Sharief. He has started chanting Ram nam. He has started his speech making reference to Ayodhya. I was very happy that Shri Jaffer Sharief is also chanting Ram nam.

MR. CHAIRMAN : From Goa why are you going to Ayodhya?

SHRI C.K. JAFFER SHARIEF: To do chant Ram but do not misuse Ram.

SHRI V. DHANANJAYA KUMAR: That is exactly what we want. In the name of Ram please do not try to divide Goa. Now you are trying to divide Goa. You want to create a Christian Goa and a Hindu Goa.

If the Konkan railway line passes through Goa their theory says that Goa will be divided into two Goas. One Christian Goa and one Hindu Goa.

The Chief Minister of Goa wants that Konkan Railway Project, as envisaged, should go on and the work should commence there and it should be completed as per schedule. But one hon. Member of this House who also happens to be an hon.

Member of the Central Cabinet wants that the work should be stopped. Everybody knows how Shri George Fernandes was making reference to that. I am sure that Shri George Fernandes will further enlighten this House on this aspect because he knows the ins and outs of the whole story.

I would make an earnest request with the hon. Railway Minister that he will give an assurance to this House that the Konkan Railway project, after independence which is one of the longest every railway line that would be laid by the Indian Railways, should be completed well within the time. So that right from the Southern most tip of our country one can travel upto Bombay and ....

SHRI C.K. JAFFER SHARIEF: And support the Budget.

SHRI V. DHANANJAYA KUMAR: We are left with no other alternative but to support. But our request is even after imposing such an enormous additional burden of Rs. 1848 crores, if you are not able to support the Konkan Railway Project by giving any money, providing any support in the Budget then do not say that you were not able to raise funds by sale of bonds. I do not know whether on account of this the work has come to a halt or on account of other extraneous matters which I have referred to. So I would make an earnest request with the hon. Railway Minister to give a thinking.....

MR. CHAIRMAN: Please conclude.

SHRI V. DHANANJAYA KUMAR: Yes, Sir, I am concluding. .... Give a fresh thinking in this matter and see that the project is completed well within the time. We have absolutely no difficulty for imposing new fares and also increasing the freight in respect of several items for which I have mentioned. In

the beginning for the past ten years all the successive Railway Ministers have been giving exemptions in raising....

MR. CHAIRMAN: You have said that.

SHRI V. DHANANJAYA KUMAR: I do not know why Shri Jaffer Shafieff made an adventurous effort to impose the freights on these items also. So he would be very well advised to with-hold this and withdraw the hike announced. Thank you very much.

SHRI S.B. SIDNAL (Belgaum): Thank you very much Sir. I rise to support the Railway Budget.

I congratulate the Railway Minister for having presented a good Budget in the available circumstances.

The Indian Railways is one of the biggest organisations in the world and also a profitable concern so far as the public sector is concerned. That too now the difficulty in our country is that if look at the assistance of the Government to the Railway Department, it has been totally reduced and come to the 14 point today With this how best we can give a Railway Budget? How developments can be made.

How can new railway lines be introduced? How can facilities be given? How can conversions of the gauge take place? These are all the difficulties before the Railway department. With all these difficulties, the Railway Minister Shri C.K.Jaffer Sharief has done his best and provided a 'No profit - no loss' Budget and come up with new conversions, new lines and so many other things.

I do not want to enter into the detgails of the Budget because many others have already mentioned them. The difficulty of the

Railway Minister is when the freight rates and passenger fares are increased he has to provide the corresponding facilities to the passenger, as also provide for development and comforts to the passengers. These are all the things which the passengers do expect every time in the Budget. In a developing country when we want to expand, when we want dividends, and also have unions, along with the expansion wherefrom will the money come?

Shri Jaffer Sharief has tried the World Bank also. But the World Bank insisted that global tenders should be called. He has tried other sources also he went for collecting funds through other corporations. There also the expected encouragement has not come. With these constraints how cond done present a Railway Budget.

Our friends have no courtesy or sympathy or appreciation for the Railway Minister for having projected a good Budget conducive to all.

I know that the Railway Ministry was under a compulsion to withdraw some concessions provided last year. There is a solid reason for that. There have been derailments, there were other employee's difficulties, railway strikes, problems of unions and so many other things. One part wants something and another wants something else.

After the 6th December, 1992, the country has been shaken and economic progress of the country has been hampered. Therefore, when ever a good Budget tries to mobilise the resources difficulties come but the country must endure them peacefully. Then only we can expect some progress. Here, after the 6th December everything has been totally disturbed. My friends on the other side were not accepting the situation. It is not an allegation from any other party.

[Sh. S.B. Sidal]

It is a fact that chaotic conditions have been created artificially in this country by going in for communal policies.

Just now Shri Dhanjaya Kumar, while arguing his point, mentioned 'Christian and non-Hindu'. Always one should say something which is conducive to the society, conducive to the nation and not against anybody. He could have said, 'Dividing Goa does not help economically or in other ways'. Why should one take the name of a religion and encourage such feelings? This kind of a flare up should not be there. He is my good friend. His area has been benefited by the Konkan Railway where 155 km of the line is already in progress.

The Prime Minister has inaugurated the line and Railway Minister also was there, in his own district. He should not have said that. He should have been, on the other hand, grateful to the Railway Ministry.

The difficulties of the Railways are seen in hiking the tariff rate, and also the charges for the platform ticket and other things. It is always true that unless we come to the zenith we cannot get good results. because, more taxation means more comforts

One point I want to mention. There should be corresponding facilities to the passengers. Another aspect is that the Government, according to some, should be commercial; somebody says that the Railways should not be commercial. In the given circumstances and the concept of our democratic set up the Government has to provide facilities to the passengers. It should not be run as a commercial set up or any other public sector unit. I do not propose to get lost in the public sector. But it should not be too much commercial as banyas run business.

Therefore, it is not possible to give a Budget which is required nor the Opposition Party. I have seen for the last ten years they always criticise for no reason and their arguments have no base.

I want to restrict myself to the minimum points. The time at my disposal is very short and most of the hon. Members have already spoken on many of the issues (Interruptions).

The Karnataka was deprived of many facilities to its people. I think the hon. Railway Minister for having taken interest in developmental activities of the Railways in Karnataka.

Now, I propose the following lines for quick implementation of the pending projects in Karnataka:

1. Quick implementation of pending projects;
2. Quick conversion on Arasikera-Miraj Line into Broadgauge
3. Additional new lines  
Hubli Karwar  
Hubli-Hospet  
Kottur-Harihara  
Chamrajnagar-Sathamangala-Mettupalyam
4. Bangalore-Mysore corridor on lines of Bombay-Pune corridor
5. Bangalore-Metro/Circular Railway  
Bangalore is one of the Asia's fastest growing metropolitan city. According to 1991 census, the population of Bangalore is 5 million.

The hon. Railway Minister has provided Miraj-Bangalore Konkan railway line. We are very much thankful to the hon. Minister because all these years we were deprived of the opportunities, so far as the railway is concerned.

845 Rly. Budget, 1993-94 CHAITRA 9, 1915 (SAKA) (Rlys.), 1993-94; and Suppl. 846  
Gen. Diss.; Res. re. approval of 3rd Report of R.C.C.; Dem. for Grants  
Dem. for Grants (Rlys.), 1992-93

The railway line is getting conversion in my Constituency that is from Darwar to Belgaum Miraj. From Belgaum, Darwar is roughly 140 kms. If it goes via Bailhongal, it will be cutting short the distance. Therefore, I request the hon. Railway Minister to divert the line via Bailhongal. This will help the pilgrimages coming from Maharashtra to Yallamma Temple in which ten lakhs of people come every year and that too more from Maharashtra. This will facilitate the pilgrimages coming to Yallamma if the line is diverted Belgaum-Bailhongal to Darwar. This will economise permanently and save the time of the passengers and becomes productive.

There are some other difficulties. Whenever we pass through Madhya Pradesh and other places, the long running trains have a stop at every 30 to 50 km.s. The time consumed is very much and the people travelling long distances will be disturbed and they will lose their time. Therefore, I request the hon. Railway Minister to discourage such repeated stops in any place, more so in Madhya Pradesh for the long running trains.

With these words, I congratulate the Railway Minister for presenting a good Budget. I also thank you for giving me an opportunity to speak.

{Translation}

SHRI BHOGENDRA JHA (Madhubani):  
Mr. Chairman, Sir, I would not like to repeat those things about which my hon. Colleagues have already spoken.

The first thing is that now there is no need of Railway Board. perhaps there was a need of it in the past. I would like that the Railway Board should be dissolved and the Ministry of Railway should work in the same

manner as the Ministry of Finance and other Ministries are working.....(Interruptions)

In the present context, the Railway Board should be dissolved. it is a legacy of British rule and is useless in present circumstances. This Ministry should also function like other Ministries.

The second thing I would like to say that the Railways can be made profitable. Some of the progress we have made is worth appreciable. Specially the work done by the Railway Engineering Corporation abroad particularly in Baghdad, Africa and South Asia is worth remarkable and still there is much scope for progress. The Railways can still be made profitable by adopting new technology, new methods, and by increasing production and productivity. This can't be done in a day but the hon. Minister of Railways must tell the House tomorrow that the Government would go ahead towards self-reliance and he will increase the export and reduce the import, only then this can be possible. We have capable officers, firm determination and good technology. By using all these things in the work we can achieved the good. A target of self reliance in Railways may be set to be achieved within one year.

Mr. Chairman, Sir, I would like that the Labour Unions should be formed on the basis of secret ballot and as such elected Union should be recognised. If any one member of such elected union does not want to be a member of the union he can opt to the other one, but the union should be formed in this manner only. Apart from all these things there should be a partnership of Unions and workers in the management of Railways. The workers and the officers both should share the responsibility of Railway administration and they should ensure that the train should run timely and there should



be no theft of the goods etc. from the Railways. We always keep on stressing for providing more and more facilities and jobs for the workers but never pay any attention to this crucial aspect.

Our party had been fighting for the cause of labourers and for providing employment opportunities only and that is why it could not pay attention to this problem. Now it is not our responsibility alone. Labour agitation is no more in its primary stage, now it is a matured one. Labourers should therefore be given the responsibility of running the Railway successfully. Similarly, the labourers should also be given partnership in management. If we cannot start it throughout India at a time, then we should start it at certain places by entrusting the labour unions with the work of maintaining punctuality in railways, and checking the incidents of theft being committed in railways. Visiting this responsibility in the labour unions can be done at least in some railway zones. That will ensure participation of the labourers in the management. In this way we can carry on in this field.

I would like to say one thing regarding the incidents of ticketless travelling. This may irk some of my colleagues. Nevertheless, in certain areas of Uttar Pradesh, Bihar and Bengal the number of ticketless travellers is more than the number of ticket holders. Certain strictness in this regard is required to be made. There are areas where even the railway officials encourage the ticketless travelling. Particularly, the persons of Nepal are charged double amount of tickets in case they take due tickets. The logic is as to why did they buy tickets. Similarly, the labourers of Uttar Pradesh and Bihar who are in possession of due tickets

with reservation are also snatched away of their reservation tickets. I had the plan of getting a first hand knowledge of such incidents, but I was not able to know the exact dates on which the labourers take journey. I would like to submit that Patna is on number one in terms of such incidents; there the ticket holders are harassed and money is forcibly charged from them. I hope no member of Parliament would be backing such people. {Interruptions} This should not happen. Such incidents should be checked in order to benefit the Railway. The hon. Minister of State in the Ministry of Railways had said that Railway plays an important role in unifying the whole country. This is true. I would therefore like to submit to the hon. Minister of Railways that he should declare it tomorrow only that a Rajdhani Express would be started between Trivendrum and Delhi that would cover the journey in 24 hours. Keeping in view the fact that it is a very long and tiring journey, so the said train may be halted at two three stations in between. I would further like to submit that Rajdhani Express should be run from Delhi to Gauhati and Delhi to Trivendrum..... {Interruptions} We all are Indians; I won't go into further details. Rajdhani Express to be run between Delhi and Gauhati should go via Lucknow which is the capital of Uttar Pradesh and while crossing through Bihar it should halt at Musaffarpur. Between Hawarah and Delhi Rajdhani Express runs on all the seven days. The train goes via Gaya and Dhanbad. I would like to submit that it should also go enroute Patna....{Interruptions} Rajdhani Express..... stops at every station.....{interruptions} It may be argued that it would take more time... such reply would not work.

MR. CHAIRMAN: You should not interrupt {Interruptions}

SHRIBHOGENDRAJHA: Those places must be linked with railway lines. The work of linking Mathura with Alwar is commendable by all means; but the Government should also see that no disturbance is created by the miscreants in the way. It is very important. I am not talking about Rajasthan or Uttar Pradesh. A similar issue is pending in regard to Kathgodam linking Kathgodam with railway line which is a distant place located in Himalayas will be a commendable work of development. I would further like to submit that the Government should make it a point to utilise the land on either sides of railway track by planting mango and jumbo trees or other similar trees so that the whole of the country may convert into a green garden and which may ensure ecological balance and moreover which may also add to the source of income for the Railways. The Bagha-Chittanni rail bridge was inaugurated in 1976. Late Indira ji was alive at that time. The matter related to it is still lying pending. The condition was laid down that the Railway board, the Government of Bihar and the Government of Uttar Pradesh would provide money for the construction of the bridge. I am not certain about the Government of Bihar. But the Government of Uttar Pradesh is now in the hands of the Centre, so the centre should release the amount of its share since too much has already been spent over the construction of the bridge. Hazaribagh and Dumka are the two zonal head quarters but these places have not been linked with Railway so far. I would like to submit that those places should be connected with railway by the next year because those are backward areas and come under the proposed Jharkhand area... (Interruptions) The issue of Balurghat has also been raised. That is situated in the western Dinazpur area near the border of Bangladesh. There is a need to extend the Rail line upto Balurghat in the interest of the country and the hon. Minister should an-

nounce it. The net work of railway has increased throughout the country, but the railway facility has been reduced in Sitamarhi, Madhubani, Saharsa, Darbhanga and Supaul areas where population density is the highest.

Earlier, passengers could travel upto Patna, Palema ghat, now they cannot travel beyond Samastipur. The broad gauge is only upto here and not beyond it. From Darbhanga there are four railway lines going to four different places in Indo-Nepal border. The first is Raxaul where the train goes through East Champaran and Sitamarhi. The second place is Jai Nagar and the third and the fourth being Lakha Bazar and Supaul. 33 villages were uprooted for making hollipads during the Indo-China war. Provision of money for this purpose was made during the budgets of 1973-74, 1980-81 and 1982-83. Even this time a sum of rupees three and a half crore has been allocated. I think the authorities of Railway Board are also present; they should all declare that this work would be done during the current year. Several other Members, whose names are not known to me, have also opined that the work that once started must be completed. If this work is started even from July then the work would be over by the time we start framing new time table. We can extend the track upto Raxaul.

The rise in fare and freight is troubling. The Government can earn more money if the suggestions given by me are followed. I would like to submit that some relaxation on fare should be given to lower category of travellers and similarly there should be some relaxation in freight on highly essential commodities. Some announcement in this regard should be made tomorrow. Opinion of other people may be sought in this regard and this work should be done keeping in view the voice of the House and of the

[Sh. Bhogendra Jha]

people.

With these words I conclude.

(English)

SHRI P.C. THOMAS (Muvattupuzha):  
Sir, I am very happy that you have called me in this Zero Hour when it is almost 0008 hours.

Sir, the Budget for 1993-94 which has been presented has been applauded for bringing good revenue to the railways and to the Government. At the same time it has also been criticised for not extending adequate development activities to all parts of the nation.

Recently there was a demand in a seminar in which many people who took part had suggested a very important point. Sir, recently in a seminar many persons were given the opportunity to submit their grievances. They were all saying that the Members of Parliament - there were some Members of Parliament including some of us here - should travel in Second Class. They were telling us like this. Then we told them, 'We do travel in Second Class, but we will tell the Railway Minister also to travel in Second Class in the train'. The general grievance was that in our Second Class compartments there are so many difficulties and lack of amenities for passengers. I am not criticising this Budget but we have passed very many Budgets. We have gone to very many heights and we have reached a very high stature, as compared to many of the other developing countries. But can we just think of whether our trains passengers facilities and amenities which are being given here are at par even with some of the

backward countries? We are told, there the bogies, engines and trains have been designed in such a manner that they are used for faster movement, for better facilities and to connect places in a better manner so that passengers get more facilities in train. I think, we have to think of very drastic changes in the railway system for providing more facilities for our passengers, ordinary citizens who travel in second class may be by way of import or by way of finding new avenues.

The hon. Minister of State for Railways while intervening in the Railway Budget has said that railway is one of national network, national integration. It is true when we think of national integration, we cannot think of leaving apart any portion. We hear from the Northeast from many Members complaining that Northeast has been neglected. We have also heard that the South has been given something. But I am also concerned with South West where there is a small State called Kerala, which has not been given the due share. I am not going into other details. But I think, I will have to confine to one or two aspects where the small State of Kerala would have to be considered while the hon. Minister gives his reply.

One of the main things is doubling of lines from in Kerala from North to South. Doubling is a very important aspect. If doubling is done, then only there can be any development to the Railways in Kerala. Even when Konkan Railway is to function, Kerala will get any benefit if there is doubling of line. Kanya Kumari will be connected to Kashmir only if doubling works are taken up immediately and constructions are being done now at this stage. I will draw the attention of the House to the allocation that has been made. In the Explanatory Memorandum at page 68, about Rs. 220 crores have been allocated but to Kerala which is always request-

853 *Rly. Budget, 1993-94* CHAITRA 9, 1915 (SAKA) (Rlys.), 1993-94; and *Suppl. 854 Gen. Diss.; Res. re. approval of 3rd Report of R.C.C.; Dem. for Grants*

ing that doubling should be done immediately, just a meagre Rs. 3 crores has been given. This is too low and I would very humbly plead with the hon. Minister that in the reply which he is going to give before this House that this amount of Rs. 3 crores which has been given for doubling may be raised.

As already pointed out by some of the hon. Members who have spoken before me, for the doubling of line from Quilin to Trivandrum a meagre sum of Rs. 1,000 has been given whereas Rs. 86 lakhs was given last time. Shoranur to Mangalore doubling line is also there. Mangalore is a place where our trains end and we do not say, it is because the place in Karnataka from where our hon. Railway Minister comes that Mangalore has been given preference. Shoranur-Mangalore doubling line has to be done immediately.

Similarly, when Rs. 163 crores is necessary for electrification of line from Erode to Cochin, only a meagre sum of Rs. 16 crores has been granted. With this amount, electrification work is not going to function. The hon. Minister may be pleased to declare that something can be given in this respect. I am going to conclude. I will just go as fast as one of the Members was going, just like Rajdhani. But I am not so conversant. I will just mention one or two points.

With regard to the train to Kerala, we had been clamouring and I am a person who has received some beatings also in the New Delhi Railway Station where I had to go for an agitation along with some persons. Anyway, I am happy that the hon. Minister has taken this into very serious consideration and has given a train which passes through Kerala. I think Kerala will be benefited by this train which is supposed to go to Bangalore and will be diverted to Trivandrum also. Some bogies go to

Trivandrum also. The whole Kerala State will be benefited.

With regard to the Konkan Railway, I would think that Konkan railway for which bonds have to be sold, can be sold as such, if the interest is raised and I think that the hon. Minister is already planning for increasing the interest.

I would humbly suggest once again that the allocation made to Kerala may be increased a little more in the sense that at least doubling and electrification may be done to a good extent during this Budget itself, leave alone the next Budget.

{ Translation }

MAJ. GEN. (RETD.) BHUWAN CHANDRA KHANDURI (Garhwal): Mr. Chairman, Sir, I rise to oppose the Railway Budget of 1993-94. In compliance with your orders I would briefly point wise put some major issues concerning my constituency.

The first thing I would like to know whether the Ministry of Railways has given its contribution towards the development of the region which I represent after we got independence. I come from the hill-area of Uttar Pradesh. Eight hill-districts of Uttar Pradesh are together known as Uttranchal. I would like to submit to the hon. Minister of Railways that ever since independence no development in the field of providing railway facilities has been made in that area on the part of the Ministry of Railway. After independence till now the total planned expenditure of Railway during the seven Five Year Plans has been Rs. 27,745 crore. During the last four years, after that, the expenditure of Railway has been nearly Rs. 18,000 crore. That is to say nearly Rs. 46,000 crore has already been spent by the railway for providing railway facilities. But I ask what has been

[Maj. Gen. Retd. Bhuwan Chandra Khanduri]

done in Uttranchal region in this regard. When you look closely, you will find that not even Rs. 100 crore has been spent in that area. Such discriminations and injustice give an impression in the mind of the people that they are being neglected and this make them raise the issue of creating a separate Uttranchal State. I would like to submit to the hon. Members that something should be done in this regard also. We know that we lack railway service in hill areas and we do also know that providing railway service in those areas is not very easy. During the time of British rule in 1930 a survey was conducted to lay railway line between Rishikesh and Kamprayag. In the last two years, I have submitted time and again that the Government should think positively about the construction of this line.

I think the Government does not have funds but I request the hon. Minister that funds can be arranged at least for carrying out a survey. He may examine whether it is possible or not. If a survey is conducted, the people will feel satisfied that some work is being done in this direction and if the survey reveals something favourable, then the Government should chalk out plans and execute them in the next 10-15 or 20 years but if some thing is done in this direction, then the people will feel convinced that Ministry of Railways is doing some work.

Secondly, I have made submission to the hon. Minister repeatedly that from Delhi to my area, Garhwal, there are hardly two railway stations in five districts of the area, one is Dehradun and the other is Kotdwara rail head in my area which is a very small station. 7-8 bogies for Kotdwar are attached to Mussorie Express and the train takes 10 hours to reach Kotdwar because on the way bogies are detached for shunting whereas if

there is a direct train, it will take hardly 3-4 hours. I had requested him that technically it was possible and also feasible from administrative point of view. I have also requested him that a trial run was undertaken on 29th June 1980 at the request of Late Shri Bahuguna ji, who was a minister at that time which was found feasible but I do not know why the Railway Board and his Ministry is not giving a thought to it. I further request him that it is better if politics is not played in this matter. He may kindly provide a direct train for the development of the area so that people may benefit from it and the revenue to the railways may augment. Presently people have to travel by taxis and buses in that area. At least 50 to 60 buses from my constituency to Delhi run daily. It is my submission that this suggestion may be considered.

Thirdly, I want to submit in this context that the Mussorie Express between Dehradun and Delhi starts from here at 10.20 P.M. and reach Dehradun at 8.15 A.M. taking 10 hrs. Everybody knows that there are many important offices like O.N.G.C., F.R.I, Mussorie's rail head - Dehradun and I.A.S. Academy in Dehradun. Apart from this, number of people go there as tourists but they often complain that instead of undertaking journey for 10 hours for Dehradun, they prefer taxis which take less than 5 hours. The officials of his department have told me that if superfast train is introduced for Dehradun, that will take only four hours to reach there. When people go there by taxis, a lot of petrol is consumed, whereas journey by train can save petrol besides accruing income to the Railways and people will get facilities and tourism in my area will be promoted: Therefore, I request you to kindly give due consideration to it.

In this context, I also want to state that

Rishkesh is also an important place from tourism point of view and it is very essential to connect it with Delhi and other parts of the country by rail. In absence of a direct train from there, sometimes people have to go either to Dehradun to Haridwar. If he runs a direct train from Rishikesh to Lucknow and Delhi for the tourists of visiting Himalayas either for adventurous tourism or for religious tourism or for sight-seeing, that will facilitate them and the income of the Railways will also go up.

Now I want to draw your attention to two-three points in brief. When a meeting of the Northern Railway was called, I had made submission to him bringing to his notice the plight of the passengers who travel on a reserved ticket from Kotdwar to Howrah but they have to change the train at Mughalsarai because they only get reservation upto Mughalsarai and they do not get reservation on the next train to Howrah while they are already having reserved ticket up to Howrah he was surprised. The Chairman Railway Board was also present there. He said that it was not possible but Mr. Minister, the same situation prevails there even after elapse of 6-7-8 months. The Northern Railways says that it is therefore they cannot provide the job of other Railway to issue reservation from there it is a matter of shame for us that two Railways bizarre rules force passengers to get down at Mughalsarai where they never get reservation for onward journey and such a situation leads to corruption. The T T E's there, take money from passengers allot the same berths to other passengers.

My next point is about maintenance. In this connection, I had made a submission to him in that meeting that Kotdwar and Nazibabad stations are poorly maintained and if a surprise visit is made he will find the reality because none can use waiting rooms. Although I had submitted to him earlier in

this regard but unfortunately nothing has been done.

I had also requested him that if he did not provide any direct train from Nazibabad to Kotdwar, he might at least provide diesel engines for that small train which is still being hauled by steam locomotives causing difficulties to passengers.

The next point is not related to my area but it relates to my other field as I had been there in army and as such I want to make a submission on behalf of military personnel. About two years ago I had requested him at about 11 or 11.30 O' clock at night after which he called me. My point is that as the Government is providing facility to freedom fighters to travel in A C class along with a companion without any restriction on distance. Similarly, the military personnel who fought for defending the country to protect its freedom and who were given gallantry medals like Mahavir Chakra are given the facility of travelling only in normal second class and that too travelling as single persons upto 500 kms beyond which they get only 50 per cent concession. Are they not freedom fighters? When I talk to them I feel very much ashamed. Therefore it is my submission to him that it will require little money as the recipients of these Chakras are few. After the 1971 war only three persons were awarded these Chakras and only one is alive and other two were awarded posthumously. If the Government provides the facility of travelling to these personnel like freedom fighters, then whatever expenses the Government will have to meet will be quite negligible. Rather, it will boost the morale of these people which will be in the larger interests of the nation.

