

[English]

MR SPEAKER I am giving the Ruling

That is why my impression is that they have not gone there to get the Bill passed, but to reply to the debate which had taken place, and to which he had not replied. It is pending reply there

(Interruptions)

SHRI ANIL BASU Sir, the voice of the Members is curtailed (Interruptions)

SHRI RAM NAIK (Bombay North) Let the Minister come, then I will ask the question (Interruptions)

MR SPEAKER Let us do one thing. I will decide upon the procedure

Now, I will ask him to move the Bill for consideration and then I will allow you to ask the questions, he will reply to them and then we will go on. Is it Okay?

SHRI ANIL BASU You have taken up the unlisted Business. Let it be clarified (Interruptions). The question is where it is unlisted business (Interruptions)

MR SPEAKER It is not. I am explaining

Unlisted Business is not there. We have to pass the Appropriation Bill. It is very much on the agenda. I will allow the Minister to move that the Bill be considered and then I will allow you to put the question, the Minister will very appropriately reply to the questions and then we will go ahead

(Interruptions)

MR. SPEAKER I will explain to you. Please take your seats

Generally what we have been doing in

the House is that you move the cut motions. That means, you have attracted the attention of the Minister to a particular point which you want to make. You have already moved the cut motions in this case and those cut motions, I am sure, the Minister, must have seen. You have attracted his attention. Now, I will ask you to ask for more information. He will give you more information on that point, and later on we will go ahead. Never you have embarrassed any Government whether belonging to one party or the other on cut motions. You have always cooperated (Interruptions)

MR SPEAKER Okay, I will do that. If you like, I will ask the Minister to take into account all the cut motions which have been moved and to please reply to each of the cut motions, as you wish

16.13 hrs.

APPROPRIATION (RAILWAYS) BILL*, 1993

[English]

THE MINISTER OF RAILWAYS (SHRI C. K. JAFFER SHARIEF) Sir, I beg to move for leave to introduce Bill to authorise payment and appropriation of certain sums from and out of the Consolidated Fund of India for Services for the Financial year 1993-94 for the purposes of Railways

MR SPEAKER The question is

"That leave be granted to introduce a Bill to authorise payment and appropriation of certain sums from and out of the Consolidated Fund of India for the services of the Financial Year 1993-94 for the purposes of Railways

The Motion was adopted

SHRI C.K. JAFFER SHARIEF Sir, I introduce the Bill

SHRI C.K. JAFFER SHARIEF: Sir, I beg to move: *

"That the Bill to authorise payment and appropriation of certain sums from and out of the Consolidated Fund of India for the services of the Financial year 1993-94 for the purposes of Railways, be taken into consideration."

MR. SPEAKER: Motion moved:

"That the Bill to authorise payment and appropriation of certain sums from and out of the Consolidated Fund of India for the services of the Financial Year 1993-94 for the purposes of Railways, be taken into consideration."

MAJ. GEN. (RETD.) BHUWAN CHANDRA KHANDURI (Garhwal): Sir, instead of taking up all the cut motions, we should only speak on a few out motions which we think are important.

MR. SPEAKER: Okay. Mr. Ram Naik.

SHRI RAM NAIK (Bombay North): I have two questions. One question was raised about the Konkan Railway work in Goa being given a stay by the Prime Minister. To that, no reply has been given. I want to know whether stay has been given or not. If it is given, why it has been given.

Point member two, I have specifically asked to have separate autonomous corporation for Bombay Suburban Railway service. To that also, no reply has come.

[Translations]

SHRI NITISH KUMAR (Barh): Mr. Speaker, Sir, you might be remembering it

MR. SPEAKER Nitish ji, you may ask in the same way as the hon. Member has asked just now.

SHRI NITISH KUMAR: I would like to just remind you that the hon. Members belonging to Bihar, Orissa and other States had expressed their resentment when the hon. Minister of Railways was replying to the discussion on the last Railway Budget and the hon. Prime Minister had said that if there was any such imbalance, he would look into the matter on his own and would remove the imbalance. Unfortunately the imbalance still exists. During our speeches and discussions were tried to draw the attention of the hon. Minister to the matter like construction of a rail-bridge across the river Ganga in Patna, extension of the train running between Bakhtiyarpur and Rajgir to Gaya, construction of Buddhist circuit and construction of double tracks between Patna and Gaya etc. But the hon. Minister did not reply to any of these questions. Whether it is the matter of gauge conversion, or construction of double tracks or introduction of new trains, the Ministry of Railways has neglected Bihar on all these scores and nothing new has been done even after repeated requests nor any reply has been given to any of these points. The hon. Minister has said about survey conducted for construction of double railway tracks between Gaya and Patna. A survey in this regard was already conducted during the tenure of Shri Madhavrao Scindia as the Minister of Railways. To talk of conducting means into to do anything or to postpone the work for future. That is way it is said all the time that a survey will be conducted prior-permission is a pre-requisite before taking up a work.