Mr. Chairman, Sir, today they have great resentment because they ask whether they are not freedom fighters and what sort

[Maj. Gen. Retd. Bhuwan Chandra Khanduri]

of this facility is that they are entitled to travel in normal period class upto a distance of 500 kms. beyond which they are entitled to 50 per cent concession only. Therefore, it is my humble submission to him that if he makes an announcement in his speech about this facility, then it will have better impact. Moreover, it will not require huge funds.

With these words, Mr. Chairman, Sir, I thank you.

SHRIBHERU LAL MEENA (Salumbar):  
Mr. Chairman, Sir, thank you for giving me time to speak. I have listened the views of the hon. Members of this House and after listening the views I feel a little agonised. Rajasthan is such a state where one cannot even dream of double line, superfast trains, electric line broad gauge line. Only two trains run from there, one is for Delhi from Udaipur and the other is for Ahmedabad which run so slow that it takes 24 hours to reach here. Therefore, I request the hon. Minister to connect Udaipur with Delhi providing double line, broadgauge line, and superfast trains on this section.

Mr. Chairman, Sir, I am laying stress on it because udaipur is such a place in Rajasthan which is next to Kashmir as regards tourism because domestic and foreign tourists visit this place in large number but they feel inconvenience as there are no proper facilities for reaching Udaipur. Since foreign tourists visit Udaipur in small number, we earn less foreign exchange whereas we can earn more foreign exchange. Therefore, I want that better rail services are provided for Udaipur.

Mr. Chairman, Sir, not only in Udaipur but throughout in Rajasthan rich minerals like zinc, lead, phosphate, lignite soft stone.

marble and many other stones are available and if mined, it can accelerate the pace of development in the State. But means of transport are not there. For want of means of transport in Rajasthan, development cannot take place. Therefore, I request the hon. Minister to connect Udaipur with broad gauge. At present, there is only one train for Delhi i.e., Chetak which causes a lot of inconvenience to the people. I want that one more train should be introduced whereas at other places people make demands for more trains despite the fact that there are already a number of trains. Therefore, I would demand the introduction of two trains from Delhi to Udaipur.

Mr. Chairman, Sir, Pink City Express runs during daytime and this causes inconvenience to passengers. It has sitting facilities but it does not have sleepers. Therefore, I would demand the introduction of two trains one from Udaipur to Delhi and the other from Udaipur to Ahmedabad, and a few more goods trains should also be introduced so as to facilitate the transportation of metals and minerals and travelling of passengers.

Mr. Chairman, Sir, I have travelled both in Ahmedabad train and the Chetak Express. The number of unreserved compartments in the train is very small and it causes inconvenience to common passengers. There are only two or three unreserved compartments and people pack like sardines in them. I would like that the number of second class compartments should be increased so that general public benefits.

Shri Bhogendra Jha has rightly pointed out that some people travel without ticket and railway employees welcome them. I want to bring to your notice an unfortunate incident that happened with me. I was travelling from Udaipur to Delhi day before

yesterday. I got my seats reserved by telephone. Two tickets were free and I had purchased one ticket. The ticket clerk had written the name of my wife by mistake and I was unaware of it. He informed me about the number of the coach in which my three seats were reserved. When the ticket collector came, he said that while one of the tickets that I had purchased bears the name of a lady how is it that three gents were travelling? I submitted that the name of my wife had been written by mistake. If there is any legal complication, I can give it in writing. Even then he reiterated that either I should get down from the train or he would penalise me. I was very much upset. He charged the penalty. That is the way sincere and honest people are dealt with by railways (*Interruptions*)

SHRI BHOGENDRA JHA: Please make it a specific case and do not leave it half way.

MR. CHAIRMAN: Please, relate the incident again.

SHRI BHERU LAL MEENA: I was travelling from Udaipur to Delhi. I got three seats reserved by telephone. Two tickets were free and I had paid for one ticket. When I reached the station, I was asked to board a particular compartment in which my seats were reserved. When the T.C. came for checking he said that the ticket bears the name of my wife. I submitted that the ticket clerk might have done it by mistake. My wife was not travelling. I can give this in writing. But he did not listen to me. He asked me to get down from the train. I paid him the penalty i.e., double charge of the ticket. I have got the receipts.

Sincere people are treated in this way and people travelling without ticket and gondas go scot free.

With these words, I conclude.

MR. CHAIRMAN: The hon. Minister has noted the complaint. If you could provide other information in this regard like date etc., it would be better (*Interruptions*)

[*English*]

SHRI K.P. REDDAIAH YADAV (Machilipatnam): They should take action.

MR. CHAIRMAN: They will take.

SHRI K.P. REDDAIAH YADAV: Sir, let him say and confirm. This is not the question of only one hon. Member. This is the concern of all the hon. Members.

SHRI MUKUL WASNIK: I can only say that as soon as the hon. Railway Minister comes back to the House, I will bring it to his notice. I am sure that if anything has been committed wrongly by the railway authorities, necessary action to see that things are set right will be taken by the railways.

[*Translation*]

SHRI RAMCHANDRA MAROTRAO GANGWARE (Wardha): Mr. Chairman, Sir, I rise to oppose the Railway budget. The hike in fares for common masses is objectionable. Similarly, there has been an increase of 10 to 12 per cent in the freight charges. This would further increase the prices of essential commodities and common people would be adversely affected. Many Members have already spoken in this regard. Therefore, I would not like to go into details. This is an anti-people budget since it proposes to increase the passenger fares and freight charges Rs. 1848 crores would be mobilised through this. I think much more than that would be collected.



[Sh. Ramchandra Marotrao Ghangare]

I would like to point out towards a discrepancy. In the para 32.2 of Budget speech the hon. Minister has said:

{English}

'The Railways have been exempting certain commodities from freight increase in the past. I propose to continue the exemptions given in the past in respect of the following commodities:'

{Translation}

Twelve commodities have been identified and in para 32.5 it is stated:-

'The freight rates for all commodities are proposed to be increased by 10% for distances upto 500 kilometres (inclusive) and 12% for distances from 501 kilometres and above. These increase will also apply to the twelve exempted commodities mentioned earlier.'

{Translation}

On the one hand it is said that the commodities have been exempted and on the other hand it is submitted that freight charges would be increased on commodities. This is a discrepancy.

Similarly grains, pulses, sugar, diesel and oil cakes had been exempted. Now this exemption has been withdrawn. This would adversely affect the common people. For this reason I oppose the Railway Budget.

I would like to attract your attention towards my constituency. The Minister of Railways deserves congratulations as he has paid attention towards the long standing

demand of the people of Nagpur. The people had demanded the introduction of a new Fast Express train from Nagpur to Delhi. This demand has been met. This is a welcome step.

Secondly, when our Prime Minister was contesting election from Ramtek in 1984 and 1989 he had given an assurance that a new railway line would be laid from Amravati to Narkher. It is a welcome step that some progress has been made in this direction. The hon. Minister has made a reference to this railway line in his speech and some provision has also been made in the budget for it. I would like to request that the work should be geared up and survey should be conducted so that the assurance given by the hon. Prime Minister - though at that time he was not the Prime Minister is implemented.

This is a very strange situation that even after 45 years of attaining independence there are many rail-lines whose owners are Britishers. The independence movement was initiated in Wardha. There is one company lick-Nixon and Company. This company is the owner of the narrow gauge line from Pulgaon to for the last 45 years. There is a lot of corruption on this line and the Government has come to this conclusion that since this rail line is continuously accumulating losses therefore it should be closed. Actually, last year only they changed the entire length of the rail line and constructed it as per the requirement of a diesel engine but now they want to close it down. This is something very contrary. I want to submit that you should check corruption as this rail line is very useful for the local people. It covers a distance of 36 kilometres in 3 hours time. Even the bullock-cart can cover this much distance in a lesser time. I want that this line should be converted into broad gauge and if possible it can be connected

with the Amravati-Jarkher line about which an assurance was given by the hon. Prime Minister Shri Narsimha Rao so that it can also be useful for the forest and agricultural produce as well as the forest department.

I also want to draw your attention towards the fact that in our region narrow gauge lines are called Shakuntala, this is also in Vidarbha. This line passes from Yevatmal to Murtlapur and Achalpur. It is also essential to convert it into a broad gauge line. This line passes through densely populated area and the areas having good harvest but due to this, its speed is only 12 kilometres per hour. The people are facing a lot of difficulties as a result thereof. So far as the Marathwara line is concerned, it is certain that Ministry of Railways has taken initiative to convert it into a broad gauge line. The development of Marathwara region depends on it, therefore, I request you to accelerate the pace of work.

The major portion of the Konkan Railway has been completed, the line has already been made operative but what is going on in Goa. There are some people in Goa and I have nothing to do with it but I have received complaints regarding damaging environment and deforestation. The farmers are opposing rail line because due to this rail line there is water logging on both sides of the line and in absence of proper arrangements for the clearance of the water the crops are destroyed. About the veracity of the facts, I cannot guarantee but if the complaints of the people are attended to, the resentment among people of Goa can be mitigated.

Another point, which I want to bring to your notice is that Wardha has been the residence of Gadhiji and Vinobaji on time. The local as well as foreign tourists visit this place but neither Andhra Express nor

Tamilnadu express has a halt at Wardha. This is a main centre of the district and at least 10 lakh people live in the city, therefore I demand that either A.P. express or Tamilnadu Express should have at least two minutes halt here. I request you to provide one or two minutes halt for Gitanjali express at Wardha also. The people of Chandrapur told me that they met you and other Ministers as well. Chandrapur is also rapidly changing into a big industrial town. A lot of minerals, iron and forest produce are there in Chandrapur, therefore, I humbly request the Railway Minister that one of the trains should also be given a halt at Chandrapur and the other at Wardha.

Further, I also want to submit that a passenger train comes from Balarshah for connecting Nagpur-Dadar train and its two bogies are attached with Balarshah Dadar, as a result of which it gets late. Dadar-Nagpur train is thus missed by the passengers. Then these two bogies are attached with another passenger train which reaches next day evening or in the night which causes a lot of inconvenience to the passengers. They are demanding a train. There is no direct train for Bombay. Therefore, their demand for a direct train should be meted out

I would like to mention one more point. Jha Saheb had already spoken about Railway Board. This Board is a legacy of Britishers. This Board is simply a white Elephant. Therefore, Railway Board should be wind up and instead Consultative Committee should be consulted. Consultative Committee, Expert Committee and Ministry of Railway can cumulatively solve the purpose in an efficient manner. Therefore, Railway Board should be wind up.

Vigilance Board is also a big headache. The employees of the Board are synonym to

[Sh. Ramchandra Marotrao Ghangare]

terror. It has become the centre of corruption. If these people do not get a case, they deliberately prepare a false case. They harass the employees and even take them in custody. Such incidents have come to the notice. I would like to cite one two examples. Last year a team of teachers of Model High School, Wardha went on a tour. When they reached Kerala via Kanyakumari, one Vigilance Inspector behaved with them in an indecent manner and took them in custody. They were having tickets but even then they were put behind bars. They requested to let them make a phone or send a telegram but they were refused. You may take action against anyone found guilty. I have even written to Shri Jaffer Sharief in this connection. He told that an enquiry was being conducted. But what happened thereafter, I do not know.

I want to make another submission. Four T.T.E. were on duty. Suddenly, vigilance officers pounced upon them and charged them with taking a bribe of Rs. 100. They dragged him by holding his neck. When he inquired for their identity cards, they started beating him in the presence of passengers. Other people also gathered there. Thereafter, he was taken to the station Superintendent. On making an enquiry the Superintendent found nothing on his person except 20 rupees which were duly entered. I want that an inquiry should be ordered in this case. Four persons were transferred and injustice has been done. There is another case. A vigilance Inspector abandoned his first wife and married another woman illegally.

MR. CHAIRMAN: Please give this in writing.

(*Interruption*)

SHRI RAMCHANDRA MAROTRAO CHANGARE: I want that the Commission given to bearers and commission vendors should be revised because for the past several years they are getting only 3,4 and 6 per cent commission. Therefore, I request you to revise the commission of these employees and now. I conclude.

SHRI RAM PRASAD SINGH (Bikramganj): Sir, I rise to oppose this Budget. The hon. Minister has succumbed to the pressures of IMF, and when he is genuinely not at pains to understand the problems of the poor how can he understand their problems. I oppose this Budget, Mr. Minister, because it is anti-poor. (*Interruptions*) This Budget does not safeguard the interests of the poor because you have stated that poor travel generally upto 100 kms only. This is highly unjustified because poor travel anywhere for livelihood. They travel to Punjab and Bombay for livelihood from Bihar. So, how do they travel only upto 100 kms. I do not want to dwell into your formulae for computing things. However, I would like to submit that this will hurt the poor quite a lot. It is the poor who generally purchase tickets and not the gutsy affluent, who are not even enquired about the tickets. People like you and me, with lots of guts, never purchase tickets. (*Interruptions*)

Sir, though the poor are supposed to be benefited by the Budgets yet all the burden invariably falls on them only. Freight on essential commodities has been increased and it will adversely affect the poor only. I oppose this Budget because though the poor have not been directly hit yet they will suffer most, indirectly. As the time at my disposal is short I would like to make a few points only. Babu Kunwar Singh, a renowned freedom fighter of 1957, belonged to Area which is in my constituency who is not aware of Sasram and Shersah Suri the two fa-

mous historical names. Long back there used to be Aara-Sasaram light railway but its tracks were dismantled for conversion into broad gauge. However, I am sorry to say that stalwarts like Babu Jagjiwan Ram who represented Sasaram in the House, could not get a new railway line constructed for this area. The survey work has already been done and an assurance to this effect has been given in reply to questions time and again. I would like to submit that Sasaram and Aara-Sasaram railway line be renamed after the names of two prominent personalities of this country. Even if it has to be extended it should be got constructed upto Bhavnatur. This is my demand.

Secondly, Gaya is a famous historical and pilgrimage centre frequented by Indian and foreign tourists. Allahabad, confluence of rivers, is also a pilgrim centre. No fast train operates between these two places on this grandcard line between Calcutta and Mugalsarai. All the old trains are running on this line. There are only three superfast trains, Bombay Express for Bombay, Delux for Delhi and Rajdhani operates on this route for 3 days in a week and no other train operates on this route. Therefore, I demand introduction of a fast train between Dhanbad and Varanasi. This route is hilly and it will benefit the poor traders and miners. BDM Express between Virvadi and Mugalsarai halts for 11 hours at Mugalsarai. If this train is extended upto Varanasi it will benefit the poor and will also save their time and energy.

MR. Deputy Speaker, Sir, fares have been increased but no attention is being paid towards passengers amenities. Quality of eatables like tea is not good. Bed roll too is not clean. When fares have been increased by 10 per cent, attention should be paid towards quality of food, tea and bedroll etc.

Railway Protection Force has now been branded as Railway Loot Force. They also feece poor passengers travelling with proper tickets. Recently I witnessed RPF personnel forcing passenger to pay Rs. 10-20. They even extort money in the day time from the helpless passengers travelling in the reserved compartments. The hon. Minister must also pay attention towards this.

Electric locomotives should be introduced on Gaya-Mugalsarai route just like the Patna- Budar route because there is no such train on this route. Except for a passenger train and BDM no other train runs on this grand card line. This is the most populated area of Bihar and passengers are facing lot of difficulties. For the benefit of passengers atleast two more trains need be introduced on this route.

In the end I would like to thank you for giving me an opportunity to speak.

(English)

SHRI K.THULASIAH VANDAYAR (Thanjavur): Mr. Deputy Speaker Sir, I rise to support this Budget. Tamil Nadu is partially industrial but it can be made a tourist and pilgrim centre if the Railways cater to the needs of the tourists. Rajdhani Express should be there at least twice a week as once a week will not serve the purpose. It is as good as not having it.

Madras to Trichy is the main line leading it to Rameshwaram. This line is to be made broad gauge. I know you will say that there is a paucity of funds but at least there should be a promise in this respect.

Tanjore-Nagapattinam route is an important line which leads to three shrines of the Muslims, Christians and the Hindus. It is an important line and should be converted to

[Sh. K. Thulasiah Vandayar]

road gauge and there should be an overbridge in Needamangalam which is a must.

Retiring rooms in all the big cities are in a very bad condition. The very infrastructure should be improved and there should be a periodical cleaning.

In all the Northern cities the platform is full of roaming cows and dogs and of course the liberty of travellers who are not bound by any rule or law has made the platform their hearth and home. This menace must be put an end to on a war footing.

Chain pulling is hazardous and it should be put an end to because it makes travelling so inconvenient. The only way to check this is to work in a disciplined and dedicated way.

Whenever an agitation takes place, at once the wild crowds rush to the railway line and burn the trains and buses. In order to put an end to this menace once for all, the security sentinels should be strengthened to guard our trains from being looted and burnt.

I request the Railway Minister not to bypass it by saying that there is paucity of funds. The food which is supplied should be prepared hygienically so that the traveller is safe in his travel.

The necessity and wants of our people should not be denied for a comfortable and civilized travelling.

Things that can be done in a day are left undone for years. The Indian Railways can become one of the world's best if it is maintained properly. The Railway Minister must make periodical surprise inspections

so that the Indian Railways may be made more profitable and comfortable.

{ Translation }

SHRI LAKSHMI NARAIN MANI TRIPATHI(Kaiserganj): Mr. Deputy Speaker, Sir, I rise to oppose the Railway Budget for 1993-94. Farmers and labourers constitute 80 per cent of the population in the country. Their basic problems are food, clothing and shelter. This Budget will further aggravate these problems. Increase in fares and freight charges will adversely affect these very 80 per cent people. In addition increase in I class and A.C. class fares have been made. In these classes only 10 per cent seats are occupied by traders and the rest are occupied by Government officials of various states and legislators. In a way the States will have to bear the burden of these passengers. Increase in freight charges on pulses, foodgrains and potatoes will adversely affect the interests of the poor as it will make these commodities dearer.

The Government has increased the freight on coal. Coal is an energy, coal helps in electricity generation, steel manufacturing and producing fertilizers, it is one of the main sources through which houses are built and bricks are prepared. Bricks are the only available source left to a poor man with which he manages to build his hut. But the Government deprived him even of that. The freight has been increased by 12 per cent and 5 per cent surcharge has further imposed on it on the plea that since there was a general tendency of delaying the payment of freight which causes a considerable loss of interest, therefore surcharge is being increased to encourage the payment in time. There are two methods of paying freight - the first one is through credit notes, the State Governments purchase coal and in turn issue credit notes. The other method

is the cash payment. As soon as the commodity reaches the station, the private company makes the cash payment. Whatever the outstanding amount is, that is against the Government departments. If at all, we agree to your point, then it should be clarified as to where this freight has to be paid because there is no such provision in the Railways. It is not possible to make the payment at the places where wagons are weighed. Coal is sold by the Coal India Ltd. and R.R. is made in its name. It takes the advance payment and the industries are shown as receivers. Industries do not get invoices; they do not have any provision to deposit the freight charges. Even if they want to deposit the freight charge, they have to go to the Divisional Office and seek special permission to do so. Then the freight charges will have to be deposited in the Coal India Ltd., which would be adjusted afterwards. Then there is question as to how much amount has to be deposited as freight charges; because a rack may contain 1500 tonnes of coal or it may contain 2000 tonnes also. There is no provision to deposit the charges for varied quantity. I would like to suggest that the Government may take any step it likes against the departments which do not pay the freight charges in time but do not impose the surcharge on those persons or companies etc who are very prompt in making the payment. If the Government is bound to increase the freight rate then it should make some provision to deposit the freight charges. It must be clear as to where the freight charges should be paid by a coal merchant or an industrialist.

The Government has announced as increase of 12 per cent in freight rate and also 5 per cent surcharge. However the actual increase accrues to 18 per cent. The total of 12 per cent direct increase in the freight plus 5 per cent surcharge in fact accrue to 18% because rounding to the next

higher rupee will also increase the amount. Thus Rs. 12 and Rs. 5 plus Rs. 1 makes the total 6 thus making the total increase to Rs. 18. This price increase on coal would result in the increase of 15 p. per brick. Thus it would have far reaching consequences. I would like the Government to review the matter.

I do not know as to why the hon. Minister has referred to the Ayodhya incident in his Budget speech as a cause of railway deficit. However, if we take into consideration the Railway figures of all over the country the effect of Ayodhya incident does not come to even one percent. The Government cannot make excuses, the Congress Party, in its election manifesto had promised to bring down the prices and it cannot withdraw from it on the pretext of Ayodhya incident. Rather the Government will have to work in the interest of the nation and will have to go deeper to the cause of the loss. It can earn even a greater profit without increasing the freight if the corruption and other malpractices prevailing in the Railways could be prevented.

Sir, I would like to relate an incident. I was to go to Dhanbad. I had already bought a ticket but I did not have reservation. I requested the TTE to give me reservation but he refused. In the meantime some other persons having bought platform tickets got into the train to go to Dhanbad. The TTE gave them the berth numbers and the persons laid down on their respective berths, while I spread a newspaper on the floor of the train and laid down. At Gomo station the TTE took Rs. 50 from each of the persons and gave them ticket for Dhanbad. This is the way now corrupt practices are going on in the Railway. Even the officers at higher posts are involved into such malpractices. If they do not get bribe they hold up racks or attach broken bogies. Sometimes

875 *Rly. Budget, 1993-94 Gen. Diss.; Res. re. approval of 3rd Report of R.C.C.: Dem. for Grants (Rlys.), 1993-94;* MARCH 30, 1993 and *Suppl. Dem. for Grants (Rlys.) 1992-93*  
[Sh. Lakshmi Narain Mani Tripathi]

these broken boggies are useless for loading purposes and even if loading is done then the wagons are held up in the yard in case the hush money is delayed. Even if the wagons start from the yard then they are held at some other station within the way on the pretext of some defect in them. In this manner people are harassed and wagons at large are kept idle. The Government will have to give a serious thought over this problem. If the hon. Minister goes into the root cause of corruption and tries to check it, he can earn a revenue of worth thousands of crores of rupees and would have no need to increase the freight.

Mr. Deputy Speaker, Sir, I would like to point out that on one side the Government claims that it would encourage the rural industries but on the other hand it is giving an indirect blow to it. Recently the Government has increased the basic rate of coal to Rs. 35 while actually this increase is of Rs. 40-50 and after the freight charges are revised this increase would come to Rs. 60 per metric tonne. Thus the total increase would come to Rs. 105/- per metric tonne. The entire material goes at the owner's risk and a lot of it is stolen within the way causing loss of at least 200-300 metric tonnes of coal worth lakhs of rupees to the industries. Therefore, if the Government does not take the matter seriously, lakhs of people working in small scale sector would be rendered unemployed. The hon. Minister of Labour in his reply in this House had stated that about 90 lakhs out of the total workers employed in the V.R.K. brick industry through out of the country are from the rural areas, and the closure of such rural industries would render a huge number of rural workers unemployed thus making it difficult for the Government to control the situation. In these circumstances, any increase in freight charges whether it is

5% or 17% or even 50% would be of no use unless the Government check the prevailing corruption in the Railway.

Mr. Deputy Speaker, Sir, I am thankful to you for giving me an opportunity to speak.

SHRI TEJ NARAYAN SINGH (Buxar):  
Mr. Deputy Speaker, Sir, I would like to express my views before the hon. Minister in a very brief and within the time you have allotted to me. Railways work at a wider scale all over the country and it takes about 3-4 days to take the passengers to a distant destination. It takes about three days to the passengers to go to Kerala. Catering service in the trains is in a very bad shape. Therefore, my submission is that the Government should keep an eye on the quality of food supplied in-trains. Food items which are sold at the rate of Rs. 12/- to the passengers are not worth even Rs. 6/- If MPs make complaints in this regard, I think, no attention is paid to it. Therefore, my submission is that the hon. Minister may kindly look into it.

Secondly, casual labourers have been working in the Railways for a long time. In 1987, the Supreme Court issued orders to prepare a list of their names by 31.3.87, but I think that the Railway department has not prepared any list to this effect so far, and thus no casual labourer has been appointed on permanent basis. Therefore, my submission is that the Government should make provision to provide employment to the casual labourers who are about 4-5 lakhs in number all over the country. At the same time I would like to submit that the rate of accidents per day was quite low when there was no contract system in Railways, but with the introduction of contract system in Railways, there is almost one accident every day. Therefore, this system should be removed and all this work should be entrusted

to casual labourers, so that they may get employment and the Railway may overcome their difficulties.

I would also like to submit that Buxar is an important place. People from the eastern region of Uttar Pradesh have to come to this place to catch trains, however fortunately or unfortunately all the trains on the route of Ranchi, Howrah, Tata are operated from Patna. I would like to request to the hon. Minister that the Patna-Ranchi train should be operated via Buxar. The Danapur-Howrah train should be extended upto Ranchi and the Tata-Patna train should be extended upto Buxar. This will facilitate the people of both the States-Uttar Pradesh and Bihar.

I would like to submit that the increase made in the second class fare should be withdrawn because it will put more burden on the poor.

Another point, which I would like to submit is that proper security arrangements should be made in the trains. Due to the inadequate security arrangements, thefts and robberies take place and R.P.F. and G.R.P remain unaware about them. So, I would request the hon. Minister that from Mugalsarai to Barahia, adequate security arrangements should be made invariably.

The survey of Arrah-Buxar and Arrah-Sasaram railway line was got conducted by late Shri Kedar Pandey. All the records are available. Only the hon. Minister has to approve these schemes. After that, work can be started on these schemes. So, I would request the hon. Minister that Arrah-Sasaram railway line should be constructed immediately. It is backward area and this line will provide a lot of facilities to the residents of this area.

I would like to submit that the increase

in the rates of platform tickets should also be withdrawn. Another point, which I would like to submit is that the monthly passes of daily passengers travelling from Aligarh to Delhi are allowed in the Magadh Express but the monthly passes of daily passengers travelling from Buxar to Patna whose distance is equal to the distance between Aligarh and Delhi, are not allowed in Express trains. There should be the same law applicable throughout the country. If the people of Aligarh are allowed to come to Delhi on Tinsukhia or Magadh Express, the Buxar people should also be allowed to travel to Patna on these Express trains. So, the same rules should be implemented there also.

The Rajdhani Express, which goes through Mugalsarai should be routed through Buxar. A large number of Biharis live in Maharashtra and Karnataka, but there is no train from Patna to Bangalore or to Maharashtra. It is being alleged that the Railway Minister is spending all the funds of South. There is no need for him to tolerate this allegation. This is not an uncommon thing. Every Minister had spent funds on the area to which he belonged. There is nothing to hide in it. Shri Lalit Narayan Mishra was the Railway Minister of Bihar. He did a lot of work in Bihar and this tradition has been followed by the Congress. He is also in the Congress and if he maintains this tradition, I do not criticise him. But I would like to request him that as he wants to develop Bangalore, a direct train from Patna to Bangalore should be introduced, so that with the development of Karnataka, it can give some benefit to the people of Bihar also. Similarly, a direct train from Patna to Bombay should be introduced, which will bring development in both the States. A lot of Bihari students live and study in these States. They have to change four-five trains to reach to Bangalore or Maharashtra from Patna. As a result, their entire luggage gets lost during their



879 *Rly. Budget, 1993-94 Gen. MARCH 30, 1993 and Suppl. Dem. for Grants 880*  
*Diss.; Res. re. approval of 3rd Report*  
*of R.C.C.; Dem. for Grants (Rlys.), 1993-94;*  
[Sh. Tej Narayan Singh]

journey. So, I would like to request the hon. Minister that from the security point of view, two new trains from Patna to Bangalore and Patna to Bombay should be introduced, so that the people can get facility of travelling.

I would like to submit another point. There are several electric trains from Mughalsarai to Howrah via Gaya. Although, several announcements have been made, yet not a single electric train has been introduced from Jhajha to Mughalsarai. So, I would request the hon. Minister that he should expedite this work as early as possible so that the residents of that area can also get some facility.

In the end, I would like to submit that the Delux train, which runs between Howrah to Delhi via Mughalsarai, should be run on all the seven days of the week. It should be run via Mughalsarai and Buxar, so that, we can atleast come to Delhi. Similarly, Rajdhani Express should also be run on all seven days of the week, so that the people of Buxar and Mughalsarai can avail this facility. With these words I oppose the Budget.

{English}

MR. DEPUTY SPEAKER: Shri Muniyappa to speak now.

SHRI SRIKANTA JANA (Cuttack): Sir, I have a submission to make. When this was decided that we will sit till late in the night and next day also continuously, there was an agreement that the leaders of different political parties must be present in the House. In the zero hour of today, at least the backbenchers who are present now in the House should be allowed to participate as the leaders come only for zero hour for press

purpose. You should consider this. {Interruptions}

MR. DEPUTY SPEAKER: Let us see Shri Muniyappa may speak now.

{Translation}

SHRI BHOGENDRA JHA (Madhubani): I would like to request all those who are sitting here, should control their leaders for a day. All of you should control their own leaders.

SHRI KRISHNA DUTT SULTANPURI (Shimla): He will become ill, if he has to sit for the entire night. That is why he has gone to take rest for the night {interruptions}

SHRI K.H. MUNIYAPPA (Kolar): Mr. Deputy Speaker, Sir, I welcome the Railway Budget for the year 1993-94.

The Hon'ble Minister Shri Jaffer Sharief deserves our congratulations for the innovative steps he has taken to convert the railway lines into broad gauge. Few days ago the Hon'ble Prime Minister inaugurated the railway line between Udupi and Mangalore which is a part of Konkan Railway Project. This work has been completed within the prescribed time limit. In fact, the Hon'ble Railways Minister has given an assurance to complete the entire Konkan Railway Project before the scheduled time. The people of Karnataka are grateful to Mr. Jaffer Sharief our thanks are due to the Railway officials, labourers and others who have contributed their might to complete the railway line between Udupi and Mangalore.

Our Government have an ambitious proposal to convert 6000 km. railway line into broad gauge during the 8th Plan period. In fact, the Hon'ble Minister has already achieved success during the first year of the

8th Plan period.

Mr. Jaffer Sharief's contribution to the development of Railways is unique. At the same time I will be failing in my duty if I do not mention that South India, particularly, Karnataka has been neglected by the Railway Ministry.

Electrification between Kuppam and Bangalore has been completed. In fact this is the only electrified line in my nState. Rajdhani Express has been introduced by the Hon'ble Minister between Bangalore and New Delhi. I request him to make this Rajdhani Express a daily train as this is a high density route.

I urge upon the Centre to take up the conversion work between Bangalore and Secunderabad as it is a very long pending demand of the people of Karnataka and Andhra Pradesh.

Implementation of Reservation policy in the Railway Ministry is not satisfactory. My humble request to Sharief Sab is to see that the backlog is cleared immediately and SCs, STs get all help from the Ministry.

The Railway line between Yelahanka and Bangarpet is hundred years old. This line was laid during the period of Mysore King. This line has to be converted into broad gauge as early as possible. This line covers the constituency of my senior colleague Shri V.Krishna Rao. I am thankful to the Centre for sanctioning five lakh rupees during 1993-94 to conduct the survey. I hope the actual work of conversion would commence in the near future. The farmers would be saving about 80 lakhs of rupees every year if this conversion is completed. At present they are paying heavy transportation charges to the truck owners. The total transaction is about twenty five crores every

year including silk, mangoes, vegetables to places like Bombay, Nagpur, Poona, Madras, Hyderabad etc. is a regular feature from my area. In addition to farmers, the above mentioned line would be a boon to students, merchants, pilgrims and many others. Hence this line has to be completed on top priority basis. I also request the Centre to see that trees are grown on both the sides of Railway Roads. I am happy to mention that the Railway Sportsman and Sportswomen are ahead in most of the sports events. The encouragement to sports persons should continue.

South Western Railway Zone should be set up in Bangalore without any further delay.

I pray God to bless our Railway Minister with strength, courage and will power. I wish him grand success in his ventures.

Sir, I thank you for giving me this opportunity to speak and with these words I conclude my speech.

SHRIMATI BHAVNA CHIKHLIA (Junagarh): Mr. Deputy Speaker, Sir, I am happy to know that the women are still respected in our country. I rise to oppose the Rail Budget, 1993-94 presented here. This is against the interest of the common man and will only create problems for him. In these days of price-rise, this increase in fares will add insult to injury for him.

I would like to ask the hon. Minister whether there is any State named Gujarat in our country. Throughout the entire rail budget, there is no mention of Gujarat. It is quite regretful. Gujarat has always been facing such injustice in every field - whether it is rail, coal, gas or royalty on crude oil. If the hon. Minister makes some changes in the Budget in this regard, we will be grateful to

[Smt. Bhavna Chikhliia]

him. The western railwayline covers 5000 kms. of Gujarat, 1500 kms. of Rajasthan and 349 kms of Bombay. Although, this rail line covers a lot of distance in Gujarat, yet the head-quarter of western railway is situated at Bombay instead of Gujarat. This creates a lot of difficulties for us. So, I would request the hon. Minister to pay his attention in this regard.

Secondly, a proposal to convert several metergauge lines into broad gauge lines in going on since long in Gujarat. My constituency Junagarh is also covered under it. The work on Rajkot-Viraval line in Junagarh was to be taken up during the Seventh Five Year Plan, but due to some reasons it was not taken up in the Seventh Plan. Now, it will be taken up during the right five year plan, but nothing has been mentioned about it in the Budget of 1993-94. If it is not started this year too then nobody as to when it will be completed. The cost will also continue to increase. So, the work on this line should be started in the current year and it should be included in the budget also.

Junagarh is an industrially backward area. If the above mentioned line is converted into broad gauge line, it will develop our Junagarh area and this will in turn develop the entire Saurashtra region. The hon. Minister should consider this issue.

Thirdly, western railway is the biggest source of income for the railways. Even then, Gujarat is in worse situation. We lag behind in many issues. The hon. Minister should pay attention in this regard also.

The general public is experiencing hardship due to increase in railway fare. I request you to withdraw it. Mahatma Gandhi had taken steps to make the country free. He

also hailed from Gujarat. It seems to me that the people of Gujarat will not tolerate it if this trend continues. We know the path that was shown by Mahatma Gandhi at the time of freedom movement. Before any such move is taken by the people of Gujarat, the Government should think about the State and take some steps for Rajkot and Virbal.

SHRI R. JEEVARATHINAM (Arakkonam): Hon'ble Deputy Speaker, Sir, I welcome and support the Railway Budget for 1993-94 as moved in this august House by the Hon'ble Railway Minister. I would like to make certain observations and submissions in this connection.

I urge upon the authorities concerned to introduce a scheduled train between Arakkonam and Madras. It should depart from Arakkonam at 8.05 in the morning and must reach Madras at 9.15 AM. Likewise the return train should leave Madras at 5.40 PM and must reach Arakkonam at 6.30 PM. As part of the ongoing gauge conversion schemes, Arakkonam to Chingleput line should be converted a broadgauge line. At the same time I would like to draw your attention to expand the Railway Platform as Arakkonam Railway Station. Granite concrete roof-structure is a must for Arakkonam railway station as it is used by more and more people including military personnel. An underground sub-way could be constructed in Arakkonam station.

Arakkonam Railway workshop needs to be modernised and with the expanded capacity it could provide more job opportunities to the local people. The strength of Railway Protection Forces personnel should be increased to provide adequate security to railway property and to obviate accidents. Taking into consideration the industrial development around the area, new railway line should be laid from Walajeh to Trivandrum

via Rapine, Arcot, Kalavai, Cheyyar and Vandavasi. While laying this new line it should be laid as a broadgauge railway line right from its inception. The survey work in this regard may be completed at the earliest for its being included in VIII Plan. South bound trains from New Delhi, Calcutta, Howrah could be routed through Katpadi, Bagala, Tirupathi, Renigunta, Gudurb by way of converting Katpadi-Tirupathi section into a broadgauge Railway land that are lying as dry land should be surveyed and they may be auctioned and sold out to increase the resources at a time when paucity of funds severely affect the implementation of several schemes. If these lands could be developed for housing purposes, then they may be sold to Railway employees at concessional rates. Modern dwelling units, may be constructed for railway men if the Government allocates more funds to Railways to benefit the employees.

Coimbatore bound Chorani Express train from Madras should have a stoppage at Katpadi. This would benefit the area which is a fast developing industrial area and a renowned health centre with CMC Hospital. Lal Bagh Express between Bangalore and Madras should have a stoppage at Arakkonam. With the military base at Arakkonam and the increasing industrial activity around the place, military personnel and others coming from Bangalore and Mysore would be benefited by this measure. In order to benefit the wards of the Railway and military personnel in this area an Engineering college should be set up by the railways. This would help solving the problems of bright children who are now going to Madras and Vellore to pursue higher studies.

The buses run by transport Corporation of the Tamil Nadu Govt. charge less and the

bus fare is cheaper when compared to Railway fare. hence it is imperative that railway must take adequate measures to benefit more people at a lesser cost with reduced fare structure. hence you may reconsider the recently announced fare hike for both commuters and freight movements.

it will be worth considering to employ women Travel Ticket Examiners to be put on duty in Ladies compartments especially during night travel.

Railway pensioners should be given proportionate increase and when salary and pension payments based on Consumer price Index are enhanced to benefit other Government employees.

Freedom Fighters' families should be provided with permanent First Class Railway passes. Apart from that the wards and dependents of Freedom Fighters and their family members should be given almost 5% priority in employment opportunities available in Railways. At a time when we struggle hard to overcome the economic crisis and paucity of funds, our Railway Minister and prime Minister have come forward with a commendable Railway Budget. We need to congratulate them for their intensions and measures aimed at benefitting the public at large. But still I would like to add a word with caution. Tamil Nadu could not get a share it deserves. I fervently hope our Railway Minister Shri Jaffer Sharief will take enough care to render justice to Tamil Nadu. To put it precisely, a Rajdhani Express Train should be run between Delhi-Madras with increased frequency. With this I conclude my speech supporting the Railway Budget for the year 1993-94 and Mr. Deputy Speaker, Sir, I thank you for providing me an opportunity to speak on the Railway Budget.

887 *Rly Budget, 1993-94 Gen* MARCH 30, 1993 *and Suppl Dem for Grants* 888  
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{ Translation}

SHRI LALL BABU RAI (Chapra) Mr Deputy Speaker, Sir, I oppose the Railway Budget for 1993-94

The reason is that the Government is neglecting rural backward areas and the North-eastern region in the department of Railways. In the Railway Budget injustice has been done to Orissa, Uttar Pradesh, West Bengal along with Bihar. The Minister of Railways has listed his achievements while presenting the Railway Budget. These are not the achievements but the failures of the Minister of Railways. During this year there was a total of 338 million tonnes of freight movement in Railways. But the hon. Minister has forgotten that the target was fixed at 354 million tonnes. The revenue received from railway passengers has been reduced by Rs 352 crore as compared to the revenue received in last year. How the revenue can fall when there has been an increase of 5 per cent in the number of passengers. This Budget will cause 10 to 15 per cent inflation. It is the poor who will be in hardship. Now-a-days, railway fare is higher than bus fare. In the new budget, provision of new sleeper has been introduced. I request the hon. Minister of Railways to withdraw the sleeper class. There would be an increase of 25-30 per cent fare hike in sleeper class. Last year the loss due to theft was to the tune of Rs 7 crore but this year loss on this account was Rs 8 crore. The hon. Minister has deliberately not taken interest in covering non-profit making lines into profit making lines. There has been a loss of Rs 116 crore on 116 branch lines. The Railways has already invested an amount of Rs 76 crore on these branch lines. It means that amount of loss is far more than the amount of investment made

The Minister of Railways did not take

into account the nation's interest at the time of issuing free passes. He has considered the interest of a family. He paid more attention to Karnataka and Andhra Pradesh in the south. In Bihar no work on doubling, renovation and electrification of railway lines has been done. In this Budget, injustice has been done to farmers also. Withdrawal of concession from diesel, foodgrains, sugar, pulses and oil cake is anti-kisan. The Government took many pretexts to withhold development of Railways in North-eastern States. We have made several demands to the hon. Minister.

The Shram Shaakti Express which runs from Muzaffarpur to Bombay via Patna takes much time. It should be run daily and via Muzaffarpur, Chhapra and Varanasi. There has been a demand for doubling the railway line from Patna to Gayam since long. This demand has not been met till date. The freight surcharge on coal has been increased from five per cent to ten per cent. I request that it should be reduced. There is also a need to constitute a Railway Zone in Bihar. The construction work between Chhapra and Orihar is going on at a low pace. It should be completed at the earliest. The Gorkhpur-Chhapra line should be doubled and electrified. Though Hazar Bagh is a District Headquarters, no railway line has been provided there so far. There is also longstanding demand to construct a rail bridge at Digha-Panaleja on Ganga river. Its survey has already been done. I have also raised this demand in the Consultative Committee. But this rail bridge has not been constructed even today in North Bihar and South Bihar. I have received a letter from the hon. Minister in which he has mentioned that the cost of the bridge is estimated at Rs 468 crore. Again, on 4.3.92 I received a letter stating that survey had since been completed. But this work has not been done even now. I would like to request

the hon. Minister to complete the work at the earliest.

I would like to make one more submission. I have demanded several times for the beautification of Chhapra Junction but this has not been done so far. In Sonapur a fair of cattle and birds is organised. It is the biggest fair in Asia. The railway platform at Sonapur is the longest one in India. I demand that beautification of Sonapur platform should be done. apart from this the D.R.M. head office is also located there. There was some siding also. it was shifted to barauni. I demand that this should be again brought to Sonapur. All the tourism centres in Bihar should be linked with rail for the development of Bihar.

Sir, I would like to request the hon. Minister not to neglect Bihar. The shuttle train that ran from Chhapra to Bhatani should be restored. One train runs from Chhapra to Sonapura in the morning and another train comes back in the evening. I would like to request the hon. Minister to introduce one train for noon also on this route. An Express train from Patna to Puri to be called Puri Express via Gorakhpur, Chhapra should be introduced so that the people of the area could have a darshan of Lord Jagannath.

Sir, the Rajdhani Express should be run via Patna twice a week. The cost of platform ticket which has been increased from Rs. 1 1/2 to Rs. 2 should be reduced. The construction of broad-gauge line between Chhapra and Orihar which is going on at a low pace should be completed at the earliest. Doubling of Chhapra Gorakhpur line should be completed immediately. A train from Hazipur to Sujauli via should be introduced. Vaishali is a tourist spot. It was the capital of Lichhavis. the hon. Minister of Railways knows that railway funds were

deposited in Canfina bank where bungling took place. There is rampant corruption in the railways. it should be wiped out. If you can stop corruption, there will be no need to increase fare. The Railways increase fare in the budget every year whereas passenger amenities in the railways are decreasing. It is an exploitation. That is why I oppose this Budget.

SHRI RAMPAL SINGH (Domariaganj):  
Sir, I oppose the Railway Budget. it lacks direction. It has caused burden on the Poor. The hon. Minister Railways had said in his Budget speech fare wanted be increased after 100 kms. only. But it is not so. Even fare has been increased within a distance of 100 kms on the pretext of rounding. The freight charges include from other item also which is a burden on the poor.

Increase have been made in freight for the essential commodities which is not justified. Twenty years back most of the goods were transported through trains but due to pilferage and delay enroute, people now prefer trucks which enables their goods reach safely and timely. If pilferage is checked in railways and its efficiency is increased, the income of the Railways can also increase.

Mr. Deputy Speaker, Sir, when Rail Budget was presented last year, many non. Members had expressed their resentment for regional imbalance. The Rail Budget of this year also shows a sign of regional imbalance. Even in the Rail Budget of this year. no attention has been given to eastern Uttar Pradesh. This year nine new trains have been introduced but no new train has been introduced in Eastern Uttar Pradesh. This year nine new trains have been introduced but not new train has been introduced in Eastern Uttar Pradesh Gorakhpur is the headquarters of Northern

[Sh. Ram Pal Singh]

Railway. But no train starts for Delhi from Gorakhpur. All the trains come from Bihar etc. and they are already packed with passengers and people do not get any place even for sitting. Passengers travel on the roof of the trains which often causes casualties. I demand the hon. Minister to introduce a new train from Gorakhpur to New Delhi.

Similarly, earlier the Vaishali Express was a superfast train but it cases to be superfast since 1.1.93 and consequently it comes 3 or 4 hours late.

This train had come 3 or 4 hours late on the 29th also. In this connection many hon. Members of Parliament have written to the hon. Minister of Railways to continue it to be a super fast train. And in this case it will be under the control of the Railway Board and will run in time. In case it cases to be a superfast train, we have to face a lot of difficulties in reaching Delhi. I demand that the Vashali Express should maintain its position as a superfast train as it had in the past. So that people can reach Delhi from Lucknow in time.

Mr. Deputy Speaker, Sir, the hon. Minister has given much emphasis in this speech on facilities to be provided to the passengers. In my constituency there is Sidhar tangar on the Gonda. Gorakhpur loop line. The trains running on this loop line do not have light, fans, water and even doors of the lavatories. So miserable is the condition of these trains. I demand that the condition of these trains should be improved. Similarly, most of the railway stations do not have hand pumps and if there are any had pumps there, they are generally out of order. Thus, there is no provision for drinking water facility. Watermen are posted in the

summer season, but they disappear when the trains come there. Such is the state of affairs which needs to be improved.

In the trains coming from Goarkhpur A.C. sleeper coaches etc. in upper class have been borrowed from other divisions which are also not in a very good condition. These to require improvement. Just now while talking about the R.P.F. some hon. Members revealed that instead of protecting the passengers in the train, the R.P.F. personnel, exploit them. Even after possessing genuine tickets they extort money from passengers and harass them. Security arrangements in the upper class are also not adequate. One or two days back the hon. Members Shri Ram Vilas Paswan had told in the Lok Sabha that a person was murdered at Kanpur. Therefore, adequate security arrangements should be made in these trains. In the Railway Budget for the current year out of the total provision of Rs. 4500 crore, Rs. 900 crore are to be mobilised through loans. If the efficiency of the Railway is increased and pilferage checked, Railway will not required any loan.

**02.00 hrs.**

Our requirements will be automatically met. Last year it was proposed to lay 319 kilometers new rail line and this year the proposal is to lay 269 kilometers rail line. But out of these lines not a single line is going to be constructed in Eastern Uttar Pradesh. In Eastern Uttar Pradesh a survey was conducted in 1989 for Doharighat-Balrampur. via Sajanwa. rail line. But after the then hon. Minister of Railways quit his post, the work was stopped. Work on that line has been going on for the last 14 years. I raised this issue several times in the Consultative committee and wrote letters to the hon. Minister but no action has been taken so far in this regard. I demand that this task should be

accomplished at the earliest. Provision was made for the conversion of 1200 kilometers of rail line in 1992-93 and 1600 kilometers in 1993-94.. (Interruptions) But so far as this area is concerned not a single line has been included for conversions. I demand that the Gorakhpur Gonda loop line passing through Indo-Nepal border and the birth place of Lord Budha Lumbini line nearby, should be converted into broad-gauge. I had written to hon. Minister in this regard and he had assured that due to shortage of funds this year this matter will be looked into next year. The Manakpur-Katra line which is linked with Ayodhya, Faizabad and Allahabad from Katra has been converted into broad gauge line. If bridge is constructed over the Saryu river, this line will connect Ayodhya and Mankapur. Therefore, this bridge should be constructed immediately. At present the Kanpur Lucknow line is being doubled. This 150 kilometer railway route should be electrified so that the Shatabdi and Gomati express may run direct which will save 40 minutes being spent in changing train's engine at Kanpur at present. With these words I conclude.

**SHRI VAILASRAO NAGNATHRAO GANDEWAR (Hingoli):** Mr. Deputy Speaker, Sir, I rise to support the Rail Budget. First of all, I congratulate Shri Jaffer Shariet. He has almost fulfilled our long standing demand of Manmad-Nanded line. I demand to complete the conversion of Jalna-Nanded line in 1993-94. Similarly, the target of the gauge conversion was 1200 kilometres during last year and this target has been crossed and 1350 kilometre- line has been converted into broad gauge. I therefore congratulate the hon. Minister of Railways and I went to draw his attention to some of the flaws. Just now many hon. Colleagues have asked to check immediately the corruption rampant in the Department of Railways. We

also oppose inverse in the rate of fare. Similarly, The pilferage in Railways should also be stopped. No body gets any information as to who are given refreshment stalls and book stall.

All these things should be made know through daily newspapers. The gauge conversions are likely to bring about great difference in income of railways. I request to attach a first class coach and an A. C. sleeper coach to the Jalna-Bombay train. Similarly, a first class coach should be attached to Purna Khandwa passenger train. The hon. Minister of Railways has started in his budget that new train services are going to be introduced. I think this gauge conversion will be successful. Similarly, the Hyderabad-Jaipur Meenakshi Express should be extended upto Delhi which will cover Nanded also where the holly Gurudwara of Sikhas is located. It is a religious place and Sikhs from North India will be able to visit there and their long standing demand will be met. This Express train should be named as Sachkand. Similarly, a passenger train runs between Jalna and Purna. It should be declared as an express train. This are in the vicinity of Knwat in Andhra Pradesh where large number of nexalites are living. If an express train passes through this area, it will bring about great change in that area. Marathwada is a very backward area. If the hon. Minister of Railways accepts our demand, it will bring about great change there.

The 10 to 12 per cent increase in freight and fare rates should be reduced by 5 per cent and every body will think the Minister. The work of gauge conversion undertaken by the Government is going on very smoothly. I appreciate it and support this Rail Budget.



[English]

SHRI SUDHIR GIRI (Contai): Mr. Deputy-Speaker, Sir, at the outset I oppose the Demands for Grants of the Indian Railways. I oppose it on the ground that it is anti-people; anti-productive and it is at the cost of self-reliance of the Indian economy. It is anti-people because, increases have been made in freight and fare. This will create inflationary trend in the Indian economy as a whole. It will increase prices and essentially the price increase has its chain of reaction and those reactions will definitely affect the Indian economy adversely and it has begun to affect also.

Sir, as a result of this, people will face tremendous hardship and the common people who earn very little have to bear the increased fare. It is anti-productive because, the Budget has restored to regional imbalance. All the regions of the country have not been properly looked into and that is why it will be anti-productive and it is also anti-Government.

Sir, Such a Budget has definitely been prepared at the dictates of the International Monetary Fund and the World Bank. The IMF and the World Bank advised the third world countries' Governments to take measures which will create dependence of those developing economy on them they never create a situation which is conducive to the self-reliant economy. In other countries also such result have been found. Sir, I point out only one problem of my constituency and that is regarding railway line construction. Digha, in my constituency Comtal in the District of Midnapore, is a sea resort of West Bengal; it is bordering Orissa also. Digha is also a fine tourist spot. Thousands of people visit Digha every day; but there is no railway link. So, the construction of the Digha-Tumluk railway line in the District of Madnapore is

going on, but it is going on at a very low speed.