Through you I want to know from the hon. Minister of Railways categorically that keeping in view the imbalance to which attention has not been paid in the Railway

[Sh Nitish Kumar]

Budget, what is his opinion on my four points, I have raised here, namely construction of double railway tracks between Patna and Gaya, extension of Bakhtiyarpur-Rajgir line to Gaya and construction of railway bridge across the Ganga river in Patna

[English]

SHRISRIKANTA JENA (Cuttack) Last time also, when the Railway budget was discussed, we raised about the problems of Orissa and the Prime Minister assured on that day, "Whether imbalance has been done that will be diluted and I will try my best to see that Orissa gets due share from the Railway Budget"

You will be surprised that Orissa contributes highest revenue to the South Eastern Railway and South Eastern Railway gives highest money to the Indian Railways. But Orissa gets least so far as allotment from the Railway Budget is concerned. About Khurda-Bolangir rail link, the Orissa Government has written letters to the Prime Minister and the Railway Minister that for earth work whatever money is required the Orissa Government will mobilise funds and they will do earth work. At least, the Government of India and the Ministry of Railways should accept the proposal that will really link the Western Orissa with the Eastern Orissa where the entire tribal belt will be benefited. Every day people are dying in that area. At least, people will get some work. On that basis, when we discussed this matter in the Consultative committee also, the Minister assured "We will take up this matter in 1993-94 Budget, Khurda-Bolangir line will be taken up". Now the Minister says that it will be sent to the Planning Commission and again a survey will be made. The survey was made 20 years back. Everything is ready. The only thing is, it has to be okayed by the Planning Commission and the Railway Minister. If you look at the Railway map of India Orissa is lowest in every respect. There is no rail link, no employment in the

Railways. Not a single pipe has been given for electrification. For gauge conversion in Orissa, not a single pie has been given. This is the position. The people of Orissa are agitated. Even the ruling Party Members, because of the pressure of the people there, also came to the well of the House on this issue. So far as Orissa is concerned, Railway is deliberately neglecting it. We are 21 Members from Orissa. But in U.P., Bihar, Maharashtra and other States, their number is more and they can raise their voice. So far as U.P. is concerned Atal ji is there. They can raise their voice and mobilise these things.

Fortunately, I think, the Prime Minister has given the portfolio of Minister of State for Railways to him and probably he thought that the imbalance could really be removed by the Minister in that respect. That will not solve the problem. Last time we have got assurance from the prime minister. So I request the Prime Minister to see personally that Orissa gets its due share from the ministry. So far it has been neglected deliberately. I again repeat this. The Central Government has deliberately neglected Orissa as far as railways is concerned.

SHRIMATI SUSEELA GOPALAN (Chirayinkil) Last time also we had protested against the discrimination shown to Kerala. This time it is much more. Last time it was Rs 70 crores. But this time what is actually done is, from Tamil Nadu - Erode one line is there to Ernakulam. From there electrification has started. But not a pie is spent in Kerala. After three or four years, it will come to Kerala. At least, at this rate Rs 16 crores is set apart for that. It means that after only ten years, that electrification will be completed. That actually is not going to benefit Kerala at present. The rest of the amount is Rs 6 crores only. All the ruling party members here focussed on the question of doubling of the line from Mangalore to Shovanur and from Kayamkulam to Trivandrum. For all that, only Rs 3 crores and one lakh were given. Now the Railway Minister

announced that something will be done. But this is the most vital thing. There are no new lines laid. We are demanding many lines. But we are not pressing. The doubling of the line should be taken up and should be completed in the Konkan railway, when it is finished, we will benefit only if this is doubled. We demand that some amount for that should be allotted. Prime minister gave us the assurance that it will be done and that regional imbalances will be actually removed. But because cut motions and everything is passed, so nothing can be done now. But he will see that regional imbalance is not there. But that is not done. It is criminal negligence of Kerala. That cannot be tolerated. We must get an assurance from the Prime Minister that justice will be done. This doubling from Mangalore to Trivandrum should be there. That is for what we demand more amount of Rs 3,00,01,000/-.

SHRI P. C. THOMAS (Muvattupuzha): We all want this one. Only Rs. 3,00,01,000.

MR. SPEAKER: Yes.

SHRI P. C. THOMAS: Please give this amount.

[Translation]

SHRI ATAL BIHARI VAJPAYEE (Lucknow): Mr. Speaker, Sir, there is one railway workshop in my constituency Lucknow where the repairing of the steam locomotives is done. But now a decision has been taken to gradually replace all the steam locomotives by diesel and electric locomotives. Then what would be the fate of three thousand employees working in the said workshop? I have come to know that half of them would be absorbed after imparting training to them and the rest half would be retrenched. There is a wide-spread discontent there and my opponents are campaigning that those employees are being punished because they voted in my favour.