This year, only a sum of Rs. 1 crore has been provided for the construction work; but this is quite insufficient. How many years will be needed for the completion of the construction work at the present speed I do not know.

So, I urge upon the Government and make a fervent appeal to the hon. Minister to increase the fund quota for the construction of the Digha-Tumluk railway line so that the construction work can be completed within the shortest possible time in order to help the tourists as well as the Government of West Bengal.

[Translation]

SHRI KRISHAN DUTT SULTANPURI (Shimla): Mr. Deputy Speaker, Sir, it is very late now. So, I would like to make a few submissions in regard to my constituency.

In Himachal Pradesh no expansion of Railways has been done since 1947. There is no railway line beyond Shimla. I would like to point out that in 1982 the then Railway Minister Pt. Kamalapati Tripathi had conducted for Jagadhari-Paonta Sabib and Kalka-Parvanu lines, but neither the railway line has been laid till date nor any provision of funds has been made in the Budget for this. I would like to say that railway lines should be laid at both the places. The expansion of railway line is a must as hit cement factories and many other industries have been located in this region. The department spent enough money on the said survey but railway line has not been laid so far. This line is only five to six kilometre long and will prove beneficial for the people of Himachal Pradesh.

Mr. Deputy Speaker, Sir, the Kalka-Shimla rail route is not in good condition. So the speed of the train is quite low on this route. This railway line should be repaired to accelerate the speed of trains.

Mr. Deputy Speaker, Sir, there is a railway station called Dhanauli in Ropar district of Punjab. A very old railway line runs through this station since the British times. It has been dismantled. I would like to request you to reconstruct it so that it could be extended upto Nalagarh. Railway network has been expanded in Nangal and Una with a provision to extended upto Mukhera. But a very meagre amount has been provided for this work. I would request you to provide adequate funds for this work. Necessary steps should be taken to increase the speed of trains on these lines which run at a very low speed. This will help people avail the benefits of railway service. The railway line from Jogindernder nagar to Pathankot should be extended upto Mandi for the benefit of tourists coming to Kullu and Manali. There are major power projects along the route from Nagai to Bilaspur via Nathappa-Jhakari. Crores of rupees will be spent on transportation of their machinery. It has been surveyed. The Government of Himachal Pradesh has deposit money for the project. So this railway line should be laid.

I would like to point out one more thing that railway land has been encroached. I had said earlier also that the railway surplus land should be distributed among poor and needy people. It should not happen that powerful people will encroach railway land. I have seen encroachment everywhere on Kalka-Shimla railway line at Dharmpur, Parmanu, Kumarhatti, Salan and Shimla. I would request the hon. Minister of Railway to take action in this regard as employees of railway department are running a racket on

this land allotment. They allot land to their favorite people. No one thinks of the poor people. I would like to request that the Kalka-Amritsar railway line should be restored as the Punjab situation has improved. You had ordered earlier also but that has not been implemented. I will request you to start it at the earliest for the benefit of the people. I would congratulate you for presenting a good railway budget. Many people have opposed this budget. I oppose the people who are against this Budget and support the budget. I again congratulate you for presenting a good rail budget.

SHRI VIRENDRA SINGH (Mirzapur).  
Mr. Deputy Speaker, Sir, I would not say anything about the demands that have already been made by my previous speakers and hon friends. I will conclude in two minutes. This budget has not given any thrust to 'swadeshi' and self reliance. Tea cups supplied in railway stations are made of plastic. When Mr. George was the Minister of Railways, he made a scheme for the supply of earthen cups at all railway stations. I would request you to take steps for implementation of this scheme for the development of village industries and village entrepreneurs. If earthen cups will be in use at every railway stations, potters will get employment and profit. I am sure that you will encourage this practice.

I would like to say one thing that the vacant railway land should be utilised for growing fruit trees. I would request you to arrange for implementation of the scheme of growing fruit tree under your Ministry. In your budget speech, you have also made a reference to sportsmen. It is my main subject. I appreciate the facilities provided by you for sportsmen. I would like to submit that rural sportsmen come from poor families. but they have full acquaintance with rural sports. You should provide them ser-

[Sh Virendra Singh]

vice in railway department for their encouragement good instructors should also be arranged for them The railway department will give a boost to the deteriorating standard of rural sports

After this I would like to make a submission about my constituency My constituency is Bhadohi Mirzapur and Bhadohi is biggest centre of carpet industry Government earns foreign currency to the tune of Rs 1000 crore to Rs 1500 crore from this industry Trains bound for Bombay, Delhi and Calcutta etc do not stop at Bhadohi railway station I would like to request you to make arrangement for the stoppage of all the trains at this major carpet industry centre

In short while concluding I would request that it is necessary to start providing tea in earthen cups in every railway station for the development of rural industries You should immediately stop supplying tea in plastic cups for the development of rural industries rural entrepreneurs and their standard of living I demand for re-starting the supply of the tea in earthen cups This will be an important step to boost rural industries With these words I conclude

[English]

DR VISWANATHAM KANITHI (Srikakulam) Mr Deputy-Speaker, thank you very much for giving me this opportunity to speak at this early hours of the day I think this is the first time that the Railway Budget is completed in a single sitting I think our Railway Minister had presented a novel Budget which has taken up all the issues especially for the development with a foresight It envisages the needs of the people and is an attempt to meet them But there are some commission and omissions

If we look at the Railway map, there are wide gaps in some areas One such is in the north coastal Andhra, South-west Orissa and south Madhya Pradesh I anybody says that those areas are not remunerative, that the Railways are not merely a commercial undertaking it is not correct If it is a commercial one and if anybody presents himself then let the Railway be handed over to those who deal with it only commercially The backward areas must be developed and those areas which need to be taken care of should be suitably taken care of

There is another welfare aspect We find that the class II, Class III and Class IV employees are subjected to the present system of payment, disbursement of money at the Railway Stations Large number of money-lenders carrying bags of money are seen I do not think that the Railway can think of any alternative way so that these employees who are in need of money they can get the advances rather quickly and at a time whenever they need it It is time that one looks into it

There is another aspect If a train gets stuck up midway there is no body to take care of it In the recent past, I was held up for more than five hours simply because of hot axle An express train had just passed and our train was held up because of the hot axle It took me another four hours to come out If electronic check-light communication system is introduced in the Railways such a lapse would not have taken place

Regarding my north coastal Andhra region RRB should be accorded permission and located at Visakhapatnam such that more number of people can utilize the RRB

The long distance express trains viz Visakhapatnam to Delhi have no catering services The people are hard pressed We

have been requesting the Department for the last three years but there is no sign of relief. I request the railway authorities to see that not only these express trains but also all other long distance trains are being attached with catering services.

Even through there are many new express trains and extension of trains are provided in the Budget but there is no such facility created between Visakhapatnam and Kharagpur except a bi-weekly Delhi-Bhubaneswar Rajdhani. So, I request recently introduced Visakhapatnam-Secunderabad express train may be extended to Palasa where there are all the facilities.

If the three express train from Orissa to Delhi are made a daily feature, one of them can be diverted to Delhi via Vijayanagaram-Raipur-Nagpur, so that the people in this part of Andhra Pradesh, Orissa and Madhya Pradesh can avail this facility.

There is a narrow-gauge line between Naupada and Gunpur. It is about 90 kms. It must be upgraded and converted into a broad gauge and must be extended upto Bisam Cuttack. It is about 50 kms only. By doing so the distance between Koraput and Bhubaneswar can be reduced by 150 kms. It will reduce the expenditure for the common people. Moreover, the cost of the goods will be less.

I request the hon. Railway Minister to see that the ill-developed areas are given more importance than the developed areas, so that they are brought to the level of the developed areas.

The hon. Members from the other side are criticising about the fare hike and freight hike. While opposing the Bill, they are putting forward many demands and those

demands cannot be fulfilled even in one plan period. I do not know how they are doing it. But, still a passenger of 100 kms is spared whereas a passenger of short distance, less than 15 kms, is axed. This must be examined and annulled.

Lastly, I request the hon. Railway Minister to see that discrimination is removed. With these words, I thank you for giving me an opportunity to speak.

[*Translation*]

SHRI SUKDEO PAŚWAN (Arana) : Mr. Deputy Speaker, Sir, I rise to oppose the rail budget of 1993-94. Bihar has been totally neglected in the matter of development of rail facilities there. I have been continuously raising the issue of conversion of Katihar-Jogbani meter-gauge line into broad gauge line since my joining ninth Lok Sabha. I had also staged a dharna and was no an indefinite hunger strike at the residence of hon. Shri Zafar Shahib but after 4-5 hours I was arrested and was taken to the Mandir Marg Police Station. In this regard a mass movement was also started along with my colleagues at Arana, Forbisganj and Jogbani. A great discontentment is prevailing among the people of that areas but no action has been taken in this regard.

When I was on indefinite hunger strike at the residence of Minister of Railways, I had a ten minute talk with the Minister. Then he invited me for a cup of tea. But I submitted that until my demands are not acceded to, I would not take tea as I was on an indefinite hunger strike. He said he would do his best.

The distance between the Katihar and Jogbani is almost hundred kilometres. The matter had been taken up when the Prime Minister of Nepal was on a visit to this country. Recently this matter was also taken

[Sh Sukhdeo Paswan]

up with the High-Commissioner of Nepal Shnbastola He also expressed his country's Willingness in case India is also willing to discuss the matter If this Nepas line is converted into broad gauge many people coming from Nepal to Bombay Calcutta and Madras would be benefited I would like to submit through you that this plan should be included in this rail budget itself if possible Jogbani is at the Indo Nepal border and thousands of loaded trucks from Delhi Bombay Calcutta and Madras enter Nepal through this point

Our submission is that if this work is completed the railways will earn crores of rupees as revenue in the coming years The former Railway Minister late Shri Lalit Narayan Mishra who was from Balwa Bazar under Arari parliamentary constituency got a survey done in this regard It is an important rail route and if this route is linked it will prove to be very beneficial It takes six hours to reach Kathar at present but after the conversion of that line into broad gauge that distance would hardly take one and a half hour

Lalitgram which is in the name of Late Shri Lalit Narayan Misra has its own importance This route is through that place viz Balwa to Bheem Nagar where Nehruji got a Barrage constructed through the co operation of Nepal It was the wish of Lalit Babu that this line should be extended into that place

The second line should be connected to supeel railway line starting from Arana via Ramganj Bhargama Tnveniganj Pipra The distance between them is only one hundred and twenty five kms If a railway line is constructed there also then the rural

people of that area will also be benefited to a great extent

Thirdly a rail reroute should be constructed between Forbisganj and Silgun via Kurshakata Thakuraganj It would save our seven to eight hours journey and it would then only one and half hour to reach our destination The distance between saraigarh to Nirmaili is hardly twenty kilometer but it takes nearly 4 5 hours to reach there in the absence of this rail route

The labourers working in railway department for the last fifteen months to twenty five months have not been confirmed They are rendered jobless After sometimes they are again called on daily wages We would like to urge the Government that our this demand should be fulfilled

The train 343 UP between Darbhanga and Lokha via Jhanjharpur 344 Down has been cancelled temporarily after the Ayodhya incident I would like to urge the Minister for Railways to restart it immediately

Mr Deputy Speaker Sir our demands are justified So we would like to emphasise on these for their early fulfilment and before concluding my speech I thank you for giving me an opportunity to speak

SHRI SANTOSH KUMAR GANGWAR (Bareilly) Mr Speaker Sir I would like to thank the hon Members sitting here for their patience

MR DEPUTY SPEAKER You have to stay till the end of us express our thanks to you

SHRI SANTOSH KUMAR GANGWAR Much has been said regarding this budget I would not like to repeat the same Our esteemed colleagues would enlighten us I

would only like to raise a few points. Government wants to maintain the irrelevancies in the fare structure. The fares for a distance of fifty kilometers in an express train is fixed at Rs. 13 which would be increased to Rs. 10 when the distance exceeds fifty kilometers. It means the railway department has increase the fare by Rs. 6 per kilometre whereas that of sixty kilometres by Rs. 19 and 61 kilometre by Rs. 20 thus making a difference of Rs. 4 in this respect and a difference of Rs. 6 when the distance exceeds from 50 to 51. As I have already requested the hon. Minister may please evaluate this difference more deeply. The total fare for a distance of twenty five kilometres would come to about Rs. 8 and it will be Rs. 12 for the distance of twenty six kilometres. Similarly the fare for a distance of 100 kilometres would be Rs. 22 and that of 101 kms it would be Rs. 27 While fixing the fare structure the railway department has not given any consideration to it and the slabs are totally irrational. Many hon. Members have pointed out various irrelevancies. I would like to say that you should pay attention towards this.

Not going into details, I would like to submit that the number of officers in department of railways is constantly on the increase and that of workers is going down. The process of Recruitment takes a minimum of two to three years. I represent Bareilly constituency. An important project of North Eastern Railways has been taken up. The number of employees is constantly going down every year. I have raised this issue many times. The work is in progress for many years. A sleeper plant had been working there but now it has closed down. Now that space is lying totally unutilised. Therefore the Government should review the recruitment procedure in Railways whenever I go to Bareilly junction, I find that the railway staff is so inadequate that they are

unable to do the work efficiently. Indian Railways is the largest railway system in the world carrying largest number of passengers and maximum number of good. Even then without imposing taxes the system does not work. it means something is wrong basically with the system.

I find that people travel on the roofs of the trains when the trains pass from Uttar Pradesh and Bihar I feel that they certainly put their life in danger I do realise that all of them buy tickets. But no one is here to care as not its. The Government only increases the fares and no attention is being paid to provide the facilities. At the moment Minister of Railways is not present. However they must have at least a single experience of traveling in a second class coach. I love in Bareilly. There is a train from Aligarh to Bareilly in the night but nobody prefers to travel by that train. Because there is no safety of luggage in that trains. Also there is another train called Kumaon Express of North Eastern Railways. The distance between Kathgodam and Bareilly is of hundred kilometres and you would be surprised to know that such an important express train covers a distance of 100 kms in about three and a half hours. I do not find it justified to charge the fare of an express train when the same covers a distance of 30-35 kms in about an hour.

Dispite these drawback country feels proud of railway in which crore of passengers travel everyday and we have an respectable place in the world. One crore pasengers travel in these daily but even they we are not paying attention as to what measures we should take to give it a proper shape.

To conclude, I would like to draw the attention of the hon. Minister towards some problems of Bareilly and I would like the hon. Minister to think in this respect.

[Sh. Santosh Kumar Gangwar]

These measures will be beneficial for the Department as well as for the passengers. Bareilly is an important city of Uttar Pradesh. There has been a long standing demand of this areas for the expansion of Railway junction and a computerised Reservation Office. Reservation quota has not been increased for Bareilly during last 10-15 years whereas it has been increased for the adjacent cities, due to the political pressure. From Bareilly passengers for Punjab and Calcutta are available in large number. Passengers of Kumaun region board train from Bareilly but no attention has been paid to this problem for last several years. This factor should be considered.

Further, the last halt of Sharmajivi Express, is Bareilly and distance between Delhi and Bareilly is 250 kms. the passengers feel inconvenience due to bunding of this distance of 300 kms. I would like that instead of 300 kms, concession of 250 kms. should be given from Bareilly to Delhi in Shramajivi Express. Besides this, there is Shyamganj Railway Station in Bareilly and it has got a vast area. There has been continuous encroachment at this station. Time and again I brought this point to the notice of the Department of Railways that this Railway Station is not being utilised properly. Hence it should be utilised properly to construct there railway colony or a commercial complex or to undertake such a work in this direction so as to utilise the land properly otherwise that land would be encroached upon in next ten years and the Railway would have nothing there. In this regard the Railway should formulate a policy as to how the railway can be saved from encroachment all over the country. One of my colleagues also suggested that either affore station should be done or some other work should be undertaken. This should

also be considered. As I have said that there is Railway Workshop and Sleeper Plant in Bareilly. Long ago it has been contemplated that a Rail Coach Factory would be set up there. This is the best location for this purpose. The Government will not have to spend any amount there. A good project can be set up there by merging these two plants.

As per a scheme of the Government railway line from Kathgodam to Agra should be converted in broad gauge line as early as possible. It will be very beneficial because there are a number of tourist centres in Kumaun and it will also have a directail link with agra

Besides this there is a demand for constructing two-three over bridges in Bareilly. We are asking for it time and again. There is a crossing of North eastern Railway and North Railway named Chaugala. It is located on the main road. No decision has so far been taken in this regard. I would like that the Government should consider about. Through you I would like to say that the Railway Department should review its working and should develop an ideal system in the organisation lest the railway journey should not become beyond the reach of general public and people abandon the idea of undertaking journey by train. Today people are interested more to travel by bus than by train. The Government should also consider about it.

At last, I would like to say that in spite of important city bareilly is neither linked with South India nor with Bombay. This demand has also been made for the past several years. The Government should also consider to link Bareilly with these places. Even Bareilly is not so far linked with Kanpur. A link Express runs between chandausi Muradabad. Time and again we have requested to run this train via Bareilly. It will

take only one hour move and it will be very beneficial for the Government. The Government should consider my above suggestion and take suitable decision. I would like to thank you for giving me time to speak.

[English]

SHRI RAMA KRISHNA KONATHALA (Anakapalli): First of all, I would like to appreciate the steps being taken to improve the Railways. Particularly during last year, Railway Budget was one of the best Budgets we had after independence, particularly the conversion, electrification, doubling of tracks, replacing metre gauge by broad gauge and all these things.

In the Eighth Five Year Plan, they have taken up 6,000 KM and that is one of the exemplary aspects and that proved the railway department and railway ministers mettle.

Compared to the last year Budget, this year Budget is something not that commendable even though all efforts are being made to present a Budget with a given parameters and given economic considerations. The railway line we have laid is not sufficient if we take population into consideration. It is unwieldy.

I do not want to go into the details of the Budget. Let me present a few points. Our railway has introduced "Own your Wagon" Scheme. That indicates liberalisation and, to some extent, privatisation also. Our Indian Airlines already liberalised and they have given some routes to the private people. Right now we have many lines which are not covered by the Indian Railways. That can be offered to the private operators and it may attract criticism. Even then, it has to be done to cope up with the needs of the people to enable private entrepreneurs to go into op-

erational lines also. For example, just now a few friends mentioned that North-Eastern part is not covered sufficiently by the Indian Railway. They can lay the tracks and, at the same time, they can operate some trains there shortly.

Coming to other aspects, our Indian culture can be seen by any foreign visitor or ourselves when we visit our railway stations. Sanitation particularly, as you all know, is in a very bad shape.

That has to be looked into seriously. One will have a very bad impression of the Indian conditions when one enters the railway platform. Right now, we are having the place on wheels in the Northern parts. That can be extended to the Southern parts of the country also which can attract the foreign tourists and can earn foreign exchange also. Last year also, we have made it a point to have a public announcement system in every compartment. We have got the sophisticated electronic systems available in India. I do not think this is a difficult task. (Interruptions)

Coming to Vishakhapatnam which I represent our district is not linked up with New Delhi directly. Right now, we have one link express whose running time is 43 hours. It is not having either pantry-car or any other catering facilities. Many of my people coming from my constituency to Delhi in this train complain that they are not getting drinking water. This is their first complaint. Through not they are provided good hygienic with conditions in the train, at least they must be provided with drinking water.

Sir, Vishakhapatnam is one of the fastest developing industrial cities having Eastern Naval Command. Headquarter: largest Steel Plant in Asia, a Port Trust and many other industries. That has to be linked



[Sh. Rama Krishna Konathala]

up with New Delhi with a superfast train If direct train is not viable, something should be provided. Of course, I do not think it is not possible. Right now, we are having the New Delhi Bhubaneshwar Express. That can be extended to Vishakhapatnam also. Right now, there is one direct link

Secondly, as my friend has already mentioned, there has to be one recruitment board at Vishakhapatnam. There is a longstanding demand that Vishakhapatnam has to be merged in the South Central Railway instead of having it in the South Eastern Railway. Right now, renovation of Vishakhapatnam railway station is on. You know, Sir, Vishakhapatnam is getting high-est revenues by ore transportation and other things. There is a plan right now before the Railway Board for renovation of it costing Rs. 5 crores. I request the hon. Minister to see that this renovation plan is cleared. Anakapalli in Vishakhapatnam, in South Central Railway Zone, is the second biggest jaggery market in India which is earning a lot of revenues to the Railways I request the Minister to allot piecemeal wag- ons, uninterrupted wagon service so that the perishable commodities can be transported at the earliest possible time

Finally, we have a long pending demand to have a shuttle train from Tuni to Vishakhapatnam to cope up with the demand of the commuters and employees coming from long distances to Vishakhapatnam. Electrification of Vishakhapatnam-Vijayawada line has to be speeded up. Electrification of Vishakhapatnam-Kharagpur line has to be taken up at the earliest. I request the Minister to extended the Madras-Kakinada Circar Express to Vishakhapatnam to meet the heavy passenger traffic. There is no direct

train to Varansi from Vishakhapatnam. I would like to suggest that two bogies can be attached to Govdavari Express leaving for Hyderabad from Vishakhshapatnam and can be shunted to Ganga-Cauvery Express at Vijayawada to reach Varanasi. The other alternative is to attach two bogies to the Konarak Express leaving for Bhubaneshwar. From Bhubaneshwar, it can be submitted to Nilanchal express to reach Varansi so that we can have direct link with Varanasi. The other point is about the inter-city express from Vishakhapatnam to Vijayawade. Right now, in the last year's budget, Tirupati-Katpadi doubling of the line has been sanctioned. But that has to be speeded up. What I heard was in 1995-96 annual plan it would be completed. That has to be advanced a little further. There is a long pending demand to have a railway line between Kakinada and Kotipalli. It has been surveyed already and it has to be taken up. The second railway line is between Kovvur and Kothagudam Bhadrachalam. It is the shortest route covering the tribal agency area of Andhra Pradesh. It is a very backward area. As you know, next movement is very well there. To curtail the naxal movement, communication system has to be developed in this area. And Kakinada to kotipalli railway line is under active consideration. It is covering approximately distance of 35 kilometers. It has to be taken up. Now the Puri-Tirupati train is running once a week. It may be continued to undelay to Tirupati.

[*Translation*]

SHRI RAJENDRA AGNIHOTRI (Jhansi) : Mr. Deputy Speaker, Sir, I rise to oppose the Railway Budget. My conscious is allowing me to oppose this budget because this budget will increase burden on the poor particularly weaker section living in villages. The hon. Minister said that there is only 10 per cent increase in fare and freight.

913 Rly. Budget, 1993-94 CHAITRA 9, 1915 (SAKA) (Rlys.), 1993-94, and Suppl 914  
Gen Diss, Res re approval of 3rd Dem for Grants (Rlys), 1992-93  
Report of R C C, Dem for Grants

I don't know what sort of Arithmetics he applied here But in accordance with the pnciples of Mathematics this increase is about 25 per cent I don't know what sort of proficiency he possesses in Mathematics but I think that he has made arrangement to compel the general public to face pnce hike by making this increase of 25 per cent

Mr Deputy Speaker, Sir, through you I would like to thank the hon Minister because is present in the House I would like to give some important suggestions to the Hon Minister I am sure that if the hon Minister is interested in removing corruption from the Railways and increasing the income of Railways then he will certainly pay attention to my suggestions (Interruptions)

Mr Deputy Speaker, Sir, if the Government wants to increase income of the Railway many fold and give consideration to the Public services and wants to remove corruption from the Railways, he should certainly accept my suggestion that the administration should be geared up so as to ensure that the latters received from the Members of Parliament to the Ministry of Railways should be replied to timely and suitably These latters of the Members of the Parliament will be very useful for you in streamlining the functioning of the Railways Excuse me, if you allow I can provide record in this regard Improvement had been made during four year of the Ninth Lok Sabha Hon Minister, Sir, I am sorry to say that at present the information of receiving of the latters of the Members is given by you but the information regarding as to what action has been taken on these latters and the contents of the letters of the members of Parliament is not given (Interruptions)

The Minister of Railway ( SHRI C K JAFFER SHARIEF) We reply that too

SHRI RAJENDRA AGNIHOTRI Certainly there are some Members which are influential in your opinion but from my experience I can say that if this system is strengthened in the Ministry of Railway and its records are kept it would be helpful in strengthening the Railways I would like to give some suggestions Decisions have already been taken in the House but it is not clear why leniency is being shown to implement those decisions Jhansi is an important station of the Central Railway and there is a big coach factory in this area When Shri George Fernandes was the Minister of Railways, he had made some provisions in the budget to modernise the factory but till now no funds have been received to modernise that factory and houldles have been created to release the funds as a result of which efficiency of the factory declied Railway is suffering a heavy loss The second thing is that the workers should have participation in the management of the Railways This demand is being made for several years It will strength the railway and the workers would work honestly For this it is essential to constitute unions on the basis of election There are important Railway Stations and the passengers have to wait for hours to take another train The Government should provide a small chemist shop at those railway stations so that passengres may buy medicines and there should also be dispensary on such railway stations I have read such news in the newspapers that due to lack of such facilities the passengers are unable to save his life

SHRI C K JAFFER SHARIEF For your information I would like to say that you can ask for a doctor on any stations, and doctor would be made available

**SHRI RAJENDRA AGNIHOTRI:** This system of the Railways is not effective, Jhansi is an important station. I know well about the arrangements made on that station. Sometimes I have to take the patient to the district hospital. So I am seriously raising this demand. District hospital of Jhansi should be modernised and more funds should be allocated for it.