[English]

SHRI RUPCHAND PAL (Houghly): As

a result of phasing out of steam locos, a large number of people who have been working in the steam loco works in coal and iron handling activity are jobless. A large number of the affected workers are in my constituency. On 4th March, the Supreme Court had given some directive to the railways that they be given employment. Although they have been working under contractors, their job is of a permanent nature. The Government should abide by the directive of the Supreme Court and I hope the hon. Minister should respond.

Secondly, as a result of criminal neglect of Eastern part of India and particularly West Bengal, a large number of projects which have been under construction long back even Mrs. Gandhi had inaugurated some of them are not completed. Still in this Budget you will find there is no provision for Bujbu, Namkhana, Digha, Tumlok, Eklaki, Balughat etc. projects. They have been neglected.

As a protest against this neglect, tomorrow, in West Bengal and in many other parts they are going in for rail-roko agitation protesting against the injustice and the discrimination done to them by this Government. I hope the Government would respond to the just demands of the people of the North-Eastern part of this country. (Interruptions)

[Translation]

SHRI PIUS TIRKEY (Alipurduars): The North-Eastern Frontier Railway is the most important area of India. No provision has, however, been made for this Railway in the Railway Budget. This railway line connects Assam and fully lies in the East. That is the border area. It covers the remote area of our neighbouring countries Bhutan and Nepal. The North-Eastern Frontier Railway holds further significance since it is in Arunachal Pradesh near the border of China and Tibet. There is no question of electrification there, even the work of constructing double tracks, which had begun earlier, has now come to a standstill.

Alipurduars junction is a very important

railway junction. There was a steam locomotive workshop there which is to be replaced by a diesel locomotive workshop. But nothing has been done in this regard as yet. I would like to know the facts in this regard from the hon. Minister.

DR. LAXMINARYAN PANDEYA (Mandsaur): I had placed my views before you thorough my speech and Cut Motion on not releasing adequate funds for the already approved Indore-Doha rail-line and for gauge conversion of Neemuch-Ratlam railway line and also on Satna-Rewa-Etawah railway line; as also on Dewras-Maksi railway line which are essential for the development of backward and tribal areas of Madhya Pradesh. The hon. Minister has neither made any reply to my point about construction of the over-bridge no to my point about passenger amenities, particularly to my points about increase in fare of suburban trains and passenger fare.

I would like the hon. Minister to make a reply to all these points and release adequate funds. The hon. Minister should also reply to my point about taying railway lines in predominantly tribal areas.

[English]

SHRI PETER G. MARBANIANG (Shilong): Mr. Speaker, Sir, the Members of Parliament of the North Eastern Region have made so many demands during the discussion. But he has not replied anything about those demands. Last year, in the Budget Estimates, there was a plan to extend the broad gauge line from Guwanati to Lumding. But, however, this year, there is no budget proposal relating to the extension of the Guwahati-Lumding line. Anyhow, there is only a mention of Lumding-Dibrugarh line. How will they go on extending the line if it is so? We have only one broad-gauge line up to Guwahati only. We have also demanded a Divisional Headquarters at Rangyia. In this connection, I would like to say that we have been asking for it for the last 20 years. No

action has been taken. Further, we need a super fast train service like the Rajadhani service from Guwahati to Delhi and vice versa. I hope the hon. Minister would respond favourably. (Interruptions)

SHRI AMAL DATTA (Diamond Harbour): Sir, the Railways are neglecting the needs of the city of Calcutta for a very long time. Since the electrification of the suburban railways of Calcutta-Howrah in the 1950, nothing further has been done by the Railways to see that the people can ingress into the city and agress from the city comfortably. As a result of this the city is choking with people who are trying to live and work there. The people who work in Calcutta cannot live very much outside because of the very poor train services. This is the duty of the Railways to see that these serves for which the Railways themselves have been sending recommendations are made available. The Zonal Railways have sent a number of recommendations for doubling the line, triple-line and quadruple-line and all that. But nothing has been heeded by the government for a very long time. I have suggested to the Railway Minister myself that there should be a survey on the needs of the city on the basis of the survey done for the Bomby suburban line by the RITES in the year 1990. Even that work has not been started. That should have been commissioned. Then he would have understood what is the need on the basis of the survey done by a subsidiary of the Railways itself. Let the Minister respond to this and assure us that the survey at last will be commissioned immediately.

[Translation]

SHRI CHHEDI PASWAN (Sasaram): Mr. Speaker, Sir, I support the views expressed by Shri Nitish Kumar. (Interruptions)

SHRI TEJ NARAYAN SINGH (Buxar): We are not provided with an opportunity to speak in the House. (Interruptions)

MR. SPEAKER: You may sit down. You

are always given a chance to speak

[English]

Please understand that for whole of the night we were sitting. Now we have allowed those Members who have moved the cut motions to have their say. If everybody without giving the cut motions wants to speak, then 545 Members have to be allowed. They cannot be allowed. I am allowing you. (*Interruptions*)

[Translation]

SHRI TAJ NARAYAN SINGH: I have also given a cut motion that is why I am saying

MR SPEAKER: you may sit down, you are always given time to speak but you level charge that others are allowed to speak. I will allow you some time to speak. You please sit down.