The Judgement pronounced by court in the case of labours should be accepted so that justice may be honored in the Railways and the labourers may also get justice.

I would like to raise some issues related to my constituency. Railway tickets for state capitals and for Delhi should be issued at the station where the superfast trains halt. Jhansi is a very important railway stations where superfast trains halt but tickets for state capitals are not available at Jhansi Railway Stations. Lalitpur station, which falls under central Railway, connects many districts of Madhya Pradesh. A retiring room should be constructed here with the facility of at least five berths because this is the district that connects many districts of Uttar Pradesh and Madhy Pradesh.

Talabhat is an important place for both Uttar Pradesh and Madhya Pradesh. It is the demand of the general public of that area that a stopage of Bombay G.T. and Punjab Mail should be provided there. The bi-weekly train between Gwalior and Hawrah should be made to run daily in public interest. 25 kilometer railway track has been constructed between Kanpur and Jhansi. The Government should initiate to link this line with Etawah. It is very essential in the interest of both the Railways and the people. Jhansi-Kanpur railway line is very important from the point of view of trade. This line is also important because it connects South India with Eastern state. This line should be

doubled and electrified. Similarly rail line, passing through, Manikpur station of Jhansi should also be doubled. Passengers from South India and Eastern state will benefit from it. Daily commuters travel on Jansi, Salitpur and Gwalior section. They face a lot of problems. I would like to submit that a fast passenger train should be run between Bina and Gwalior Keeping in view the office time so that inconvenience being faced by the daily commuters in traveling in main train may be over.

**SHRI V. KRISHNA RAO** (Chikkaballapura) : Mr. Deputy Speaker, Sir, I whole-heartedly welcome the Railway Budget for the year 1993-94. This is an epoch making budget. I congratulate the Hon'ble Prime Minister Shri P.V. Narasimha Rao and the Railway Minister Shri Jaffer Sharief. The people of India have expressed their satisfaction over the Budget.

Conversion of Narrow-gauge and Meter-gauge into broad-gauge is the major achievement of Shir Jaffer Sharief. In fact I am proud to call him as the "MAIN OF THE CENTURY". In fact Mr. Jaffer Sharief had proved his worth as a Railway Minister when he was the Minister of State. It is he who set by an Axel Plant in Yelahanka (Banglore). He has completed many other important railway projects. I, therefore, prefer to call him as Ghotokacha of Maya Bazar. Mr. Sharief is a revolutionary Minister.

I shall confine myself to some of the problems of Kamataka due to paucity of time.

The construction of new railway line between Manglore and Udapi has already been completed. In fact, the entier Konkan Railway project would be completed within the Scheduled time.

917 *Rly. Budget, 1993-94* CHAITRA 9, 1915 (SAKA) (Rlys.), 1993-94; and *Suppl. 918 Gen. Diss.; Res. re. approval of 3rd Report of R.C.C.; Dem. for Grants* Dem. for Grants (Rlys.), 1992-93

The railway line between Chitradurga and Royadurga has to be completed as this is a very important line in Karnataka. Hubli and integral part of Karnataka. Strangely, this has been included in the Central Zone of the Railways. Some parts of Karnataka are included in South Central Zone. Therefore, it is very essential to set up South-Western Zone in Bangalore. In fact we are demanding for this Zone for the last one decade.

Mr. K.H. Maniyapa has already mentioned about the narrow gauge line between Yalahanka and Bangarpet. This has to be converted into Broad gauge immediately. This is very essential for transporting potato, Fruits and vegetables are grown Translation of the speech originally delivered in Kannada. abundantly in my area. There agricultural procedure have to be transported to Shimila, Rangoon and many other places. The Ministry has already ordered to conduct survey. I wish that the survey would be completed early and the actual conversion work may be taken up at the earliest.

Meeraj-Bangalore gauge conversion work is also pending for the last several years. We have raised this matter in the Parliament several times. Several representations have been sent to the Hon'ble Minister. I hope that this would be completed within a period of two years.

Bangalore city is one of the fast developing cities in Asia. Metro Railway is very essential to Bangalore to avoid vertical growth and pollution.

I congratulate the Hon'ble railway Minister for introducing Rajdhani express between Bangalore and New Delhi. It is too costly to travel by this train. Hence I request the Hon'ble Minister to importance some ordinary berths also such that common people can avail the benefit of Rajdhani

express. This express train should be made a daily train.\*

I urge upon the Hon'ble Minister to set up an Axle Plant and a Coach Factory in Kolar Gold Fields. In KGF many people have lost their jobs and industrial centres are diminishing. Hence it is high time to set up an Axle Plant and a Coach Factory. I also request the Minister not to increase the rates of season tickets.

Catering Service is not at all satisfactory in the train. Here in our Parliament House we get good food at subsidised rates. Shri Jaffer Sharief is a very liberal and hospitable person. My request to him is that his hospitality should be reflected in the Catering Services in

PROF. RASA SINGH RAWAT (Ajmer):  
Mr. Deputy Speaker Sir, I raise to oppose the Railway Budget presented by the Minister of railways. In fact, Railways are life-line of the country. On this occasions, I am reminded of a couplet which I would like recite while saluting hon. Jaffer Sharief.

'Bulbal ki jindgi Hai, Chaman ki Bahar Par.

Hindustan ki jindgi hai, Railway ki Raftar Par.'

In fact, railways are very important for the nation. They also fact hafts revenue. There is no doubt about it. But the hon. Minister has put additional burden on the travellers by raising the price of platform ticket and by raising the passenger fare - 10 per cent on the journey beyond 100 kilometers and 25 per cent for travelling in sleeper class which is indeed agonising and painful. I think the hon. Minister of Railways is a very sensitive person, so he will be able to understand the agony of the people. There

is already an increase in cost of wheat, cooking gas, kerosene oil, sugar etc. for general public and with an increase in passenger fare how will they be able to support their lives properly.

Railway are cheap mode of transport for the poor because bus fare is already to much due to hike in price of petrol. That is why the poor prefer railway journey to bus-journey. I would, therefore, like to submit to you that you should take the pain of reconsidering it.

The rise in the fare of monthly season tickets is also pinching. Another pinching thing is the raise in charges of reservation done through computers. The most troubling thing is, however, the fact that the concession in freight on items like food-grains pulses, sugar, diesel, palm-oil etc. granted earlier has been withdrawn. It appears that there is some pressure some where from the International Monetary Fund or the World Bank. Nevertheless, the hon. Minister of Railways has been sympathetic towards Rajasthan. Some of our colleagues were just saying that attention has not been paid to Rajasthan. Rajasthan has been let down by neglected for the past 40 years, but ever since the hon. Jaffer Sharief Sahab has assumed office in the Ministry of Railway he has paid attention to the backward state like Rajasthan. As such through you, I would like to extend special thanks to the hon. Minister on my behalf and on behalf of the people of Rajasthan for paying attention to the conversion of metre gauge line into broad gauge which he might have done from strategic angle or with a view to removing backwardness of the state or for the sake of connecting the capital.

Sir, under the provision of new Budget

he has started a new superfast train between Agra and Jaipur. I would like to request that this train service should be extended up to Ajmer because lakhs of travellers come to Ajmer from Uttar Pradesh. There is only one train on that line for the past 40 years. Dargah Sharif is also there in Ajmer and Pushkar raj is also situated nearby. There is only one train. Ahmedabad Agra Fort. There is so much rush in that train that the passengers have to face lot of trouble. So, it would be better if the running of that train is extended up to Ajmer. There is, however, one more superfast train. If this train is extended to Ajmer then expenses on running that train will come down and earning will go up and moreover, travellers going from Ajmer to Uttar Pradesh will get a great comfort.

Sir, in this context, I would like to add few more points. This Congress Government claims to have brought down the rate of inflation by 7 per cent but it has raised both the fare and freight. It appears to be contradictory. If the rate of inflation has come down by 7 per cent, then Railways should have adequate resources of money on its own. Nevertheless, through you I would like to suggest that efforts should be made to strengthen the capacity of internal resources and the problem of pilferage wastage, and wide-spread corruption at every level should be tackled strictly.

Sir, three slogans are written on railway-stations-safety, security and punctuality. If the hon. Minister evinces personal interest in all the three and if the authorities of the Railway Board also evince personal interest in all the three slogans and if the hon. Minister issues directives to the Railway Administration to work honestly for these three things, then I think there will be no scope for petty complaints against Railways and they can be re dressed properly.

921 *Rly. Budget, 1993-94* CHAITRA 9, 1915 (SAKA) (Rlys ), 1993-94, and Suppl 922  
*Gen Diss., Res re approval of 3rd Report of R C C., Dem for Grants*  
Sir, a poet once said-

Bhartiya Rail yeh Karati hai sab se mel,

Aur Janata karti hai is mein Dhakham  
pel, Ajeeb!

Isaiye Mantri ji mat Karen isase khel

I would, therefore, like to submit that these points should be considered seriously because the railways are the greatest means for the unity of the country. I would further like to draw the attention of the hon. Minister to various examinations conducted by the Railway Service Commission. Question papers generally leak out before the commencement of the examination. Moreover, the invigilators are themselves engaged in unfair means. Candidates are themselves engaged in unfair means. Candidates from many states come to Ajmer, Ratlam and Bombay to take examination. The Railway should try to improve its administrative system. There is generally no facilities for the candidates at the places where examination are held. So they have to face a lot of problems.

Sir, the Speed of 'Chetak' Train that runs between Delhi and Udaipur is quite slow. The Chetak horse of maharana Pratap used to run so fast that its name is immortal in history. But this Chetak Express, train takes full 24 hours in reaching Udaipur from Delhi. Sir, the name of this train should justify itself. I would, therefore, like to say that efforts should be made to accelerate the speed of this train. This train runs at snail's pace which is not worth its name.

Sir, through you, I want to attract the attention of the hon. Minister towards some problems of Ajmer. There is an apprehension that the Loco and Gannison factory which is situated there, where engines are

repaired and bogies are manufactured and repaired, may be shifted. The work of gauge conversion from metre gauge into broad gauge, I feel would be taken elsewhere also on a war footing and it will also be taken up from rawan onwards and this work will be completed within two-three year's scheduled time. But you will have to modernize the factories there. You should not shift these factories to Jadhpur or elsewhere under political pressure. You know, Ajmer is a railway city, where Khwaja Saheb's Dargah and Tirthraj Puskar are located.

The moghul kings also made it a point to visit Ajmer, the historic city. The infrastructure required for broad gauge should be provided there and the bogies and the engines should be manufactured there and work relating to their repairs should also be undertaken by these factories. Besides the work regarding metre gauge line should also be undertaken from Ajmer to Chittor (Interruptions). Sir, my colleagues are asking me to recite a couplet.

Sitaron Se Aage Jhan Aur Bhi Hein  
Abhi Jaffer Saheb Ke Imtahan Aur Bhi  
Hein

Talash-e-Yaar main Jo Thokare Khaya  
Nahin Karte  
Manjile Maksud Ko Woh Pahuncha  
Nahin Karte

I specially want to thank him for taking the revolutionary steps of gauge conversion on a large scale throughout the country against heavy odds and all sorts of problems. I would say

\*\*Khudi Ko Kar Buland Itna Ki Har  
Tagdeer Se pehle,  
Khuda Bande Se Ya Puchha Bata Ten  
Razar Kya Hai

Good help those how help themselves  
God help those who believe in these

923 *Rly. Budget, 1993-94 Gen. MARCH 30, 1993 and Suppl. Dem. for Grants 924*  
*Diss.; Res. re. approval of 3rd Report*  
*of R.C.C.; Dem. for Grants (Rlys.), 1993-94;*  
*(Rlys.) 1992-93*

(Sh. V. Krishna Rao)

lines:

"Hariya Na Himmat Bisariye Na Ram  
Age age Barthe Jaiye Sidh Hoga Kam".  
"Himmat Marda Madade Khuda"

The conversion of Chittor-Ajmer Railway line should also be done in near future. Kota has been linked to Chittor but it will be more useful if historical place like chittor is linked to Ajmer.

I have already attracted your attention towards loco and Garrison. There is a dispute among Railway Unions. If you carry an objective survey you will come to know that Railway employees Association, affiliated to B.M.S. is the most powerful and largest union. But so far you have been avoiding this fact. High officials often invite the office bearers of a recognised union for discussion but the office bearers of the union related to Western Railway employees Association are never invited and they are ignored.

I would request you to issue directives to your officials in this regard that they should be more responsive to the problems of Railways and welcome any suggestion or any reform in railway factories from any Railway Organisation or Union. Their problems should be heard and a solution found to them. Scrap, worth crores of rupees in lying in Railway factories at Ajmer, besides machines worth crores of rupees are also lying idle there. Mechanics and operators for these machines are not available. Economy drive should be undertaken in Railways and a beginning in this regard can be done with the spare parts being manufactured by small scale industries... (*Interruptions*)

Mr. Deputy Speaker. Sir. I have been

sitting here since 8 O'clock in the morning and 19 hours have passed. I would like to conclude my point in two minutes.

Working regarding computerization should be completed in Ajmer at an early date. You have done remarkable modernization as well as renovation of the station, but with that, facilities should also be provided for its computerization.

During Pushkar festival lakhs of people visit Ajmer, if a Yatri Nivas like in other cities is also provided in Ajmer, it will certainly facilitate the railway passengers visiting Ajmer. Kindly carry out surveys in respect of following routes, Ajmer-Pushkar-Merhta; Ajmer-Roonagar-Kuttaman-Makrana; Ajmer-Nasirabad-Devli-Kota and Ajmer-Beawar-Bhim-Kamlighat, as will further add to the facilities.

If you could provide a Railway agency in Durgah Sharief, which is far off from the station, it will facilitate the passengers. This facility has already been provided in Pushkar.

Members can avail of Railway passes for their spouse when they come to attend the session or while going back at the end of the session. But suppose they have to come alone and suppose if his wife wants to come later over here then she does not have a pass facility. Therefore, I request you to kindly issue separate passes for the spouse of the sitting Members, so that if they wish to travel alone even before or after the session they may do so. Through you, I want to give this suggestion to the Government.

There are Railway Mandals. Ajmer Mandal was formed, another was at madar near Ajmer and further ahead Jaipur Mandal then from Ajmer to Khandwa, Hathundi at another mile and thereafter Ratlam division starts. The formation of division in Ajmer

925 *Rly. Budget, 1993-94* CHAITRA 9, 1915 (SAKA) (Rlys.). 1993-94; and *Suppl. 926 Gen. Diss.; Res. re. approval of 3rd Report of R.C.C.; Dem. for Grants*

division is faulty. Western Railway has its headquarter in Bombay but one sub-headquarter is established in Ajmer. Similarly for unknown reasons during the British period when B.B. & C.I. Railway was operational, its headquarters were at Bombay and but another office was located in Ajmer. Half of Ajmer is surrounded by railway property. By establishing a zonal headquarter there, this railway property can be used in better way. You had earlier introduced a new train between Ajmer and Marwar junction. This train was very useful for the villagers but there was no engine available for it on permanent basis as a result of which it started accumulating losses. The officials discontinued this train deliberately. You should restart this train from Ajmer to Marwar junction. It links Districts Ajmer, Pali and Udaipur. If this train is restarted it will facilitate the passengers going to small places falling in between.

If a bogie is attached from Ajmer with Marudhar Express which runs from Jodhpur to Lucknow, it will reach Jaipur and there will be no need of changing a train for going to Lucknow. The hon. Minister should give attention to it.

Beawar is the largest wool market of India. The population of this city is more than one lakh. If you could provide a halt of the Suprefast train for two minutes there, we will be thankful to you. The Marwari people living in Madras and Bangalore will be thankful to you.

Nasirabad is the biggest cantonment, if it Pink city Express running between Delhi and Jaipur, the Garib Nawaz Express from Jaipur to Ajmer and Udaipur Link Express from Ajmer; is stopped for minutes at Nasirabad it will facilitate the army jawans.

The largest market of marble is at Makrana. If a two minute halt of Pink City is

provided at Kishangarh, it will facilitate the powerloom, Handloom weavers and marble businessmen.

Please withdraw the raise in the passenger fare, freight charges and monthly season tickets in larger public interest.

With these words, I thank you for providing me time to speak.

[English]

SHRI SANT RAM SINGLA (Patiala) :  
Mr Deputy Speaker, Sir, I am grateful to you for giving me an opportunity to speak on this occasion.

I raise to support the budget Presented by our Railway Minister.

Many hon. Members from the other side have criticised this Budget. Their main criticism was that this Budget is anti-people. It is a derailed Budget. It is a directionless Budget. Some hon. Members even said that it is under a foreign pressure. It is under the shadow of IMF. But there was no weight in the arguments they advanced in support of their view point. The hon. Railway minister has in fact tried to take the railway from its old traditional system to a modernised system. He is conscious that they country is to enter into the 21 century and the railways should be geared up and be modernised enough to keep pace with the 21st Century.

The provisions like gauge conversion of 6,000 kilometers and insurance scheme for the persons who die in train accidents, terrorist attacks, bomb blasts etc. are very laudable steps. Similarly starting of new trains, extension of trains, increasing the frequencies, computerisation of passenger reservation upto 80 per cent and new line



[Sh. Sant Ram Singla]

projects, track renewals, railway electrification are some of the important feature of this Budget.

Above all, the Konkan Railway that has been recently inaugurated by our Prime Minister will help bringing about revolutionary change in that region. All these steps go to show that this Budget is not a directionless Budget; it has a particular purpose, a particular direction i.e. it intends to modernise the total railway system of this country.

I want to humbly bring to the notice of the hon. Minister that in the Budget, except conversion of Fazilka-Katakpura from meter Gauge into Broad Gauge, Punjab does not figure anywhere. No provision has been made for new railway lines electrification of the Railway, New trains computerisation of passenger reservation has been made for Punjab. I fail to understand why the Railway Minister has skipped and ignored Punjab completely.

You know our National Anthem starts with Punjab. Punjab is the sword arm of India. Punjab is the bread basket of India. Punjab has great importance religiously, Culturally, geographically, politically and historically place of pilgrimage for the people of all faiths and religions centre. Thousands of people from other countries visit Punjab. Anandpur Sahib the birth place of Kahalsa and is an important place of pilgrimage. People from all over the world come to Anandpur Sahib at Amritsar to pay their obeisance to the great Guru similarly in Amritsar Gurudwara Haridandir Sahib is a place of worship. Similarly in Sirhind there is a grave of Peer Muzaddad Alfasani which is even visited by people from Afghanistan and is recognised second to Mecca.

Moreover Punjab is a border State. As a border state, from the security point of view, from defence point of view, Punjab should have been given more importance. Punjab should have been given more importance. Punjab should have been given more railway lines and more railway trains.

We contribute substantially to the national stock of foodgrains. Similarly we also earn for the country crore foreign exchange from export of industrial goods. Ludhiana, Jalandhar Amritsar which are important centres of industry export articles and earn foreign exchange for this country. I fail to understand why all these aspects have been ignored.

Chandigarh is the capital of Punjab, but You will be surprised to know that not even a single town of Punjab is connected with Chandigarh by rail.

I want to tell you something about my own parliamentary constituency, Patiala. I want to bring to your notice that it was the capital of the erstwhile State of PEPSU. even today it is the second capital of Punjab Almost half of the offices of Punjab are located in Patiala. Late Shri Rajiv Gandhiji selected for Northern Cultural Centre. National Institute of Sports, a very important institution, is located over here and students from all over the country come to get training from here. DCW workshop is also located at Patiala.

Patiala is also selected as one of the satellite town under the Capital Region Plan, in order to disperse the Pressure of population on Delhi. Patiala is also the Centre of Malwa Belt. In spite of all this in spite of the importance of Patiala, it is totally neglected in the budget. I would humbly requested the Railway Minister that some new

railway lines should be laid in this region. For the last over 40 to 45 years our people have been clamouring and requesting every time that Patiala should be connected with Jakhai via Sanana-Ghagga-Patran-Moonak which will cost roughly Rs.95 crores. With this rail link this. the entire region will be very much developed in terms of trade and Industry. Similarly, New Railway line between Kurukshetra to Dhuri via Somana Ghula railway which costs roughly Rs. 115 crores would help developing this area. But till this date no steps have been taken in this direction.

Chandigarh to Rajpura, Chandigarh to Sirhand and Patiala to Sirhand these are some of the new railway lines which should be laid in order to develop this region It will be of some relief to people of Patiala region if two or three trains are diverted Amritsar Dadar Express should be diverted from Ludhiana to Rajpura via Dhuri and Patiala, Mori Express should also be diverted on its original route, i.e., Ludhiana to Rajpura via Dhuri-Patiala. Both these trains would be of great help to this region.

Since Patiala is declared as a satellite town under the Capital Region Plan, Shatabdi Express from Patiala to Delhi should be introduced immediately.

As request was made earlier by late Shri Yash, Member of Parliament from Jalandhar, to start the Shatabdi Express from Jalandhar to New Delhi, and the hon Minister agreed to it, but the train has not been started yet. So, it may kindly be introduced immediately.

There are central small demands which do not cost anything to the Department, but they can be of great help to the people. Take the case of Rajpura. Rajpura is a junction which is on the Ludhiana-Ambala

rail route If a stoppage of two minutes both ways for Shan-e-Punjab (Amritsar-New Delhi) train is provided at Rajpura, it will be of great help not only to the people of Pujpura But also to people belonging to Patiala, Nabh etc. I made a request to the Department in this connection and it was agreed also, but I do not know what is the difficulty in implementing it.

Another stoppage of two minutes should be provided to Ludhiana-Delhi (Via Saharanpur) Superfast train at Rajpura on both ways It will help the people of Patiala, Rajpura and Nabha Particularly the businessmen and the labourers of Rajpura who are to go to Muzaffernagar and Saharanpur in connection with trade and employment.

These are all small demands which should be agreed by the Minister.

I want to tell you, Sir, That the condition in Punjab has greatly improved It is under the leadership of Shri P.V. Narasimaha Rao and Sardar Beant Singh, the Chief Minister of Punjab, that normally has almost been restored There is total peace in the State today. At present the trains on branch lines stand suspended in the State. The people are experiencing great difficulty So, I would request that all these branch line trains should be restored. They should not have been stopped earlier. Suppose there is a bomb blast in bus, do we stop running the bus services Recently in Bombay, so many bomb blasts took place including one in the Stock Exchange. But we did not close the Stock Exchange. So, I do not find any justification for trains being suspended if some mishap takes place.

There is a need of Railway bridge at Rajpura and Suman. I would request the hon. Railway Minister that attention should be paid to all these things. I am great full to

[Sh. Sant Ram Singla]

the Railway Minister for broad gauge conversion of Fazilka-Kotakpura from meter gauge. Though this work has been completed, has not been inaugurated so far. I request him that it should be inaugurated immediately in order to avoid inconvenience to the people.

At present, senior citizens above the age of 65 years have been given 25 percent rebate in fare for a distance of 500 kms or above. It is requested that this rebate should be given for a distance of 100 kms or above. They should also be given these concessions in second class AC Chair and first class because it is easier for them to travel in these classes as 2nd class is always over crowded.

At the end, I will request that Punjab should be given due share in the Railway Budget. The hike made in the passenger fare and freight charges should be withdrawn as it is going to affect the poor people.

SHRI DWARAKA NATH DAS (Karimganj): Sir, I am thankful to you for giving me time to ventilate my views on the Railway Budget.

At the outset, I oppose the Railway Budget for 1993-94 because it is simply a photo copy of the previous one without any innovation. The concerned Ministry has to place an annual Budget on the Table of the House and it has done it faithfully nothing more, nothing less.

The hon. Railway Minister has claimed that originating passengers increased by about 5 per cent and passenger kms. about 6.4% and freight traffic over 6 per cent but these need not have been mentioned because the same are automatic and will be automatic. Therefore, nothing really is added

to the credit of all Railway Ministry. It is stated that market borrowings by Indian railway Finance Corporation to supplement the Railway plan are becoming increasingly difficult and expensive. But I would say, borrowings have never been difficult particularly in the case of Railways provided the Corporation acts in a judicious way. However, setting up of Capital Fund is a welcome move to meet part of the capital requirements for Railways. Rail transport is after all a business. It is not running on no-profit no loss basis. So, the proposed committee of experts may be set up to suggest ways and means to make Indian Railway rural oriented. Drinking water supply, lighting, catering service cleanliness etc., are taken care of all the superfast trains but in the rest of the trains, it is being neglected, particularly in the passenger trains.

Booking and transportation of Goods is in the worst condition in the Railways. Nobody knows when the same would reach their destination. There is every likelihood of their being damaged and subjected to theft by wagon breakers and as a result, freight traffic is fast being replaced by surface transport. Hon. Railway Minister would have done better if he would show the amounts of compensation open annum in respect of freight traffic due to theft, damages etc and the sufferings of the person who booked their goods by rail traffic.

I have nothing to comment about the increased passenger fare because it is all the same to the rural rail users as they have net work of road transport covering remote corners and, as such, rail comes of little use to them.

The present Railway Budget has made strenuous efforts to offer amenities to urban terminals like extension of run of train, introduction of new trains, frequency of trains

933 *Rly. Budget, 1993-94* CHAITRA 9, 1915 (SAKA) (Rlys.), 1993-94; and Suppl. 934  
*Gen. Diss.; Res. re. approval of 3rd Report of R.C.C.; Dem. for Grants*  
*Dem for Grants (Rlys.), 1992-93*

etc, to please the middle and upper class rail users. I think there is a clear understanding between rail and road transports that the urban India be covered up by the former and rural by the latter. Whenever the question of frequency of Trains, new construction of railway line in rural areas arises, the ready-made answer is lack of patronisation and so it is simply avoidance of reality.