[English]

This is humanly impossible to keep the patience.

[Translation]

I cannot allow both of you at the same time. It will help me if you please sit down.

SHRICHHEDI PASWAN: Mr Speaker, Sir, I support the views expressed by the hon. Member Shri Nitish Kumar and I will conclude after raising one point. From the very beginning Bihar has been the most neglected state and particularly the Grand code line is the most neglected area in Bihar. There is only one train available on this line and that too reaches here during night time and therefore there is no train. The exploration of most of the natural resources of Bihar is done through this line only but there is no train available for the local people.

Mr Speaker, Sir, we demand from the hon. Minister that this train should be started from Grand code Line. If there is any people in this regard then he should start a new train

from Gaya to this place. Mr Speaker, Sir, after independence new trains are being introduced all over the country but in our area Sasaram-Aara Light railway of Martin and Company too was closed down therefore, I request the hon. Minister to restore this service immediately. Besides Bokaro and Madras Express sables at Bokaro for 22 hours. So it should be extended upto Gaya which is an intentional tourist centre. I will be beneficial for the people of Bihar with these words. I conclude. (*Interruptions*)

MR SPEAKER: Mr Tej Narayan Singh you always make a complaint that you are not allowed to speak.

(*Interruptions*)

SHRI TEJ NARAYAN SINGH: Mr Speaker, Sir, I have given a cut motion. About 20 thousand Railway workers who have worked for 500 days have been removed from service although the Supreme Court had ordered to prepare a panel in respect of these labourers yet the Railway Department did not form even a panel as yet. When will you provide them jobs? I have given a cut motion. I would like to know from the hon. Minister as to when he is going to provide jobs to them. Late Shri Kedar Pandey, when he was the Railway Minister had given an assurance to Convert the Sasaram Light Railway into a Broad gauge line but after his death his assurance was not fulfilled. I have given a motion and I would like to know from the Minister through you as to when it will be converted into a broad gauge line.

SHRIMATI KESHARBAI SONAJI KSHIRSAGAR (Beed): Mr Speaker, Sir, my Beed district is the most backward district and its population is more than 22 lakh. This is a drought prone district. Every year 4 lakh local labourers go to other places in search of their livelihood. There is no industry and no Railway facility available here. Why there is no development in the district while the policy of the government is to develop the backward districts. A survey, in respect of Ahmednagar-Beed-Rarhi has been car-

[Smt Kesharbai Sonaji Kshirsagar]

ned out which should be sanctioned in this budget. If it is not developed, it will further add to unemployment. While the survey has been carried out, why no provision has been made for it in the budget? I would like to request to hon. Minister that in view of the survey conducted in the request of the said line, some provision for it should be made in the budget for this year.

SHRI ARVIND TRIVEDI (Sabarkantha) Mr Speaker Sir, I have a small demand regarding construction of 56 kilometer of rail line. 16 years ago the work regarding Keparvanj Morse was started but it is not completed till date. Every year by sanctioning a small amount of rupees one thousand, the Government is making a fun of this area and there is no progress on this project. Mr Speaker Sir through you I request the hon. Minister to complete Keparvanj Morasa Railway project immediately.

SHRI RAM NIHOARRAI (Robertaganj) Mr Speaker Sir I want to express my views in brief. Since long I have been requesting to the Government for introducing a new train from Shaktinagar or Renukut to New Delhi but my request has not been fulfilled in so I want that this request of mine should be fulfilled in this Budget. The railway line from Reeva to Satna is ready and a line from Mirzapur to Reeva should also be constructed like wise. The Renukut-Shaktinagar rail line should be electrified. Varanasi Express should be run from Gorakhpur to Shaktinagar on Renukut railway station. A sleeper factory should be established in Mirzapur Sonbhadra. I also want to attract your attention towards one more important point that the 148 Bigha of plot No. 170/2 or 224/6 land belonging to Eastern Railway in village Jokahi, tehsil Dudhi district Sonbhadra has been illegally occupied by Hindaico which should be immediately got vacated. Likewise railway land at another place is also being occupied by the people and it requires a great amount of attention. The land at Chopan railway station is also being occupied illegally. The Deluxe train should be

given a half at Mirzapur and reservation quota for all the classes in every train passing through Mirzapur should be provided.

[English]

SHRI SOMNATH CHATTERJEE (Bolpur) Sir, on behalf of the hon. Minister for Commerce and on my behalf and on behalf of the people of the Birbhum District in West Bengal, I would request the hon. Railway Minister to expedite the work of the doubling of the line between Khana and Sainthia. You have approved the proposal but the release of funds is so little that no work is being done. It is only a cosmetic thing.

Therefore, I earnestly request you to please do that. Otherwise the Commerce Minister will take action against you and also the Deputy Chairmen of the Planning Commission.