North Frontier Railway Services towards Delhi and vice versa are not at all to the mark. Trains are always running late and amenities to the passengers are less compared to other super-fast trains.

Holiganism seems to be common features in superfast trains. It sometimes causes inconvenience to insultation to long-run passengers.

Provision of reservation in superfast trains is not conducive to passengers. In 72 seater three tier second class coaches with equal number of berths, short-run passengers are allowed during day time causing serious inconvenience to the regular passenger. I would suggest that the rate of reservation should vary on length of journey and not on number of nights short-run passengers must not be allowed in such coaches.

In Railway Budget 1993-94, practically nothing is said about Assam except broad gauge from Lunding to Dibrugarh which was in previous year's budget, new construction from Amgun to Tuli and frequency of trains from Guwahati to Dadar. It is the only State in India, in spite of ample scope of expansion, remains neglected in Railway Budget every year. Assam has no share in laying down of 297 Km of new railway line, and electrification on any rail link although there is provision for 500 Km of electrification of railway line in the Budget. The speed limit of so-called Barah valley Express and

Cachar Express remains confined within 20 KM per hour because of augmented railway track in hill section from Lunding to Badarpur

04.00 hrs

It takes almost 24 hours to reach Guwahati from Silchar to cover a distance of 380 kms. only. The cum-traffic survey for the alternative B.G. Railway line in lieu of the existing Badarpur-Lunding Hill Section, from Lanka to Chandranathpur Station had already been done in 1974 but no budgetary provision has since been made. Balanced growth of railway network is absent in Assam and particularly Break Valley has to remain content with only new construction like Badarpur-Bhairabi line. Besides, back-dated railway stations, along with platforms, trains with worn-out coaches and engines on unaugmented tracks are the common features of this Vally. Furthermore, amenities to passenger are hardly looked into.

Sir, in the end, I should say about the demands of the people of southern Asia which are . i) extension of railway line from Dallabacherra to Rampur in Karimganj-Dallabacherra Branch Section; (ii) improvement of Lunding-Badarpur Hill Section as an interim measures till B.G. is constructed; (iii) upgradation of Badarpur junction into Railway Division; (iv) reinstatement of the dismissed casual railway employees of the 1980; (v) job-priority for the Scheduled Caste and Scheduled Tribe youths; (iv) one regular express train should be introduced from Karimganj junction to Guwahati because of constant demand from the public; (vii) construction of either fly-over or bye-pass on the level-crossing in the main entrance of Karimganj town and (viii) One Rajadhani express should be introduced from New Delhi to Guwahati at least thrice a week.

Finally, I would like to submit that the

[Sh. Dawarka Nath Das]

Government's decisions.

Rail Budget for 1993-94 has failed to fulfill the hopes and aspirations of the people of Assam. So, as a representative of the people of that area, I strongly oppose this Railway Budget.

With these words, I conclude my submission.

Thanking you, Sir,

SHRI SUBASH CHANDRA NAYAK (Kalahandi): Mr. Deputy-Speaker, Sir, I rise to congratulate the railway Minister for presenting this Railway Budget for the year 1993-94.

I congratulate this Government on behalf of the people of Kalahandi on account of the sanction of rupees one thousand for starting of construction of the rail line from Junagarh to Lanjigarh Road made in the Budget provision of 1993. I further request the Government to provide more funds for Completion of the above work.

Sir, the hon. Prime Minister of India has decided to visit Kalahandi district in the near future. Therefore, the Department is requested to take the work as per the budget provision so that during the time of the Prime Minister's visit, the foundation-stone laying ceremony can be performed.

In spite of several demands before the State Government, the over-bridges of Kesinga and Narla Road have not been started yet. He said that both the places are the gate-way and leading business centre of Kalahandi. There is heavy traffic in these stations. In view of the above, I requested the Centre to take the work accordingly for completion of long standing demand of the district without waiting for the State

The railway stations of Narla Road and Kesinga require extension urgently due to heavy traffic. The Hirakud Express running from Sambalpur to Nizamuddin may be extended up to Rayagada. As a result of this, the people of Kalahandi, Koraput and adjacent Andhra region will be highly benefited.

The speed of Chhatisgarh Express running from Delhi to Balapur via Raipur may be accelerated as the passengers are facing lot of problems due to late and slow running of trains. Steps should be taken urgently to avoid delay in between Delhi and Raipur. Proper care should also be taken to avoid the problem of lighting and water facilities in 1st AC. The survey work for double line between Lanjigarh Road to Titilagarh may be taken up. To check the unfair activities in railway stations namely, Kesinga, Narla Road, Kandel, Rupra Road and Lanjigarh Road Sufficient RPF personnel should be placed and steps should be taken to open one GRF. Police station in Kesinga railway station

To release the foodgrains from FCI god, Kesinga, sufficient wagons may be provided to Kesinga station for quick delivery. This is a most genuine problem of the district faced by farmers and mill-owners. As a result of which, the FCI Kesinga will be capable to purchase more rice and other foodgrains from the district.

Steps should be taken to provide stoppage of Link Express at Lengigarh Road. This is purely a mining area and forest goods bauxite and other mining materials are available in plenty. At present Samata Express is running only once a week. Necessary action may please be taken to run the train twice a week. The office of the Chief Con-

937 *Rly Budget, 1993-94* CHAITRA 9, 1915 (SAKA) (Rlys), 1993-94, and Suppl 938  
*Gen Diss, Res re approval of 3rd Report of R C C, Dem for Grants*  
*Dem for Grants (Rlys), 1992-93*

struction, Calcutta may be transferred to Onssa The office of the Southern Railway Zone may be functioned in Sambalpur district of Onssa for the greater mater interest of railway department as will as the public

At there is no advanced and large in dustry in kalahandi district action should be taken to established a rail coach manufacturing unit or other large scale type of railway Engineering Works or industrial establishment in district

In Onssa there lies the holies place of Lord Jagannath temple at Pun In the State of Gujarat there lies industrial and technological fields like cotton mills which provide employment to a number of poor people of Onssa To Facilitiate their travel one mail express train should be operated from Surat to Pun via Bajaynagar and Titilagarh

Establish health care unit and hospital by the rail department

Introduce a new passenger train from Rayagarh to Sambalpur

Extend the Samaleswan Express train upto Reyagada which presently operates from Titilagarh to Howrah

Construct complete roofs on the new platforms that are currently under consideration from Kesinga to Lenjigarh Road, S E Railway

Construct new houses of postal department in the railway stations

Construct one police station in the railway stationj

Establish the RPF station and its Head quarters

Expend the overbridge facility in the railway station and construct another new platform

[Translation]

I am sitting here since morning, Kindly allow me to speech for two minutes

[English]

A small natural stream lies towards the down portion of kesinga Railway Station As a result during every rainy season the water from this stream flows into the houses of may local inhabitants thereby causing heavy loss of property Taking advantage of this stream a number of anti-social activities and theft prostitution etc are taking place thereby hampering the image of the railway station So if one side of this stream is constructed with stone wall the increase in the theft of the commercial articles of the goods site can be checkod Action should be taken to expedite those things

Talking about the main problems of the local inhabitants it is the most unfortunate fact that there is continuous irregularities on electricity supply along with regular power cust In order to eradicate these problems arrange to establish a generator from the rail department for the benefit of the town people

Arrange for daily operation of the Samale Express which is at present running weekly

Active work is being undertaken to convert the single in the double line There exists one very old rail bndge over the Tel river in my district Apart from this one new double line should be constructed having a facility of bridge

939 *Rly. Budget, 1993-94 Gen. MARCH 30, 1993 and Suppl. Dem. for Grants 940*  
*Diss.; Res. re. approval of 3rd Report (Rlys.) 1992-93*  
*of R.C.C.: Dem. for Grants (Rlys.), 1993-94;*  
[Sh. Subash Chandra Nayak] able to break the record.

To provide employment for the local youth of Kalahandi district in the railway department provision for them should be kept on priority basis. One employment interview centre should be opened in this station.

The Town of Kesinga is a big business centre. So, the goods site should be expanded to accommodate the in-coming temporary booking articles.

Arrange to construct a ticket room and dormitory in the recently constructed quota second platform.

The ticket reservation quota should be raised for travelling of passengers.

MR. DEPUTY SPEAKER: Mr. Nayak, this is not fair. Your name was not in the list, but still, I called you to speak. You should conclude now. This is a very odd hour; you should not lose your patience. All along you were waiting; you understand the limitation of the time and conclude.

SHRI SUBASH CHANDRA NAYAK: The departmental land of this division which is remaining idle should be given on lease for the welfare and appointment on telephone attendance in the railway station.

Sir, lastly I hope that the Government of India as well as the railway department will take effective steps in solving the genuine needs of the people of the backward district of Kalahandi in Orissa. I once again thank you for having given me a chance to speak for my Constituency.

SHRI SRIKANTA JENA (Cuttack): Sir, thank you every much. At this moment, I must congratulate you that today we are

MR. DEPUTY SPEAKER: The credit goes to the whole House.

SHRI SRIKANTA JENA: This, I thank is the first time that we are sitting up to this time. I do not know how much time we will consume. Mr. George Fernandes is there. He will be the main speaker today.

SHRI GEORGE FERNANDES (Muzafferpur): What about Mr. mani Shankar Aiyar?

SHRI SRIKANTA JENA: I do not know whether Mr. Mini Shankar Aiyar will participate or not. Mr. Ram Naik is there.

The problems is that the staff are also really facing serious problems because since morning they are on their legs and they are working round the clock.

About the railway budget, I will not go into any detailed deliberation.

The Minister of Railway (Shri C. K. Jaffer Sharief): You can discuss with me in detail.

SHRI SRIKANTA JENA: I will certainly discuss with the hon. Minister in detail. But I will mention only about the plight of our State, that is, Orissa. Since Mr George Fernandes is going to participate, I will request him also because he knows the details about the problems of railway so far as Orissa is concerned

As you know, South Eastern Railway gives the highest revenue to Indian railway. And South Eastern Railway gets maximum revenue from the State of Orissa. But Orissa gets minimum from the Indian railway. Till today, Orissa has been neglected in a way that Orissa stands at the lowest level of the

941 *Rly. Budget, 1993-94* CHAITRA 9, 1915 (SAKA) (Rlys.), 1993-94; and *Suppl. 942 Gen. Diss.; Res. re. approval of 3rd Report of R.C.C.; Dem. for Grants* Dem. for Grants (Rlys.), 1992-93

Indian railway. If you look at the railway map Orissa's rail line is the lowest in the country. If you look at the total recruitment in the Indian railway, Orissa's representation is the lowest. If you see the electrification, Orissa stands at the lowest level. If you see modernisation, Orissa stands at the lowest level.

In any activity of Indian railways, Orissa stands at the lowest level through we contribute the highest revenue to Indian railway. This is the plight of our State.

It was brought to the notice of the hon. Minister many a time last time also, the Prime Minister intervened while the hon. Minister was replying to the railway budget that the neglect that has been there towards Orissa will be diluted and railway will try its best to compensate whatever neglected has been done in the past. That is why I will only request the hon. Minister at this hour that he must look at the problems that Orissa is facing. The allocation which has been made in the current year's budget is really not sufficient.

About the new lines, I think, the Talcher-Sambalpur rail line has been included and is supposed to be completed by 1993-94 but it has now been extended to 1994-95. Today, I have an apprehension that will not be completed by 1995 also. The way the things are moving and the work is being done, I think, that will take another three or four years to complete that link also.

We all met in the Consultative Committee meeting. We demanded that at least the Khurda-Bolangir railway should be given the top priority so that western Orissa and the coastal Orissa can be linked. It goes through the most backward region of the State. I hope while replying to the budget discussion, the Railway Minister will keep it in mind.

He will positively respond to this demand that Khurda-Bolangir will be included and the work started immediately.

At least some token grant can be given to this particular project. Apart from it, as far as gauge conversion is concerned, Orissa is not getting anything. Therefore, I request that the Rupsa-Bangriposhi line and the Gunupur-Nayapada line may be given priority. The hon. Minister of Railway knows the problems of our State and I hope he will take care of it. I would request George Saheb that while participating in the debate, he should also mention about the problems of Orissa. I say this because when he was the Minister in charge of Railways, he tried his best to help the State of Orissa and he also knows its problems. Thank you.

SHRI MANI SHANKAR AIYAR (Mayiladuturai) : Mr. Deputy Speaker Sir, I have, what I think, the unique distinction of representing a constituency which does not have a district town, but has as many as two railway junctions. And yet, the only use that the Railway is making of my constituency is to pass through it. I think I would be entitled to request the hon. Minister of Railways that since Mayiladuturi and Kumbhakonam are both major railway junctions, some activity of the railway, in addition to merely running the trains through them, should take place. There is a serious attempt being made to undertake an element of industrialisation in that area and without a major push from the public sector, I don't think we are going to be able to bring about that industrial revolution. I would request the hon. Minister of Railways to consider the possibility of establishing a major railway engineering undertakings in that area so that it gives a fillip to the industrialisation of the constituency.

The second thing that I would urge upon the hon. Minister of Railways is that at



[Sh. Mani Shankar Aiyar]

this juncture in the life of the nation, every Department, not merely, the Ministry of Home Affairs and the Prime Minister's Office, but every Department has to see what contribution it can make to strengthening secularism in India. As no one knows better than the hon. Minister of Railways himself, there is no single example in the whole country, of how people of different religious communities can live together in perfect harmony than my constituency and its adjoining constituency. Because it is there that we have Nagore Shareef which is the South Indian equivalent of Ajmer Shareef, it is there that we have the Vaideeshwari Kovil, one of whose most faithful adherents is none other than our hon. Minister of Railways himself; and it is there that we have the Church out Celankanni, which is generally regarded by the Catholic community of India as the roots of Asia. And yet, you have to be a truly intrepid traveller to be able to visit Vaideeshwari Kovil and then Nagore Shareef and then the only Shani Temple in India at Tirunallar and then the Church at Velankanni, because the Railways have not really made the arrangements that are necessary to take the people of India to see how members of different religious communities can live together in the kind of extraordinary harmony that the District Nagapatnam Quai Milat demonstrates in our land. So, I would like the hon. Minister of Railway to consider whether by strengthening the railway system in that area, he could not make a distinctive contribution to the preservation of the secular ethos of our land.

I would also like to draw the hon. Minister's attention to the fact that he has under consideration the Place on Wheels Scheme for Tamil Nadu. At the moment there is a railway line actually in existence between the old Danish Fort at tarangambadi

or Tranguabar and the Railway Junction of mayiladuturi. For some reason, I am not able to try to understand why the railways have decided to close down that branch line from Mayiladuturi to Porayar near Tranguabadi at just the time when the railways on the other side is planning to bring in the Place on Wheels

Now, Sir, since Targabadi has been declared by the Union Department of Tourism and the Tamil Nadu Government to be a special tourism area and sanction has been accorded for the building of a Heritage Hotel at Tarangambadi which is going to incorporate Danish Fort and since the particular concern, that is building the Heritage Hotel is the same one that built the hotel around Port of Aguada at Goa has proclaimed that the Danish Fort at Tarangambadi is going to do for tourism on the Coromandal Coast in the 90s, what Port of Aguada did for tourism to the Konkan Coast of the 70 and 80s. It seems to be the peculiarly in apposite time to close down that branch line between parayar and Mayaladuturai. This is the moment to open up, utilise it, upgrade it and ensure that the Palace on Wheels stops for lunch at the Heritage Hotel and then goes down to give a living demonstration of what real secularism in real India means taking them past Nagore Sharief, the Velankanni Church, and Shani Temple at Tirunallar. We have got all these things and we can show our people and the people of the world what it means. So, it is not merely the Ayodhya syndrome that remains the example of the destruction of secularism in this country. There is another request that I would wish to address to the hon. Minister of Railways particularly in his capacity as a Kannadiga. It is in your hands Sir, to turn off the tap of Cauveri and starve Cauveri Delta of water and thereby wreck agricultural prospects of Tamil Nadu, Tanjavoor and this country. It is also in Your hands as an upper riparian to

945 *Rly. Budget, 1993-94* CHAITRA 9, 1915 (SAKA) (Rlys.), 1993-94; and Suppl. 946  
*Gen. Diss.; Res. re. approval of 3rd Report of R.C.C.; Dem. for Grants*  
*Dem. for Grants (Rlys.), 1992-93*

ensured that justice comes after the Cauveri water Disputes Tribunal gives its final award and ensure that water continues to flow down Cauveri.

In the last two years, we have had a demonstration that even if Karnataka is a bit reluctant to give us water, God Himself intervenes and gives us water. we have had two bumper crops in succession. Now, the crop has been so successful that the Railways is unable to move this crop. It is clear that the progress of agricultural technology has had the consequence of increasing even in the normal year agricultural production, particularly, rice production in the Cauveri Delta to the point where the old narrow gauge system that you had is incapable of coping with the quantity of agricultural production in that area. Now, when you combine a fact that the grand anicut canal is coming through the drier part, non-delta parts of Tanjavoor district and therefore, there is going to be additional good production in those drier parts to the West and the South of Tanjavoor district and you add it to the traditional rice production in my part of the district which is the Mayaladuturai constituency, you will find that it is impossible for the railways in its present condition in that area to cope with this increased agricultural production. Since it is essential for us to reach about 230 million tonnes of output of good grains by the turn of the century to feed the growing Indian population I think it is essential for the railways to study in depth what are the upgraded railway requirements of that area.

The Tamilnadu Civil Supplies Corporation has indeed already undertaken such a study establishing conclusively that it is not enough for you to upgrade into broad-gauge on that bit of the railway line serving the South that goes from Villupuram to Jayakondam and on to Tiruchchirappalli

but also to consider doing something on an urgent crash basis for the line as it extends down to Mayiladuturai going on to Kumbakonam upto Tiruchchirappalli and indeed to consider what you can do in this regard from Nagapattinam to Kumbakonam because only then will the increased food production that is inevitably in consequence of the agreement that I hope my home State and your home State will arrive within the next few months will result in such an increase in the agricultural production that the railway must not at that point then fail flat on its face not being able to cope.

Consequently, to sum up, for this rather narrow and chauvinistic presentation of my interest in the railways (1) we need a contribution from the railway to the process of industrialisation which is rampantly in progress in the Quaid-e-Millet district but which requires a public sector injection and for which I cannot think of a better department than the Department of Railway, because your Department has been associated with my constituency for over 100 years; you used it just for 100 years. Now, I request you to give us something in return. Secondly, it is essential that you move into broad-gauge line in that area without which railway will not be able to cope with the increased agricultural production in the offering. And thirdly, that you must take into account the immense tourist potential of the area and make it possible for the railway touring in passengers into their area, because it will not only bring us much needed and percussive way to teaching the benighted people of the North how it is that we in the South live in perfect religious harmony among all our different religious communities.

Thank you

MR. DEPUTY SPEAKER : As per the list, all hon. Members have spoken except two.

[Translation]

SHRI RAM NAIK (Bombay North): Good morning to the hon. Deputy Speaker, to waking members and also to the members like Shri Sultanpuri who had a short sleep in their chairs. Perhaps, we are going to set a new record in Parliamentary history. I was asking my senior colleagues about the earlier record who told me that earlier the House has worked maximum upto 4.00 a.m.

SHRI MANI SHANKAR AIYAR: Earlier record is of 3.58 a.m.

SHRI RAM NAIK: That is all right, but now it is 4.35 a.m. I will be brief in my speech and after that Shri George Fernandes, who has enough material to speakech upto 9.00 a.m, if he desires so that will be a record for the Guinness Book. I was just joking and do not think that he will do that. It is a sort of injustice being done to all of us and to the staff members who are working with us. All of us are sitting late here to discuss the role which the Railways can play in making efforts to remove injustice being done to the people of India. When I look into it I find it a great injustice. The Railway Minister has vigorously attacked the interests of common people. It is a cruel attract. I think hon. Minister will give reply to the discussion in the second session of the sitting of the House today. He should try to lessen this cruelty by making appropriate changes in it so that the common people may believe that something has been done for them.

First of all we will have to see that what is the actual place of railways in our economic life. Is it a commercial organisation? If it is so, we will have to think over it in those terms. And if it is a means of economic development and to provide an infrastruc-

ture for economic development, then we have to think over it in other terms. I, myself believe that railway is a means of economic development and from that point of view we should thing over it.

The Railway Minister presented the Railway Budget on 24th February. We are making history by sitting too late in the night of 31st March to discuss railway Budget. There is no proper planning which is visible from Budget speech of the Railway Minister. He has stated in his speech that during last one year railways has earned maximum revenue by record transportation of goods and carrying a record number of passengers. It is self-praising but I regret that I cannot do that. Not for the sake of criticism but I would like to quote para 10.2 of the resolution made last year by the Railway Minister in which he said:

[English]

"Sir, in my last Budget speech I had indicated that a Committee of Experts would be set up to make recommendations to bring about the changes in managing ethos so that rail transport becomes a way of business."

[Translation]

It was decided last year to set up an Expert Committee. What you have done in the last one year?

[English]

"I wish to inform the House that a Committee of Experts is being set up shortly to conduct a detailed study and give recommendations on the necessary organisational and structural changes."

949 *Rly. Budget, 1993-94* CHAITRA 9, 1915 (SAKA) (Rlys.), 1993-94; and *Suppl. 950 Gen. Diss.; Res. re. approval of 3rd Report of R.C.C.; Dem. for Grants* [Translation]

You were not even able to set up an Expert Committee in one year and now you are talking about the improvements in the railway. He is saying that an expert committee will be constituted but he has not done that. Your performance has not been good.

Another thing which you have said in your speech is directly related to me. You have stated that before conducting study, the Advisory Committee of Railway Ministry constituted three study groups. I was convener of one of the study group relating to Finance and store. In a way I was entrusted a responsibility and for this I am TB's Aim thankful to him. My report is ready and I will officially present it in the House today at 11.00 a.m. Being the convener of this study group I got an opportunity to study the financial resources of the Railways. I, definitely, got more knowledge about the financial resources but what I found is that the view point of the Planning Commission about the railways is not fair. If they consider it a main force for the development of the country they should have paid more attention towards it. Planning Commission allocated 75 per cent funds for the railway in fifth Five Year Plan but later on it reduced it to 58 per cent in 6th Five Year Plan, 42 per cent in 7th Five Year Plan, 19.8 per cent in 8th Five Year Plan and for the year 1993-94 it is just 14.7 per cent. What I mean to say is that the planning commission is not paying adequate attention towards railways. I believe that it is all due to faulty system of the Government and it is the duty of Parliament to make improvement in it. We should pay attention towards that. The hon. Minister should take responsibility for it and being the Members of Lok Sabha whatever help we are able to do, we would definitely do that and I think without bringing a change in the system, we cannot set it right.

Now you have set up a Railway Finances Corporation to collect more funds for the railways. Now railway security scam has take place, last year there was Securities Scam. Our hon. Finance Minister has repeated it time and again not only in India but all over the world that.

[English]

"This scam is being blown out of proportion"

[Translation]

It was a coincidence that I was also in London in connection with a Parliamentary Conference, when our Finance Minister gave his speech in London and later on in a press conference, when he was asked by a journalist, he said,

[English]

"This is being blown out of proportion.:"

[Translation]

The railway Ministry issued tax free bonds of Rs.1200 crores at a higher rate of interest of 10.5 per cent instead of 9 per cent but the total contribution received by the railways from the market was only 10.5 crore. Those who are saying that it is not the result of security scam but you can very well judge the impacts of the scam on it. The people who have money are not making any investment in it because they think that their money will not be properly utilised by the Government and the Finance Ministry is also not providing the facilities which should have been given to Railway Ministry. There is a reason for it. We should keep it in mind that if we want to make improvement in railways and if we are not able to provide adequate finance to the railways it means.

[Sh. Ram Naik]

That we will be starving the Railways of finances. Then if we say that train is not moving, then how that can move without coal, diesel or electricity. I think we need to pay attention towards this point also.

Secondly Finance Ministry is also giving step-motherly treatment to Railway Ministry as if the Finance Minister has nothing to do with it. We are realising that Budgetary support which the Railway Ministry should get is constantly reducing. If we look at the figures of last three years we will find that in 1991-92, Budgetary support of Rs. 1756 crores was given which was 33 per cent of total railway funds and for the year 1992-93 budgetary support was Rs. 1935 crores which was 34 per cent but during the current year it is just Rs. 960 crore which means 15 per cent of the total Railway funds. It is the duty of Lok Sabha to exercise a check over the Ministries be it Finance Ministry or Railway Ministry. Sudden fall in the budgetary support from 34 per cent to 15 per cent is not good for financial health of Railways. So long as we do not make changes in it we cannot make any improvement in railways.