[Translation]

SHRI RAJVEER SINGH Mr Speaker Sir there are lot of problems but I would like to draw your attention towards two points. The people of my constituency have been demanding for introduction of a new train from Bareilly to Bombay, since long. It has been discussed many a times that there has been no positive response in this regard. I request you to kindly include it in the present budget.

Secondly the pantry cars introduced after Minister's initiatives specially in Lucknow bound trains serve heavily substandard food. When asked for a complaint book it is said that there is no complaint book. When asked why it is so a pat reply comes that they are relative of the Minister. This is very humiliating for the hon. Minister. The pantry cars which function in Kashi-Vishwanth Express is said to be of the relatives of the Minister. The passengers also make their remarks in this regard which brings ill-fame to the Minister when we write letters to the Minister he does not bother to reply the same. I would like to request the hon. Minister to clarify the

position in this respect Arrangements should be made to introduce a new rail service from Bareilly to Bombay

SHRI C K JAFFER SHARIEF I do not have any relative

[English]

SHRIMATI GEETA MUKHERJEE (Panskura) Sir, I will seek just a clarification about my two eut motions and I am not repeating many others Sir, the Fourth line from Howrah to this South Eastern Railway, upto Agra and the electrification of the Third line is very necessary (*Interruptions*) The fourth line is very necessary Otherwise how wil they earn their revenue? Nothing has been said about it by th minister while he was replving

I do also support all the other demands pertaining to West Bengal

[Translation]

SRI ASTBHUJA PRASAD SHUKLA (Khalilabad) Mr Speaker Sir survey had been done twice for the construction of Khalilabd balrampur rail line in my constituency It was the last wish of he former minister of State late Shri Shianarayan ji and the work was started by him only I would like to submit that funds for the construction of this railway line should be provided during he current financial year

Since work on gauge conversion of Gorakhpur Lucknow and Gorakhpur-Varanasi rail lines was completed all the laboureres have been rendered jobless They had also staged a dharna I would like to submit that these workers should be immediately provided employment

Conversion of Gorakhpur-Nautanva and Gorskhpur-Gonda rail lines has been a long standing demand Since the hon Minister has stated that conversion work will be given priority I would like to submit that funds should be provided for this work also in this

yea's Budget

SHRIMATI MALINI BHATTACHARYA (Jadavpur) Mr Speaker Sir the first point that I would like to make IS regarding the extension of the metre railway in Calcutta This has ben given to the Urban Development Ministry row The urban Development Minister naturally has not the money to start the second phase of it Therefore the State Government has made the suggestion that the Railway Minister should sit together with he urban Development Ministry and request the Planning Commission, of which the Vice Chairman is present here to make the necessary allotment for the extension of the metro line

Mr second point is regarding the suburban services in the south section I would like to sav that because of the geographical situation in this part the roads are very bad Therefore if the rail services are not extended and if they are not improved the let particular of poor and ordinary people who commite every day is going to be more and more difficult I therefore would like say that in this section the doubling of line and provision of passenger facility should be improved

In the end we are totally opposed to this Budget which is imposing teh whole of its burden on poor and ordinary people by increasing the frogat and passenger fares Therefore it is very unfortunate that we are not allowed to exercise our rights

[Translation]

SHRI SOMJIBHAI DAMOR (Dohad) Mr Speaker Sir a lot of noise is made by them during the discussion on the Railway Budget On that occasion the hon Prime Minister had promised to remove imbalances if any In this year s budget no allocation has been made for Gujarat even for minor works I would like to remind the hon Prime Minister that railways are experiencing resources crunch If Budgets are prepared for a period of ten years at a stretch areas predominantly tribals inhabited will remain neglected for yeas and the tnbals will not get the railway for

[Sh Somjibhai Damodar]

letters please

long Since, funds have not been allocated for tribal areas I request that efforts be made to allocate funds for these areas

(Interruptions)

SHRI C K JAFFER SHARIEF Yes

*[English]**[Translation]*

SHRI CHITTA BASU (Barasat) I want to draw the attention of the Railway Minister about the problems now being faced by the suburban commuters, particularly the northern section of the eastern railways between Siwalda and Bongaon *(Interruptions)*

AN HON MEMBERS Though I wrote twice I did not get any reply

MR SPEAKER You should understand A senior Member like you also is persisting on speaking *(Interruptions)*

MR SPEAKER Listen all this is beyond limit I is nice to remain within limits I do appreciate your feelings and sentiments You give it in writing and the hon Minister will reply within a month *(Interruptions)*

[English]

MR SPEAKER Please take your seat It does not look nice

(Interruptions)

MR SPEAKER This cannot go on like this I have to raise my voice the way you are sitting down It is not proper You are all gentlemen you should take the hints please

*[Translation]**[Translation]*

DR CHATTRAPAL SINGH (BULAND SHAHR) Mr Speaker Sir district Buland shahr forms a part of the National Capital Region Many a thousand persons daily come to Delhi and Ghaziabad for attending to their Government services However no rail link is available between Bulandshahr and Delhi I would like to submit that hrpur shuttle train may be extended upto Khurja Junction so that people of Khurja can easily travel between Delhi and Khurja Secondly head quarters of Bulandshahr are not connected with Lucknow Bulandshahr distt should be provided a district rail link with the States capital Luckow *(Interruptions)*

SHRI BHOGENDRA JHA (MADHUBANI) You referred to the Cut Motions but I would like to say something else

MR SPEAKER Please sit down this is against the dignity of Parliament

SHRI BHOGENDRA JHA Please do send written replies of Cut Motions

MR SPEAKER Shri Bhogendra Jha please take your seat I have already told him I have to speak loudly that my turant has become hoarse

(Interruptions)

MR SPEAKER All of you give your points in writing Otherwise it will be difficult to remember while replying What you people are saying will form part of the record but if these points are given in writing then the hon Minister will give clarifications *(Interruptions)*

*[English]**[English]*

MR SPEAKER Please understand

(Interruptions)

MR SPEAKER This not necessary

MR SPEAKER Mr Minister you will assure them that you will reply to all their

DR RAMCHANDRA DOME (Birbhum) Sir many I have written to the Railway

Minister, I did not get any reply from him. This time, I want to submit that in my Constituency an important railway line from Andal Junction to Azimanj Junction via Sain this was taken into consideration, but no commitment has been given regarding doubling and electrification.

My second point is that one passenger train linking the distinct headquarters Sun with the State Capital Calcutta is a must. (Interruptions)

MR SPEAKER Please conclude

(Interruptions)

PFOF SUSANTA CHAKRABORTY (Howrah) I would like to draw the attention of the Railway Minister to the point that the Howrah-Amte, Howrah-Champand =Scakhala line was inaugurated long back, but the work on this line has not been completed. I would request him to look into the matter.

Secondly there is a need for a fourth line between Howrah and Pasniskura and I would again request the Minister to take up the further course of action.

SHRI AJOY MUKHOPADYAY (Krishnagar) The Railway Minister in the course of this reply told that the veteranised employees the employees who are dismissed will be re-employed and no reinstated. If those employees are re-employed then they will lose their other benefits. So I would urge upon the Minister that those employees should be reinstated and those who have died or superannuated, one of their family members should be given employment. (Interruptions)

MR SPEAKER Now, Mr Minister may please reply. (Interruptions)

MR SPEAKER May I suggest to the Minister please? Now, whatever they have said is recorded. I am afraid that you may not be able to dwell upon each of the points which are recorded. Briefly, you can sum up. Please reply not only to the letters but also to

the statements which they have made after taking the record, if it is agreeable to them and to you also.

SHRI BHOGNDRAJHA (Madhuabani) Cut-motions also.

MR SPEAKER Yes, cut-motions. Very good. Please accept the suggestion made by Shri Hogendra Jha also.

SSHRI C K JAFFER SHARIEF All the cut-motions are here.

MR SPEAKER You will reply to this.

SHRI S K JAFFER SHARIEF Do you want me to read?

MR SPEAKER In writing please.

SHRI C K JAFFER SHARIEF Reply to cut-motions also is there?

MR SPEAKER so that quickly you can go to the other House.

SHRI C K JAFFER SHARIEF Okay. (Interruptions)

MR SPEAKER You please address the Chair.

SHRI C K JAFFER SHARIEF As you are kindly aware and everybody in the House is aware, yesterday from 3 o'clock till this morning - 6.25 everybody has participated in the debate.

SOME HON MEMEBRS No, no.

SHRI C K JAFFER SHARIEF For those who were sleeping in their houses, nobody is responsible. I must appreciate the presiding officers. Everybody was given the opportunity not a little opportunity. There was no time-limit. Everybody had his full say. Those who were not here, unfortunately they want to take the opportunity even being not present yesterday. Those who participated, want to raise it again having said so. (Interruptions)

MR. SPEAKER: No response to inter-
ruptions please.

SHRI C.K. JAFFER SHARIEF: That is why I am just facing you. Perhaps this problem, which every Railway Minister frees, will end from the next time because you have brought the Committee system. They will be able to decide what they want. The problem is simple: do they want the project to be completed? If so, we cannot take up too many projects. (Interruptions) Please bear with me. (Interruptions) You had your say. Please allow me to say.

Do you want the projects to be completed? If you want any investment to be productive, you have to prioritise. You have to be selective. You must aim at that. Other wise this hue and cry will remain. The projects which have been taken up or the inaugurations or foundations laid, all will remain. This kind of hue and cry will continue to be there.