As I have mentioned it at the outset that if we want to run railways as commercial organisation then the railway ministry should tell the Government accordingly. Railway is transporting some items of goods on subsidized rates. I do not want to give details of those items to save time. As I know last year there were 29 items of goods on which the railways have provided subsidy and on account of that it received Rs. 323 cores less on freight charges. If the Government intends to make it commercialised, an amount of Rs. 323 crores would be paid to the railways. If it is done, the financial health of the railways can be improved to a great extent. As I have mentioned earlier that

being a convener of a study group I got an opportunity to study financial resources in details. I am stating these facts before the House so that we may bring about necessary changes to facilitate more improvements in the Railways

Now I shall make my submission about the metro-railway in Bombay. It is my fourth consecutive speech on railway Budget. I have been making speeches on railway budgets every year for the last four years. Shri George Fernandes is sitting beside me. I made my first speech on railway budget when he was the Railway Minister. At that time I humorously remarked that once Shri George Fernandes sat on Satyagrah on railway track at Dadar station against the hike in fare. I also gave that photograph to him. I have been repeatedly saying the same thing for the last four years but it seems that we are hitting our heads against a dead wall which does not move. Nothing is done for the people of Bombay. I do not get tired so soon but it has started frustrating me. If a cool minded person like me get frustrated it is very difficult to say about the reaction of the people of Bombay. Things have come to such a pass.

That is why the hon. Minister of the Railways needs to be more kind to the people of Bombay. For that, the foremost thing that has to be done is to make the suburban railway an autonomous corporation. About one crore people in total travel daily from one place to the other throughout the country, out of which about 50 lakh travel daily in Bombay alone. Will it do if the Government takes no initiative for such a large number of people travelling there. The Government introduced nine more trains, out of which four are superfast trains and three others. For whom the Government is doing all this. The citizens of Bombay make such a great contribution to the exchequer

of the country and the Government has also released it. The hon. Minister of Finance has stated in his statement that the loss occurred due to the bomb explosions in Bombay was worth more than ten thousand crore rupees. What does the Government propose to do in Railway services for Bombay citizen who contributes to raising huge wealth for the Government with his hard labour. Trains are important role in Bombay as arteries are in our body and the Government has no new programme to launch in this connection. The Government is doing so because it adopts discriminatory attitude towards this city. I would like to place before the hon. Minister some detailed figures about the metropolitan cities. He must be knowing that there are four metropolitan cities—Delhi, Calcutta, Madras and Bombay. The total funds allocated to Delhi have been Rs.25 crore and that allocated to Calcutta is Rs.125 crore though the total percentage of commuters in suburban traffic there is 17. Madras has been allocated a sum of Rs.19 crore while the percentage of commuters there is 7. Amount all these metropolitan cities Bombay is the place where the percentage of commuters is 76 but a meagre amount of Rs.26 crore has been allocated to it. Is it not a step-motherly treatment to allocate Rs.125 crore to Calcutta and Rs.26 crore to Bombay, the Government should keep this fact in mind and do away with discrimination. It has been repeated again and again in the Budget as well as in the speech of the hon. Minister that Railways suffer a heavy loss in the suburban traffic service. The Government says that it incurs loss but we don't say so. When Shri George Fernandes was the Minister of Railways a status paper was published giving figures for 88-89, a copy of which is also available with the Government. It showed a profit of Rs.45 crore to the suburban railways of Bombay which included Western and Central Railways where as Calcutta suffered

loss of about Rs.96 crore and Madras suffered loss of Rs.26 crore. Thus the total comes to about Rs.12 crore, and the entire burden falls on the commuters of suburban services in Bombay who constitute about 76 per cent of the total travellers.

Sir, I would like to know as to why the Government does not pay any heed to provide justice to citizens of Bombay. Last year Shri George Fernandes had submitted and now I would like to repeat that it is extremely inconvenient to travel in the crowded trains of Bombay. As per the Government figures itself the trains having capacity of 852 passengers carry 852 passengers in sitting and 876 in standing thus making the total of about 1728 passengers. In case, there is more crowd, the total number may rise to 2592 and during the office hours what has been called super dense crush load's it may reach 3408. The total number of passengers thus go up by four times that means 10 persons standing in the space of one sq. mt, and the Government cannot imagine the plight of the passengers traveling in this manner for hours together. I would also like the hon. Members to come to Bombay and have an experience of travelling in local trains for seven days, anyone of the hon. Members may dare to get on a local train on Churchgate-Vihar section between 9 AM to 9 30 AM, regularly for seven days and then recount their experience as to how 9 man in Bombay lives there. They are after all human beings and contribute most to the income of the nation, and the Government is doing nothing for them. I would like the Government to give up such a discriminatory attitude. The Government should make the suburban railway an autonomous cooperation only. Then it will know whether there is profit or loss on this section. The hon. Minister's Budget speech states that subsidy will not be given. I fail to understand on what basis

[Sh. Ram Naik]

the Railway Board officials have convinced the hon. Minister about it. and that how it is wrong to give subsidy.

Sir, now on the basis of the figures available with me, I would like to state that British Railways give 20 per cent subsidy suburban travelling whereas Switzerland gives 35.7 per cent subsidy, German Federal Railways give 51 per cent subsidy and French National Railways given 49 per cent subsidy and as compared to these countries Indian Railways give only 2.2 subsidy. (Interruptions)

SHRI C.K. JAFFER SHARIEF: Bombay is out Switzerland.

SHRI RAM NAIK: Have you seen the conditions in Switzerland.

SHRI C.K. JAFFER SHARIEF : Bombay's share has been given to Bihar.

SHRI RAM NAIK. I would not like to associate Bihar with it. My submission is that the cow that gives milk should be feeded properly. If something is not done for Bombay, then the development in Bombay may be hampered if the anti social elements began to do something anti-national. Even today, if a train becomes late just by 2-3 minutes, there is utter confusion. The hon. Minister may personally witness the situation along with me without informing any railway officer. Therefore, the entire concept with regard to planning and financing the suburban railway should be changed and the funds for such an initiative should be allocated in this Budget itself, only then it would be possible to do something concrete

Before I conclude I would like to submit that the Government have put an additional

burden on season ticket holders. Fare had been increased to a great extent a few days back. The figures gathered after this increase reveal how much revenue does the Government earn. As per the revised estimate of 1992-93, the net revenue comes to about Rs.2245 crore, and the source of this earning is the increase already effected in fare. Yet, the Government continues to increase the fare. It is not justified on its part. If there is profit the Government should think as to how the expenses can be curtailed, when the Government is earning a good amount of revenue, it would be unjustified to put a burden on people by increasing the fare. Therefore, I would urge upon the Government to withdraw its decision that puts burden on the passengers of second class as well on the season ticket holders. If the Government withdraws the proposed increase, it would seem that it may do something in the interest of common man or middle class people.

I would also like to point out that no project has been proposed for Bombay. When Shri George Fernandes was the Minister of Railways a status per. "Suburban Need for new incentives" was published in which projects worth Rs.2000 crore were shown. Some facilities will have to be provided to the citizens of Bombay, if the Government want that they should travel without inconvenience which is tolerable, then planning will have to be made for using that amount of about Rs.2000 crore. However, the Government has not allocated funds for ever, a single project. The amount of Rs.17 crore allocated in the Budget is for the on-going projects. No new project is there. It had been decided to launch "Satyagraha" at all the suburban railway stations in Bombay on 13th March. But in view of a series of bomb explosions that took place on 12th March, we decided to postpone that 'Satyagraha'. The hon. Minister

957 *Rly. Budget, 1993-94* CHAITRA 9, 1915 (SAKA) (*Rlys.*), 1993-94; and *Suppl. 958 Gen. Diss.; Res. re. approval of 3rd Report of R.C.C.; Dem. for Grants*

must be remembering that we have withdrawn our agitation in view of these incidents but the anger in people's mind had not assuaged. Therefore, I would like the Government to withdraw the increase in fare so that people are convinced that the Government wants to do something in their interest.

I have given three suggestions, the Government may please try to accept them. There is a two-line railway track from Borivali to Vihar. There has been a demand for the last 10-12 years make it four-line track. This work should be taken in hand and at least one or the other token provision should have been made in this Budget.

05.00 hrs

On the same section, i.e., Borivali to Virar, a new over-bridge has been constructed near Vasai with an expenditure of about Rs.40 crore. That project was proposed to be completed by August, 1992 and we have seen that the work has been completed. But we do not know whether the Railways have started using it not. People have doubts whether does it have any structural defects. The General Manager of Railway told the correspondents that the new bridge would begin to be used from August, 1992. What happened to it, people have doubts, that is why I have informed you about it. A line has been laid to connect Vasai with Central Railway. Few trains including goods train run on that line. This track should be kept open for suburban traffic, and trains should be run atleast during the day to facilitate the travelling people. My next demand is that Virar is 60 kms. from Bombay. But the people who come to Bombay to work come there even from Palghar and Dahanu. There is a big project of Tarapur Atomic Energy at Vasai and people in thousands come there daily. A shuttle service for them runs from Dahanu and Virar. When Shri George

Fernandes, was the Minister of Railways, two shuttle services were started but five additional trains are required to be pressed into service there and a decision to this effect should be taken at the earliest. Why does the Government not start four more shuttle services. What is the need to attack all the AC coaches. There is a ray of hope in it. There had been a long standing demand to extend the Dahanu-Virar shuttle service to Borivali-Andheri. It would facilitate the traveling people.

It is very often stated that electric lines keeps on changing from DC to AC and vice-versa on the railway track at Virar and so the electrical locals are not run beyond Virar. Regarding the technology improvement, it has been stated at page 16.

[English]

"Designs have been finalised for design multiple units which can be run with high fuel efficiency and faster acceleration in any combination from three to nine coaches. These units will have the capacity to achieve the same transit system as Mail/Express trains and can be utilised on branch lines and in non-electrified suburban areas around the city."

[Translation]

I would like to demand that the electrical units, which have been developed, can be utilised for Dahanu, Virar and Borivili. I would like to request that as soon as they are manufactured, they should be utilised for Dahanu and Borivili sector. There is already a platform at Borivili. So diesel locomotive should be put to use as soon as it comes. I have a lot to say, but then, Shri Fernandes will speak upto 9 p.m. and that I do not want. The increase made in the suburban train fares should be withdrawn.



959 *Rly. Budget, 1993-94 Gen. MARCH 30, 1993 and Suppl. Dem. for Grants 960*  
*Diss.; Res. re. approval of 3rd Report of R.C.C.; Dem. for Grants (Rlys.), 1993-94;*  
*(Rlys.) 1992-93*  
[Sh. Ram Naik]

At the same time fares for second class in long running trains should also be withdrawn. The computerisation charges have also been increased. Computers have been introduced to increase the efficiency and to issue tickets faster.

**THE MINISTER OF RAILWAYS SHRI C.K. JAFFER SHARIEF :** The people are not required to stand in queue.

**SHRI RAM NAIK:** If anyone asks for manual tickets will be given? When you provide one service, why do you charge separately for it? At Borivaili, we get reservation ticket for Delhi, but return ticket is not issued from there. So, you should withdraw this increase.

Kirtan was being held at a place. Different musical instruments were being played and it went on for till two and half hours. After some time, the kirtan party felt that it has been very late, as all the people have gone except one person, who was still sitting there. They told him that he was the true devotee as he was still sitting there. But then a man from their group said that he was not a devotee, but he was sitting there to wind up durries. This kirtan which is taking place here should also have some results. Thousands of rail passengers should get some benefit out of this discussion which is taking place here, otherwise we will resort to agitation. So I request you not to act like this.

**SHRI SURAJ BHANU SOLANKI [Dhar]:** Mr. Deputy Speaker, Sir, I welcome the rail budget of 1993-94. Now, it is 5 O' clock in the morning and the stars also went to sleep. What should I say on the Budget. The entire night has passed and now my turn has come. While welcoming this Budget, I would like to express some regrets also.

Dhar is my constituency. It will be better if I confine my speech to it only. Already so many hon. Members have spoken and all the problems have been covered. This will be convenient for the railway Minister and he will be able to reply properly. There are two districts Dhar and Khargoun under my constituency.

In the last 40 years, no efforts have been made by the centre to provide rail facility to these districts which are tribal dominated areas. I am not saying what has been done in these 40 years, but would like to submit that in this 32nd year of my life, I have got an opportunity to present the problems of my area before the hon. Minister during this railway budget. I have written to him several times and met him also, but no attention was paid in this regard. Recently an effort was made to bring Dhar district in the railway map of our country and to link it with 316 kms. long Indore-Dahod-Maksi line. Earlier this project was to be started by Shri Madhavrao Scindhia and the name given to the project at that time has been changed now. May be there is some convention that any scheme introduced by a Minister is dropped as soon as he goes out of power. I would like to submit to the hon. Minister that as the word 'sharief' is also there in his name, he is listening to me. Our hon. Prime Minister wants that the work on the schemes approved recently should be completed first and no new schemes should be announced now. The hon. Minister must have understood the indication given by the Prime Minister. So, in regard to the recently approved railway lines I would like to know whether more funds would be provided or efforts will be made to complete them at the earliest? The speed with which funds are being provided to this project i.e. Rs. 1 crore in a year - it appears to me.

Naam Goom Jayega. Chehra Yeh

Badal Jayega,

Meri Awaaj Hi Pehchan Hai, Gar Yaad Rahe'.

If the hon. Minister has to provide funds only, whether he will allocate some more funds to this project during his tenure, because, during the 11th Lok Sabha, when he will face the public he will have to reply them.

Mr. Deputy Speaker. Sir, Madhya Pradesh has also got some facilities out of the new railway schemes provided to the southern railway. Bhopal has also got some facilities. Indore is a big city closer to my constituency and it is a business centre also. It will be good, if it is provided some special railway facilities. Recently a demand was made to run an Integrity Express from Bhopal to Indore. May be the hon. Minister has made efforts in this regard or as usual, he has tried to make us understand this is a long-standing demand. It would be better if the hon. Minister gives an assurance in this regard. The residents of Dhar and Khargoun districts will have to beg before Shri Shanef whenever they are requiring to come to Delhi -

"de data ke naam, tujhko Allah rakhe"

It would be better if such a situation does not arise in the railway.

Mr. Deputy Speaker, Sir, I would like to repeat another demand put forward by some Members of the Opposition. During the session, this spouses of the Members are allowed onward and return journey from their constituencies to Delhi and vice-versa. This facility should be extended for the entire year and from every place to any place. Because, the Members who live in Delhi or go to any place to take part in any

demonstration and are jailed, their families could meet them. I will talk to Shri George Fernandes about it. I am telling you something practical. I had been in the opposition also. Through this system, the Member can at least meet his family members.

Mr. Deputy Speaker, Sir, I do not want to go into issues of increased fares and freight charges or the facilities provided or withdrawn to any city. But computers should be given priority as they are an essential part in modernisation of railways. This will make the work of railway employees convenient and the passengers will also benefit from this system. We will also get the opportunity to reduce the number of complaints received daily.

Mr. Deputy Speaker, Sir, it is now 5.15 a.m. There is very little time and I would like to submit a few points about my constituency. I would like to request Shri Jaffer Sharief that.

'apne hathon ki lakiron ka samundar dekhun,

laa tere hath ki main apna kukaddar dekhun.'

What I want to say is that priority should be given to my constituency. Allocations should be increased and the facilities which have not been provided to the area for many years, should be provided in the coming years. I used to be a pilot earlier. Now, when I have entered politics, I have to travel on roads and by trains. The hon. Minister should pay attention in this regard and the allocation for Indore-Dahod-Maksi rail line going through Dhar district should be increased. With these words, I welcome the Budget.

SHRI GEORGE FERNANDES (Muzaffarpur): Mr. Deputy Speaker. Sir I cannot support this Budget inspite of my willingness to do so. We may try to project inside or outside the House that the Railway is a sparate organisation but in fact it function like any other Government organisation. It is a part and parcel of the Government because for the allocation of funds Railway comes before the Parliament like any other Department of the Government. It is not possible for me to support this Budget because the intention of the Government is also not good as far as Railways is concerned. I am happy to learn that the hon. Minister of Railways also admit this fact as he is nodding his head.

Mr Deputy Speaker, Sir, the hon. Minister of Finance had presented the Economic Survey in the House the very day the hon. Minister of Railways had presented this Budget. This economic survey is prepared by the Economic Division of the Ministry of Finance. Three pages have been devoted to Railways in this Economic survey. I would like to quote three sentences from it.

[English]

"There has been a progressive decline in the share of freight earned by the railways. Since rail trasport is more energy efficient and environment frinedly, the decline in its share of feight needs to be reverved by means of higher efficiency, lower, costs and a competitive mangement of the railways Improvement in railways can be achiveved by increasing the productivity of the existing activities as well as augmenting the investment."

[Translation]

This is what they preach and practice.

The Government has allocated only. Rs. 960 crore to Railways this year whereas its plan for this year is of Rs. 6500 crore. The entire progress of the Railways is restricted to Rs.6500 crore. On the one hand, the Government accepts the need of 'augmenting of investment' while on the other hand, it allocates only Rs.960 crore. So, the intention of the Government is not good. The hon. Minister of Railways has put a burden of Rs.2000 crore on the people by way of increasing both the freight and fare rates. Now the hon. Minister can say that he had no other wayout except increasing the fare. I would not like to enter into any controversy. But in a capacity of a former Minister of Railways I am of the opinion that the Government had other alternatives also but they did not muster courage to explore those alternatives.

I would not like to discuss all those alternatives. But I would like to state that three years back when I was the Minister of Railways, I had discuss many plans of mobilising the resources. One of such alternative was the railway land. When I talk of railway land I do not mean by the land which is lying unused opposite the railway stations or the land on which people have built their houses. The persons who have allowed these people to construct their houses on such land or have entered into deal with then are making merry. I am not talking about that land.

I had used a word 'air space'. I think that thousands of acres of land above the rail tracks can be obtained as air space in the metropolitan cities like Bombay, Calcutta, Madras where sub-urban trains operate. Now the question anses as to why no efforts have ever been made to use this 'air space'? Why the work of constructing houses/buildings by the persons willing to do so on the air-space has not been undertaken?

This thought is not a novel one. It is well recognised and accepted one. When it was debated all over the country, why it was not implemented by the Government? Had the Government implemented this in Bombay alone, it would have fetched Rs. 2000 crore from there alone and the problems of Bombayites would have also been resolved to a great extent. And in that case the Government would not have to put fresh burden of even one paise on the people. Therefore, I do not support this Budget because the Government did not adopt the alternative which was available and put an additional burden of Rs. 2000 crore on all people. We Members of Parliament escape from this burden because we are entitled to travel free of cost by train. The Government officials and railway officials do not have to bear this burden. Moreover this burden is not an ordinary one.

Just now Shri Ram Naik has said that this burden is increasing every year and this increase at the rate of 10 or 12 per cent per annum doubles the fare within 4-5 years. Such is the position. In my opinion, the railway fare has increased nearly three-fold in last 10 years.

THE MINISTER OF RAILWAYS [SHRI C.K. JAFFER SHARIEF]. It was you who encouraged us to raise it..

SHRI GEORGE FERNANDES : No, it is not the matter of giving encouragement if other alternatives are available and we do not intend to avail of them and the Government goes in for easy alternatives, then complaints are bound to be made. Other alternatives did exist there.

Now, I do not know how much information does the hon. Minister of Railways has? There are book-stalls on nearly one thousand railway stations and there are also tea-

stalls or light refreshment stalls at about seven or seven and a half thousand railway stations, barring a few very small railway stations of small villages. In metropolitan cities like Bombay or Delhi and in other such big cities and big junctions there are restaurants also.

05.25 hrs

[SHRI RAM NAIK *in the Chair*]

I would like to know from the hon Minister when the rent for book-stalls, newspaper stalls or refreshment stalls, tea-stalls was last fixed? How many years back their rent was fixed? Mr. Chairman, Sir, if we go to Bombay V T., Dadar and Bombay central railway stations and try to find out, the rent of such stalls of these stations, we will find that the rent of each of these stalls was fixed at Rs.500 some time back. Now these stalls are sold by contractors to sub-contractors and by sub contractors to other people at a premium of Rs.20 to 25 thousand or more. I do not know whether this situation has improved a bit during the last two or three years. If we assess the rent of these stalls at market rates and revise the rent accordingly, I do feel that the deficit will be made good, to some extent, if not fully. The money that goes in the pocket of those people who use public places of railways for building houses etc would have been gone to proper authority. Moreover, what I have said about refreshment stalls, is true about book-stalls also.

Mr. Speaker, Sir, I had a unique experience during my short tenure as a Minister of Railways. We used to bring out a monthly newspaper named "Pratipaksha". Once there was a long discussion on it in this very House in 1973. We used to publish hardly 2000 copies of the paper. At that time its editor was a young P.H.D scholar from the

Jawaharlal Nehru University. One day, after much insistence he succeeded in obtaining an appointment from me and came to my house and told me that the A.H. Wheeler had invited him to dinner and talked a lot with him regarding the paper "Pratipaksha". They expressed surprise at the fact that only 2000 copies of such a good newspaper were being brought out. They then suggested the editor to publish at least 75,000 copies from next month onwards and they would purchase all the copies. It is evident that they wanted to strike a deal with us and I then asked that young chap that he did not know as to what sorts of people can create what kind of troubles. Thus, the matter ended there. Mr. Chairman, Sir, I have stated all these things simply to know from the Hon. Minister as to what rent is being paid by the A.H. Wheeler who have nearly 300 stalls. I also want to know as to when this rent was fixed and what were the terms and conditions. I also want to know the facilities being provided by them to their employees? I also want to know whether they are paying them salary, or have engaged them on contract or commission basis? They are engaged in loot. They would not spare anybody not even those who are sitting in the Rail Bhawan or who are working on their shops. They are prepared to even purchase 75 thousand copies of your newspaper. They would sell these copies in waste but would pay you the full price just to bribe you. Mr. Speaker, Sir, thus, it may be termed as a problem or weakness of the Government Or it may be interpreted that the people in Government are opportunists and take side with these who exploit the poor. So Mr. Minister, I am sorry that I could not support your Budget as you have exploited other sources while knowing the problems of the railways.

There is one more area on which you

should take strict measures. Every year people express this type of anguish on rail budget in-side and outside the House as they are doing just now. Mr. Rambhau has said that he has become frustrated. people of Bombay are frustrated can you think what will be its out come? I can understand the frustration of people, as this type of things happen every year. Today we are sitting in the House upto 6 to 6.30 p.m. This speaks the importance of railway in the life of common man, hon. Members elected to this House and people in their constituencies. We are not sitting here to set any new record. There was no other alternative except sitting here. This also indicates the importance of railway in the life of common man.

The railway which is closely connected with common people, is not running in loss. I feel very sorry when newspapers write front page articles before the budget that railway is running in loss. So it has to raise Rs.2 crore from people. Railway is not in loss, it is making a lot of money. The social cost has been estimated at Rs 2200 crore. This amount should have been provided from general revenue and not from earnings of railways. The social cost could be more than Rs.2200 crore. The burden of social cost by way of giving concessions in freight charges on salt, food-grains and other necessary items and giving free passes to some people should not be put on the railways. This concept of social cost is prevalent all over the world and not in India alone. In foreign countries, like America it may have some other terminology By providing this from general revenue, a sum of Rs.2200 crore would have been credited to railway earnings and there would have been no need to put a tax burden of Rs.2000 crore. The Government should take a decision on it.

The point of social cost is nothing new for India. Every railway in the world gets subsidy from the Government. International Monetary Fund and World Bank tell India to stop subsidy but in their own countries they provide large sums on subsidy. Japan provides subsidy of Rs.3.5 lakh per hectare of land for growing paddy. Where as it asks us through International Monetary Fund and World Bank to stop subsidy. Our Government should think over its responsibilities. In principle, I agree that concession on freight charge on fodder, salt, rice and 12 things you have listed is correct, but its responsibility should not be restricted to people availing train services.

Banana is transported at concessional freight charges but eaten by rich people. The rail fare is paid by the poorest of the poor people who travel by train sitting on its roof. After paying fare for second class if he does not get space in the train, he travels on the roof of the train. If this money is spent providing fruit, chicken to rich people, it is not a justice. So you please do not add the amount of Social cost in the balance-sheet of the railway. This should be provided from the general budget of the Government. This is done in all the countries of the world. Why do you fear about it and why a discussion on it is made under compulsion. The poorest of the poor in the country would provide subsidy to decorate the table of rich people and to arrange milk and butter for them at cheap rates. When the Government implements built-in-subsidy it is the poor who subsidise. As a matter of fact the Government should give subsidy from its own Budget as it has been done in Germany and other countries in Europe.

It is said that our railway is earning profit. I can give you the figures of the amount of profit for the current year. After giving interest to the Government, without

adding pension fund of the department, the profit for the current year comes to Rs.4640 crore or 3300 crore. What is your development fund or capital fund? You save money on whatever account you like but the Government provided you Rs.960 crore out of which you want to collect Rs.900 crore through sale of bonds. It is a well known fact that this money cannot be recovered during this year. Neither you are going to get the money of I.R.F.C., it is not because people have no faith. As you have said all these bonds have never reached the common people. These bonds are taken by financial institutions and banks and later put on speculative activities.

Today bank and financial institutions are facing the problem of liquidation. So you are not going to get the desired profit. If you subtract the amount of Rs.900 crore and Rs.960 crore which you have got from the Government as budgetary support you are earning a profit of Rs.3 to 3.5 thousand crore. So far a decision has been taken to raise a profit of Rs.2000 crore. By doing so the Government has shirked its responsibility. This is the reason why you are required to collect this Rs.2000 crore from the common people. Mr. Minister, you have corrected your speech of last year you had said last year that the catering department would be privatised. The year you said that this idea has been abandoned. We would continue with the earlier practice of having the departmental catering and try to provide better food to people. I have a fear in my mind that the railway budget support has gradually been decreasing for the last 3-4 years. Is it not the conspiracy of the International Monetary Fund which is trying to stop budgetary support to railways completely in coming 2-3 years. If the budgetary support is stopped once and Railway is asked to develop itself by its own funds then it will not be privatised. The hon. Railway

[Sh. George Fernandes]

Minister perhaps does not know that decisions are taken at several places. Some decisions are taken in Washington and implemented here. So the hon. Minister perhaps does not know about it. Certain people think that railway is a large concern and it cannot be privatised. For this I can say that in Indian railway was introduced by private people and then the English people constructed it. Today the same thing may take place again as there is a maximum that "The wheel has rolled a full circle".