I will take two glaring examples where Members should appreciate and have the consent of the States which may be getting something. I first come to my Kerala friends. They are my own party people. From the other side also, Shrimati Suseela Gopalan was making a lot of noise. The money that we are financing for the Konkan Railway-Mr. Ram Naik asked this question and I am responding to it goes completely for the benefit of Keralaites as, which is about Rs. 1800 crore. (Interruptions)

Please bear with me. where do you find money for the Konkan Railway project? I have been a Member of this House. it is not that I am a Minister. I have been continuously a Member. The other Ministers have also participated in this. We have listened the budgets. Everybody wants everything at a time in their State electrification, gauge conversions in new line, doubling.

Forget that I am a Minister. You step into my shoes and meet those requirements

SHRI RAMESH CHENNITHALA (Kot-tayam): Nothings was given. (Interruptions)

SHRI C.K. JAFFER SHARIEF: Konkan Railway we have given. In addition to that, we have given/. We have taken up electrification and disabling.. We are continuing. What more do you want? (Interruptions)

Mr. Amal Datta, our Member from West Bengal referred to it. There is underground railway which no other State had the privilege to have it. What is the money that we are spending. We have not even been able to complete it. You are already asking for the network. He should understand this issue. Should the other State, which do not should here, not get anything? Where do we find funds for all these things? You want electrification, you want doubling, of lines, you want underground railway, you want this and you want that! Where does the money come from?

SHRI P.C. CHACKO (Trichur): Sir, this is very unfortunate.

MR. SPEAKER: He is not referring to you.

SHRI P.C. CHACKO: He mentioned about the Konkan Project. Unless the Shornur- Mangalore line is doubled, it will not benefit us.

SHRI C.K. JAFFER SHARIEF: By the time Konkan Railway is completed, we will certainly take care of that. Please bear with me.

Shri Ram Naik also referred to the Konkan project. He has stated that we have stopped the work and so on and so forth. There has been some controversy in Goa. We have not actually stopped the work. There is a proposal for a realignment by which, it is possible to have the cost reduced by Rs. 80 crores! Rs. 80 crores is not a small amount. If we can save that, we can invest it somewhere and satisfy some more demands of the Members. The Prime Minister also advised us to have a quick look at it because if we are able to save Rs. 80 crore, that is quite an advantage. So, it is not as if we

have sopped the work or given the project. We know that it is costly project it is a time-bound project and it is an important project. All that we earned is to have this suggestion examined quickly and then to produce with the work. This is very important because we should not waste money. So as far as Konkani Rai, way is concerned, that is all and there is no much to add.

Everybody is aware that recently the hon. Prime Minister has been kind enough to inaugurate the first phase Udipi-Mangalore line.

Shri N. N. Kumar spoke about new lines doubling gauge conversion and about the Ganga bridge. I already responded to his queries. Luckily the Prime Minister is present here. The Deputy Chairman of the Planning Commission and the Finance Minister are also present. The problem is with the type of budgetary support that is available to us, how much can we do? On one side you do not want me to increase fare and freight charges. On the other side you want me to do everything. How can there be a compromise. Please try to understand the problem. We have not neglected anyone or any area. We know that we have given to Orissa. We also know that the State of Orissa gives us a lot of retain. Whatever projects we are having on hand we continue with them. In addition in backward areas wherever there is metre gauge line and where gauge conversion is essential we have included all such projects. I have already stated about these details in my reply. If they have not heard me as suggested by you I am prepared to send them the replies. Often I here a lot of complaints that their letters are not acknowledged. We have the computerised system whereby every letter from a Member of Parliament is acknowledged and reply sent. We are keeping these letters in tact. If you want we will send copies. Let me say there Sir that if at all I have to reply all the letters, I will not be able to look into any administrative files expect sending letters in hundreds and thousands. These letters cover not only development. They also raise queries and requests about catering stalls trans-

fers, postings and such other little things. Every letter is being acknowledged! Still, I am accused that I am not responding to them. If the Members wish so, I can produce the computerised copies of the letters and demonstrate to them.

SHRI SOMNATH CHATTERJEE We did not complain.

SHRI JAFFER SHARIEF Whoever may have said it I am not referring to you. Shri Jena spoke about the Kurda Olangir line (*Interrupcion*). Nitishji is very active and he has a fine sense of humour. But this is not the time for his jokes. We have been working through out the night. He has also been present all through. He regulated the House also from the Chair in an able fashion.

17.00 hrs

So, I complaint him. I would also like to request him to help us to regularise the proceedings of the House.

Shri Jana spoke about Kurda Balandir. Sir, the way yesterday Members belonging to the State of Orissa expressed their sentiments about the problems being faced by this tribal and backward area, it is inhuman if I do not take note of it. I have taken note of it. It is not that I do anything on my own. The Planning Commission has not approved it. I will have to go back to the Planning Commission justifying this request. Fortuntely the Minister is present here and he is listening to the debate. I am sure he will sympathise with them.

Vajpayee ji spoke about the phasing out of loco sheds as diesel locomotive are coming. His doubt is that as a result of this the workers will get displaced. I am glad to inform the hon. Member that no worker is going to be affected on account of phasing out of the locomotives. They will be re-adjusted either at the same place or at the place of their own choice. There is no question of anybody being retrained. We are more sympathetic to the workers. These people shout but we people always help them.

SHRI SOMNATH CHATTERJEE (Bolpur): Sir, it is not proper to address 'these people' and 'we people'

SHRI C.K. JAFFER SHARIEF: On of the hon. Members mentioned about Guwahati-Bibrugarh line I would like to say that work on this line is in progress. Right from the verha beginning the Congress Governments have given a lot of importance to the North-Eastern States. That importance is being given to them even today. In no way we are diverting our attention from these States. We know the importance of the North-Eastern States and we know their problems also.

SHRI AMAR ROYPRADHAN(Cooch Behar) Mr. Minister you will appreciate that major Express Trains in that area run at the speed of 30 Km per hour to 40 Kaper hours.

SHRI C.K. JAFFER SHARIF: The problems in Bihar are because of the chain pulling and because they are not punctual. So, what can you do? You leave Bihar and then you will reach earlier.

Shri Chatterjee spoke about Anna Chetigarr. I assure him that I will have a look into it.

Sir, as directed by you it will be my endeavour to write back to all the hon. Members and give replies to the points which they have raised either through the cut motions or while participating in the discussions. I assure that I will be writing to the individuals.

In the past there was no practice of members of Parliament discussing with the Railway Officers about the problem. After I assumed the members charge I directed the Railways Administration to have meetings with the Members of Parliament at the Divisional Railway Manager, at the level of General Manager and at our level. There are nine consultative Committee meetings.

The formal consultative Committee has three groups. The railways Ministry is one

such Ministry which has allowed the Consultative Committee to be open. Mr. Speaker, you are introducing the Committee system now but we have long back allowed the Consultative Committee to be open and go into the entire functioning of the Railways. I am guided by them. I am educated by them. I need their support, not for me but for me but for the development of the system.

The fare which you pay for travelling by train is not like the bus-fare or Air-fare which is meant only for the journey. The rail fares are both for the journey and for the development which is foremost for the economic development of the country. (Interruptions)"

MR. SPEAKER: The question is:

"That the Bill to authorise payment and appropriation of certain sums from and out of the Consolidated Fund of India for the services of the Financial year 1993-94 for the purposes of Railways, be taken into consideration."

The motion was adopted

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

The Question is:

"That Clauses 2 and 3 stand part of the Bill."

The motion was adopted.

Clause 2 and 3 were added to the Bill.

MR. SPEAKER: The question is:

"That the schedule clause 1, the Enacting formula and the long title stand part of the Bill.

The motion was adopted

The Schedule, Clause 1, the Enacting Formula and the long Title were added to the Bill.

SHRI C.K. JAFFER SHARIEF: I beg to move:

"That the Bill be passed."

MR. SPEAKER: The question is:

"That the Bill be passed."

The motion was adopted.

17.06 hrs.

**APPROPRIATION (RAILWAYS) NO.
2 BILL, 1993***

[English]

THE MINISTER OF RAILWAYS (SHRI C.K. JAFFER SHARIEF): I beg to move for leave to introduce a Bill to authorise payment and appropriation of certain further sums from and out of the Consolidated Fund of India for the services of the financial year 1992-93 for the propose of Railways.

MR. SPEAKER: The question is:

"That leave be granted to introduce a Bill to authorise payment and appropriation of certain further Sumes from and out of the Consolidated Fund of India for the Services of the financial year 1992-93 for the purposes of Railways."

*The Motion was adopted. ***

SHRI C. K. JAFFER SHARIF: I introduce the Bill.

SHRI C. K. JAFFER SHARIEF: I beg to move:**

"That the Bill o authonse payment and appopnaion of certain further sums from and out of the Consolidated Fund of India for the services of the financial year 1992-93 for the purpose of Railways, be taken into consideration."

MR. SPEAKER: The question is:

"That the Bill to authorise payment and appropnation of certain further sums from and out of the consolidated Fund of India for the services of the financial year 1992-93 for the purposes of Railways, be taken into consideration."

The motion was adopted.

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

The question is:

"That clauses 2 and 3 stand part of the Bill."

The Motion was adopted.

Clause 2 and 3 were added to the Bill.

MR. SPEAKER: The Question is

"That the schedule, clause 1, the Enacting formula and the long Title Shoud parst of the Bill

The motor was adopted

The Schedule, Clause 1, the Enacting Formula and the long Title were added to the Bill.

SHRI C. K. JAFFER SHARIEF: I beg to move:

"That the Bill be passed." (*Interruptions*)

SHRI BASUDEB ACHARIA (Bankura): Since he has not accepted any of our demands and particularly the reinstatement of dismissed employees and he has not considered it sympathetically, therefore, we cannot participate in this.

* Published in Gazette of India, Extra ordinary, Part II, Section 2, dated 31-3-1993.

** Introduced/Moved with the recomendation of the president