It will be dangerous if after completing a full circle railway slowly becomes a private structure. So today I would like to have a clear assurance from the hon. Minister that Indian railway will remain a public organisation and it will not be privatised. No pressure from World Bank and International Monetary Fund will be put on it. I would like to hear this from him.

I would not support your budget for one more reason and that is the system of development. I do not agree to your views. When you took up the work of gauge conversion last year in hand I had protested against it both privately as well as in public. I will not relate you all the reasons but the main reason is that railway is a Government industry. It should not be seen by the singular aspect of improvement, modernisation and computerisation. Under the present situation railway could be an important section for generating additional employment. You have no other powerful measures except this. It would have been in better had you started the work of laying of 1000 k.m. new railway line. By taking up gauge conversion you want to show that you are doing a big work and you are firm on your decision. By constructing 1000 k.m. new railway line you can generate 7 lakh employ-

ments in the country.

I would like to urge even today to decide in favour of the construction of 2,000 kms of new rail track each year. It should be kept in mind that unemployed suffer the most whether it be the Bombay riots or tension in any part of the country for whatever reasons and then it will be proper to talk of secularism and non secularism. If we do not take note of the reality and simply get entangled in the game of one upmanship then problems will be very difficult to identify.

05.43 hrs

[MR. DEPUTY SPEAKER in the Chair]

Why are you shy of laying down 2,000 kms of rail track each year when on the other hand Britishers during their rule each year used to construct 1,000 kms of rail track. This is being reiterated time and again, but I do not understand the bottlenecks in this task? I fail to understand why laying down of new rail tracks is not being considered prudent in India, while the U.S. President, Mr. Bill Clinton, during the campaigning promised construction of new rail tracks for generating employment to bolster the country's economy. The U.S. President, Mr. Bill Clinton, of the world's most modernised country, during the election campaign promised generation of employment avenues through construction of new rail tracks to tackle the problem of unemployment. Funds could have been diverted to that. This year a sum of Rs.180 crores has been allocated in the Rail Budget for construction of new rail lines. However, this allocation has been made for gauge conversion. Had the scheme for 3,000 kms of new rail tracks been finalised, by clubbing funds or by reallocating funds, it would have generated 1.5 million jobs in the country. Directly only 60,000 jobs will be generated

in the country, indirectly innumerable other jobs, will be generated. I am not submitting all this on my own but on the basis of the data collected by Federation of Indian Chamber of Commerce and Industry. Therefore any infrastructural work indirectly generates 25 other jobs. You have got the opportunity to solve unemployment problem in the country. Therefore, I submit to you to ponder over on this because the declared policies will not generate jobs in the country.

Nowadays a thinking in favour of the conversion of metro gauge into broad gauge is gaining ground in the country. This demand has been put forth by several hon. Member in the House. Demands for providing halt on superfast trains near the native villages are being made in the House. Strikes and other means were resorted to demand halt on superfast trains. Demand for conversion of metre gauge into broad gauge are made in the House on the premise that metre gauge is useless. This is the report of the Government. I do not know by what nomenclature it is known. Annual Report or whatever it may be. Please go through page - 77 of the report today in the morning. A mention of average speed of goods trains has been made in the report. There is no point in discussing the scheme as it is quite an old one. Average speed on diesel broadgauge is 23 kms per hour, on metre gauge 18.9. and on electric broad-gauge is 23 kms and on metre gauge it is 21 kms per hour. There is just the difference of one or two kms per hour in the South as Shri Mani Shankar Aiyar mentioned. Had anyone raised the issue of conversion of metre gauge in South India. Did anyone talk of launching agitations and lodging other forms of protests to demand conversion of metre gauge line into broad gauge in South India. Nobody is complaining about metre gauge lines between Madras - Tiruchirappalli, Tanjaour and Madurai.

SHRI C.K. JAFFER SHARIEF : Wherever there is metre gauge rail track industrial development has not taken place. Industrial development also generates employment.

SHRI GEORGE FERANDES : At this time I do not want to discuss on this point. However once upon a time Tamil Nadu was ranked third in India as far as industrial development is concerned. Wherever broad-gauge existed industrial development did not take place. Most of Bihar is connected by broad gauge but no industrial development did take place there.

[English]

SHRI MANI SHANKAR AIYAR [Mayiladuturai] : I was not talking about the speed of movement from my constituency. I was talking about the carrying capacity of the Railways which is vastly increased with the broad gauge as compared to narrow gauge.

[Translation]

SHRI GEORGE FERANDES: Mr. Deputy Speaker, Sir, I am not refuting what all has been stated in the House. It is before all of us to see. In the broad gauge more persons can be accommodated. However, this is not the bone of contention. The main issue before the country is the proper Utilisation of funds for development purposes in India as we are short of funds. I would like to submit that these available funds could be utilised for construction of broad gauge rail lines after pacifying the youth of the country. We are prepared to accept that there should be uni-gauge system in the country. However, in the intervening period limited funds should be utilised for generating jobs in the country. Maximum new rail lines be constructed in the country,



especially in the backward regions and wherever absolutely necessary metre gauge be converted into broad gauge. However, I am sorry to say that the hon. Minister is not propertied to accept my suggestion.

Sir, I would also like to dwell on two more points. An hon. Member of B.J.P. raised the issue of earthen tumblers during his speech. In trains paper cum plastic cups are being widely used. These used to cost 41 paise three years back. These earthen tumblers costing 15-20-25 paise need be used for serving tea, curd, milk etc. by the Railways, both in trains and at stations, without investing a single penny. Services of the World Bank or any other Bank need not be necessary for generating jobs. Potters are there to do the job. In the face of unemployment one lakh jobs could be created daily through these steps.

Sir, I would like to dwell on the plight of weavers. Railway procelsds uniforms to its employees and also uses cloth for upholstery and linen for guest houses and on trains too. I do not know railways purchases cloth worth how many crores of rupees each year? Earlier Khadi uniforms used to be supplied by the railways, but in the face of the agitation launched by the employees this was discontinued as Khadi was being considered below dignity. Later on cotton uniforms were supplied, but this was also not considered appropriate. Then man made fibre cloth uniforms were demanded as it drapes well on body. The workers are unaware of the plight of one crore weavers in the country and if the Government Departments do not think about them then who else will think about these weavers. Bit Mills insert glossy advertisements of their cloth on Television to promote sales, but who will advertise khadi cloth. It has been seen that

even in U.S.A., Japan and other industrialised countries no worker is prepared to wear man made fibre cloth. Only after agitations when workers are supplied Tericot uniforms in India they start complaining about adverse effect on health because of nonopresence of air gaps which prevents drying of sweat. Though WHO and ILO documents mention many things yet nobody cares for them because of the advertisement propaganda to promote sale of latest variety of cloths. However, if khandi and cotton uniforms could not be provided to the employees by the railways for various reasons such as inability of railway officers to convince the employees about adverse effects on health then atleast man made fibre cloth uniforms could be supplied to the railway employees.

Mr. Deputy Speaker, Sir, you will not be able to differentiate between a handloom product and a mill product. You will not be able to make out as to which mill have produced it and whar kind of yarn has been used. So we are much worried over the fact that the priorities of the Government have not been worked out in consonance with the problems being faced by the country. I, therefore, just cannot support this Budget.

Mr. Deputy Speaker, Sir, there is one more question related to the employees. I would like to say one thing to the hon., Minister of Railways that it is the policy or the philosophy of the Railway Department to keep the workers divided. I have a written proof in this regard. The administrative class in the Railway are pre-occupied with the thought that workers should be kept being divided by creating a dispute among themselves and then and then only they will be able to run the whole affair properly. The Government is first required to change this policy. Labour's agitation is the protect of democracy in the world. Wherever and whenever the dictatorial trend had emerged

in the worked, it is the labour's agitation that fights it. If this agitation is suppressed or corrupted by engineering internal fighting through deceitful means then it would tantamount to a great loss. I would therefore like to submit that the Government should bring about a change to its policy.

Similarly, a policy should be framed in regard to the organisations in the Railway department. The draft that we prepared regarding that policy is already kept there which could not be enforced. The government should frame a policy so that only the recognised organisations can function in the Railway. It is difficult to say as to which organisation the labourers should recognise. The Government should itself make a department to ascertain the facts in this regard. The organisations that have come into being in various departments may all be intimated that the system of departmentwise organizations will not work. The photographers have a different union. At present there are 140 unions working under Railways. Only 15 persons can make a union. The Government should make it clear that there will be no more department-wise unions. Rather, there will be one union - an industrial union. There will be no category wise union. The tendency of allowing a street fight for getting recognition of the union should come to an end.

Mr. Deputy Speaker. Sir, regarding R.P.F. I would like to say that justice has not been done to them so far. The issue of forming union in the R.P.F. is not an ordinary issue. It is a watch and watered department. They have guns with them yet they do not have the powers as are enjoyed by the police. They cannot arrest any person. When the police can form associations then why not the R.P.F.? They have been provided with guns to protect Railways property and the Government has deprived them of

all powers by declaring them paramilitary force. The Government need to rectify this soon.

SHRI C.K. JAFFER SHARIEF: These days we are using them for maintaining law and order situations; we are using them as army, we are using them in Punjab days they were deployed for tackling the situation born out of Ayodhya issue.

SHRI GEORGE FERNANDES: Mr. Deputy Speaker, Sir, after independence the Government has on many occasions, used even the Rashtriya Swam Sewak Sangh [RSS] to maintain law and order in this metropolitan city. It has been used to control traffic on the roads. The service of the organisation has been sought on other places also for different purposes. It does not mean that they should be deprived of their rights. It is not proper; we cannot accept it. We want justice in this regard and we hope that justice will be meted out to them.

I would like to say two more things about the labourers. The first is regarding victimisation. There was some order issued in favour of 800 retrenched workers. The Government has to sort out this problem any how. It does not stand to my reasoning as to why the career of the workers should be spoiled for the reasons that they went on strike. The higher officers in railways do all sort of crimes but none of these are removed from service. Will the poor be kicked out? Will there be different rules for different persons? Even the militants who fight against our military and kill thousands of them are also called for a dialogue. They are given share in power. They are also given special privileges. Well, the labourer's view might be wrong but is the view of armed-militants right?

979 *Rly. Budget, 1993-94 Gen. MARCH 30, 1993 and Suppl. Dem. for Grants 980*  
*Diss.; Res. re. approval of 3rd Report*  
*of R.C.C.; Dem. for Grants (Rlys.), 1993-94;*  
*(Rlys.) 1992-93*  
[Sh. George Fernandes]

06.00 hrs

The Government do not sitate in having negotiations with them but the poor must suffer. You may do it to some extent. But we should realise that the anger for manifestation in the form of terrorism in different shapes. We have actually closed the door for solving the human problem in a decent manner keeping the dignity of humanity intact. I would especially like to drive this point home to the mind of Jaffer Sharief saheb and I know what kind of mind and heart he possesses. I am not appreciating his virtues. My acquaintance with him is not new. We may have political differences, but I know him and that is why I have expectations from him. When he is not able to work out things, how can I then, support his Budget. That is why I am not in a position to support the Budget although I want to support it. There is one issue related to Konkan Railway. It is a serious matter. Our colleague Shri Sirkant Jena had raised the issue of Orissa. When Konkan Railway Corporation was set up in order to construct Konkan railway, it was not confined to Konkan alone. Rather, as per the plan the State Government had also to provide equity. Their participation was also sought along with the equity to be given by the Central Government. As per the whole plan the Governments of Orissa and West Bengal were to provide equity amount so that a similar scheme could be initiated in the eastern areas also. Some progress was made in this regard. Jyoti Babu had decided to provide funds for this purpose in the budget, but I do not remember that Shri Biju Patnayak could actually allocate ten or twenty crore rupees in the state budget. But provision of twenty or fifty crore rupees was made in the budget following the announcement in this regard. Similarly, it was also decided to

do it in the South India. I held talks with the hon. Chief Ministers of Tamil Nadu and Karnataka. The Chief Minister of Tamil Nadu further held talks with the Chief Secretary and the other authorities and finalised this scheme. The Chief Minister of Karnataka had some troubles regarding making provision of funds. Since all other states were accepting the scheme. So he also came forward to consider this. I had talks with the hon. Chief Ministers of Gujarat and Rajasthan and both of them agreed to execute this plan. The plan was to ensure the development of the whole of Rajasthan, Gujarat and not of them agreed to execute this plan. The plan was to ensure the development of the whole of Rajasthan, Gujarat and Orissa through the said corporation and that is why this experiment was not kept confined to Konkan alone. I can say it with full authenticity that the pace of development would be slow if we totally depend upon budgetary allocation. I am afraid.... (Interruptions)

SHRI C. K. JAFFER SHREF The decision of your Government is there and the plan of the expansion of Konkan Railway is also there, but there is no mention of other things at all (Interruptions)

SHRI GEORGE FERNANDES What you are saying is right. The Planning Commission was initially not ready to clear this plan. Now it is the responsibility of the Minister of Railways to overcome the hurdles posed by the Planning Commission. The Konkan Railway Corporation would not have come into existence had the suggestions of the Planning Commission been followed. I know that the Commission would not have allowed the formation of the Konkan Railway Corporation and the reasons thereof are not worth mentioning here... (Interruptions) Now you have got to do it. What I fear is that we are gradually heading towards the privatisation of Railway, but we are deter-

mined to check it (Interruptions) So what is required is to revamp the structure of the Railway in regard to its policy of development That change is likely to come only when the people of that area will involve themselves in the development work Money will also flow in when the people involve themselves in the development work and that way the State Governments will take more interest in this matter Subsequently, the work of the Government would become easier and policy in this regard may be prepared for each Railway I would not like to refer to each and every scheme and each and every Railway Through you I would however like to submit the hon Minister of Railways that he should reconsider this issue afresh as to which State Governments can be involved in this work to make a progress in this regard

I am happy that the Government has provided Rs 25 crore during current year for the work on Chhattauni Bangha railway bridge The total estimated cost was however Rs 160 crore Funds likely to be received from the two states has been delayed

SHRI K JAFFER SHARIEF Funds have not come

SHRI GEORGE FERNANDES Funds must be preceded by them but the Central Government is required to remind the State Governments in this regard We are here to co-operate the Government we will extend our best co-operation The Ministry of Water Resources was also to provide some financial assistance for this work but there is delay on their part as well The result might be that the bridge may be constructed but no road will be constructed As per the plan the road bridge of the rail was also to be constructed I am sorry that there has been so much negligence in this matter on the part of the Ministry of Water Resources and the

two State Governments that it should not be tolerated I would like to submit to the hon Minister of Railways that he should take concrete steps and we are here to support him in holding talks with the persons outside It is not fair on the part of the Government to ignore the demand of the people Too much reference is made in regard to Bihar The issue of Ganga bridge is also very important

Other schemes for finance can be formulated and it should be formulated You can think over it You can discuss this with the people of Bihar and other people but it should be given priority in the list of agenda, because there is no required development in Bihar There is no link between North Bihar and South Bihar while there is a great been of development That is why the bridge is must there The people of Bihar are not getting any remarkable benefit from the existing Railway system in Bihar

I would like to express my sorrow regarding the Konkan railway On the 20th of this month the Prime Minister has inaugurated the 60-65 km Mangalore-Odipi railway track moreover the construction work between Dasgaon and Roha railway track is also complete, and it will also be inaugurated in a few days I have an anguish for the last so many days over the incidents happened in Goa Some controversy was raised when Shri Dhananjaya Kumar was speaking, in the morning Whatever he said has created some misunderstanding and it was wrongly understood Propaganda was made that this railway alignment in Goa would destroy the cultural heritage which is hundreds of years old Churches will lose their existence while no rail line had to be constructed near any church Not only the propaganda was made but it has also made the vigorous church organisations active and in this way this matter was manipulated which should not be happened so (Interruptions)

would not like to discuss the political aspects of this issue as I do not like to discuss the inner conflicts in Congress because I would like to get constructed this Konkan railway and this train must start on 2nd October 1994. It could have started if the work would not have been stopped. Here the question is about our mentality. It is unmaterials whether we have an emotional link with this project or not. You have already spent Rs.700-750 crore on this project. You have borrowed this money from U.T.I. in the interest of 18 per cent and from Indian Railway Finance Corporation on the interest which perhaps may vary from 15 to 17 percent, Railway Minister has granted this money generously beyond the limits of equity otherwise this work had been stopped much earlier. We have to pay interest on it. The Railway has spent there about Rs.760-800 crores and with 15% rate of interest. The amount of interest accrues to Rs 120 crores in a year which means that Rs.30 lakh of interest is accumulating there daily. The stoppage of work for one day mean to put a loss of Rs.30 lakh per day on the corporation. This funny situation has been going on in the name of environment. There not only one but three reports on the project.

Today I got an opportunity to read an article written by Madhav "Gadgil in 'Frontline' which has stated:

[English]

"We were part of a team of experts to carry out an environment impact assessment of the Konkan Railway."

It further adds : "The impact assessment, is converted into a closed-door process conducted by a coteril of technical consultants,"

And this Madhav Gadgil is famous person of Indian Institute of Science, Bangalore. He is famous for many reasons. The hon. Minister knows it very well as to why he is famous. Gadgil has sent a on the letter-head of the Institute stating that they had performed their responsibility and they should get the payment of their outstanding dues and later on he writes that 'he 2 was part of the cotene who produced a bogus reports'. How these people could be trusted. We would like to know about it because the Indian Institute of Science is such an Institute as runs on the basis of the grants given by the Government of India. Earlier the estimate was Rs. 38 thousand but later on it was provided Rs. 49500/- The letter had been issued under the signatures of Gadgil it says that as per our conversation we have taken the responsibility to do this work of assessing the environmental impact of Konkan railway, so we should be given our fee for it. And now he writes that cotene has done the whole work. if cotene which is under the department of Indian Institute of Science works like that then who will trust onn it. If these people work in this fashion and prepare irresponsible report after receiving money, the who will believe on such reports

[English]

THE MINISTER OF STATE IN THE MINISTRY OF SCIENCE AND TECHNOLOGY [DEPARTMENT OF ELECTRONICS AND DEPARTMENT OF OCEAN DEVELOPMENT AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (SHRI RANGARAJAN KUMARAMANGALAM): I think I should have the honour of wishing you Good Morning. The Sun has nsen. I think.

SHRI GEORGE FERNANDES: We will conclude it as per your desire. Mr. Deputy Speaker, Sir, the mischief being played on Konkan railway should be stopped, I request the Railway Minister to stop it. As this question may shake the total Konkan region. If it happens; it will be dangerous for the whole of the country.. Whatever has started in Goa; it has taken the shape of Hindu-Christian issue. Its results will be highly dangerous. We have already created so many fronts like it. Was it necessary to open one more front in Goa? Sir, I am unable to understand as to why the Government is doing such things. Is it only for some petty politics or for giving a seat only or to overcome their internal estrangements? It is material as to what happens in Goa but whatever has happened in the entire Konkan region, it can not be imagined. Mr. Deputy Speaker, Sir, you come from Karnataka. The farmers of your State from Mangalore to Karvaar, have given their land to the Government by saying that you can give money for this later but please construct the railway line first. The people in the region Konkan from Bombay to Kunal and the border area of Goa are much generous. They are generous in the sense that they are not prepared to think beyond keeping their region all right.. But the issue of construction of Railway line in the region is much more important for them.. as it was their dream for the last 100 years, they had written articles, delivered speeches over it, there are such stories in the region that the persons who do not give subscription to trade unions in Bombay on the pretext of not having small of Rs.10 have given their land for constructing railway line without taking the cash money for their land. The development of Konkan is linked with it. It can be a dream for us but it is the future of the people residing there. In Ratnagiri district you will

not find a single man between the age groups of 18 to 55 years as they all have gone to Bombay for livelihood, there are left only ladies, children and old people. You should not play mischief with them at the time of development. I will not say anything more. I have already said a lot of things outside the House. I would not like to say anything more in the House as to how the money coming from foreign countries for this purpose, has been stopped. One who wishes to make an enquiry into it, can do it, and one who wishes to fight with us can do so. The Prime Minister goes to the countries only from where he expects money for the development of the country and he says there itself not to send the money for the sake of environment. These are the things which we have faced because we do not wish that there should be any controversy in respect of the construction. Konkan railway. I request the Railway Minister and the Prime minister who is not present here at the moment to get done the work of Konkan railway and the should not create any hindrance in this work. As regards that funds for this construction work.. I would like to tell the hon. Minister for Railway that he should pay his attention towards that Explanatory memorandum on the railway Budget. I am concluding. I know that the hon. Minister is feeling sleepy. Sir, I would like to draw the attention of the hon.. Minister towards the two points mentioned in the Explanatory Memorandum. It is not necessary for the hon. Minister to see it in person. There is the account of railway fund on page 25. There is a capital fund of Rs. 145 crore 62 lakh, for this year, an amount of Rs. 1193 crore and 80 lakh as depreciation reserve fund is also shown here and some amount for some petty items like Railway Pension Fund and Railway Development Fund has also been shown. It means that a total sum of Rs. 1660 crore is in saving. I know that the same money is with the Government as

[Sh George Fernandes]

shown in the balance sheet on page 72 in the column of liabilities and Assets. You have told that this fund is available with the central Government and the Government does not pay any interest on it while the Government is making use of this money.

I would like to request that if there is any financial problem for the Konkan railway project we are prepared to co-operate with you in all respect. Mr Deputy Speaker through you I would request the Prime Minister and the Finance Minister that the bonds for Konkan railway corporation should be issued separately for the common people. If some institutions or Banks and specially Cooperative Banks are interested to purchase these bonds you should give these bonds to them for a small period in the present conditions in the form of S L R. The Prime Minister has also given a speech in this regard in Roorkee.

[English]

"I am prepared to bend the rules to see that the problem is taken care of. But please do not ask me to produce the funds. But I am prepared to bend the rules."

Please bend the rules insofar as the Konkan Railway Corporation bonds are concerned and insofar as they relate to the Cooperative Banks from Mangalore to Bombay on the Konkan issue.

[Translation]

If you do it you will get the money instead of taking loan on 18 per cent of interest you can borrow money from the Government on 12.13 or 15 per cent of interest as the Government takes loan from you without any interest. When we go to

market for selling or purchasing our bonds, we gave to give a discounting commission including the rate of interest payable on the loans. It all accrues about 15%. So you can get loan on 15 per cent of interest for Konkan Railway project. Although the Finance Minister has not written anywhere in his budget to deposit Rs 400 crore, he has only told here that you plan is not for Rs 6500 crore but it is worth Rs 6900 crore and Rs 400 crore is for Konkan Railway.

So in today's context I would like to request you that you should direct the Government to implement this scheme as this is the hopes and the aspirations of the people. If necessary you should persuade the Prime Minister and the Railway Minister. Whatever role has been played by the Railway Minister in the Budget in the context of Konkan Railway is soul hurting so I cannot support your Railway Budget. Mr Deputy Speaker Sir I appreciate the hon Minister for giving a new direction to the railway development by introducing new schemes in various fields of railways but in the light of some apparent constraints I oppose this railway budget.

[English]

THE MINISTER OF STATE IN THE MINISTRY OF SCIENCE AND TECHNOLOGY (DEPARTMENT OF ELECTRONICS AND DEPARTMENT OF OCEAN DEVELOPMENT) AND THE MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (SHRI RANGARAJAN LUMARAMANGALAM) Mr Deputy-Speaker, Sir, at the outset, firstly I would like to thank you for having really borne with us during the last over 15 hours of the debate that we had. Also, I would like to thank the Members who participated in the debate right through the night and those who did not participate and attend the House also as

989 *Rly Budget 1993-94* CHAITRA 9 1915 (SAKA) (Rlys) 1993 94 and Suppl 990  
*Gen Diss Res re approval of 3rd*  
*Report of R C C Dem for Grants*

well as the Reports the Watch & Ward Staff and all the staff of the Lok Sabha Secreanat and the Press who have worked so far I take this opportunity to thank them I think this is a record which the Lok Sabha has never set sitting right through the night sitting right up to the morning till the sun rises

Sir I would like to inform that we can have the reply of the hon Railway Minister if possible immediately after the Question Hour We will have the reply and the voting I suggest that after that we can have the Zero Hour Beging the last working day some of our Members would like to raise some issues Also he has to send the Bill to the Rajya Sabha The Appropriation Bill has to go to the Rajya Sabha Leaving that aside also on top of it it would be nice if the Members are given a chance on the last day to voice their views so that we can do it a little more freely I think the House would agree to my proposal

At 12 Clock we will take up the reply or the Railway Budget and then go ahead

I wish to express my regrets is there is any inconvenience I am sure there has been many inconveniences to which we all have been put through

THE MINISTER OF RAILWAYS (SHRI  
K JAFFER SHARIEF) The House was really benefited

SHRI RAM NAIK (Bombay North) You declare first holiday for the staff

(Interruptions)

MR DEPUTY SPEAKER The discussion on the Railway Budget is over now The reply will be taken up today at 12 o'clock

Now the House stands adjourned to meet again at 11 o'clock

06 25 hrs

*The Lok Sabha then adjourned at  
of the Clock on Wednesday 11  
1993 Chaitra 10 1915 (Saka)*