

cerned State Governments are not serious to solve the problems of these displaced persons. These displaced persons are running from pillar to post. Injustice is being done to them constantly. If justice is not done, the innocent and peace-loving people of Himachal Pradesh may take resource to agitation.

I would like to request the Central Government and the concerned State government to take immediate steps to solve the problems of these persons displaced by construction of Bhakhra dam, Pong dam and other dams not only on the basis of human consideration but also on the basis of their national and moral responsibility so that the people, who have settled in third state after leaving their native and birth place and made sacrifices in national interest, could realise that the Government is serious and honest in making positive efforts to solve their problems.

(ix) **Need to restore Kakinada-Kotapalli Railway Line, Andhra Pradesh**

[English]

SHRI G.M.C. BALAYOGI (Amalapuram): Kakinada-Kotipalli railway line was discontinued during the II World War. All lines except this railway line were restored in the country. A survey by spending about Rs. 5 to Rs. 6 lakhs was conducted by railway authorities to find out the feasibility of restoring the Kakinada-Kotipalli railway line. I understand that the survey team strongly recommended the restoration of this line due to the fact that it will facilitate not only transportation of agricultural products like paddy, coconuts etc to different parts of the country but also make it convenient for the population of this area which is about 50 lakhs to reach the main land easily. The people of

this area have to mainly depend on road transportation at present. Further, I understand that the revenue collection expected by restoring this railway line by way of freight and passenger fare will be much higher than any other such lines in the country. The survey team further recommended in its report the extension of the railway line from Kakinada to Narasapur in West Godavari District. I request the hon. Railway Minister to take up the matter immediately.

15.09 hrs.

SUPPLEMENTARY DEMANDS AND (RAILWAYS), 1992-93 DEMANDS FOR EXCESS AND GRANTS (RAILWAYS), 1988-89—*CONTD.*

[English]

MR. DEPUTY SPEAKER: We shall now resume our further discussion on the supplementary Demands for Grants and Demands for Excess Grants (Railways). Now Dr. Laxminarayan Pandeya to speak.

[Translation]

DR. LAXMINARAYAN PANDEYA (Mandsaur): Mr. Deputy Speaker, Sir, expressing my views yesterday on the subject, I was saying that the policy, which the Government has formulated for gauge conversion of rail lines, is not clear at all. It has been stated in the statement made about gauge conversion.

[English]

"Keeping in view the need to bring about a speedy development of the transportation infrastructure of the country as well as the need to speed up the development of backward areas, Railways have embarked upon an Action Plan for conversion of about 6,000 Kms of selected metre gauge routes to broad

[Dr. Lxminarayan Pandeya]

gauge in the Eighth Five Year Plan."

[*Translation*]

I would like to know from the hon. Minister why only four sections have been covered under the Action Plan for conversion of 6000 Kms metre gauge routes into broad gauge. There are some other important parts or sections in the country which require conversion of metre gauge into broad gauge. I would like to draw your attention to rail lines of Madhya Pradesh in Ratlam Division in Western Railway from Neemach to Ratlam. A survey of this line was conducted by your Ministry and it was found proper that this line should be converted into broad gauge. I would have been happy if it could have been included in Supplementary Demands. I would like to know when this line is going to be included Government propose and by what time to implement it?

Mr. Deputy Speaker, Sir, I would like to draw the attention of the hon. Minister to safety and protection to be provided to passengers. In this context and in the context of what he has stated in Supplementary Demand No 16, I would like to say that many super fast trains are running in different parts of the country and their number has increased from 34 to 72 during the last two or three years. But the trains required for providing facility to common man are not there. That is why, people make demands for the stoppages of those super fast trains at many stations. But it is said that these super fast trains cannot be stopped at every station. It creates difficulties. When the Government provides facilities to a particular section or runs through trains from one place to the other there should be some provision for the common man. Be it a Rajdhani Express or Shatabdi, Express or any other super fast train for which surcharge is also to be paid and for which the Government spends a lot

on advertisements but the position is that many super fast trains are running like ordinary trains and it is useless to call them super fast trains. For example, the Deluxe or the Paschim Express trains of western railway are Superfast trains in which surcharge is levied, but there is no justification for it. Similarly, Awadh Express runs as a general train in one section, while in the other section it runs as mail but surcharge is levied on these also. I would like to submit that the Government should consider to withdraw the surcharge and keeping in view the convenience of the Public it should also increase the number of general trains. Besides, the general passengers do not have any facility in the mail and express trains as most of the bogies are reserved and such trains have less stoppage. I would like to cite an example. A new train between Indore and Nijammudin has been started. This train does not stop at many important stations like Shamgarh, Mahippur, Bhawani Mandi, Ram Ganj Mandi etc. which come in its route. Moreover, the Superfast trains too do not have stoppage there. How then will it be possible for the general passengers to undertake journey when both the Superfast trains and the newly started trains will not stop at big stations? What is then the use of such trains? People had an expectation that this train should have provided stoppage at these important stations. But their expectation was belied. I am telling with much anguish that the hon.. Minister of Railways does not care for the facilities of the general public. Loading at small stations has been discontinued. Betel-Leaf is produced in my area and it is being exported also. The producers are facing difficulty as there is no loading facility from there. Attention should be paid towards it.

Mr. Deputy Speaker, Sir, I would also like to add one thing. Lakhs of rupees have been spent by the railway to make a latest modern base kitchen at Sham Gadh Station. It was made to suit the requirements of Superfast trains. But as the Superfast trains

do not stop there, there is no use of that modern kitchen. You talk of providing comforts, safety and security to the travellers but it is not fulfilled. Keeping these things in mind, arrangements should be made to provide more facilities to the general passengers.

Mr. Deputy Speaker, Sir, I do not want to go into the details of the problems of the passengers but I would surely emphasise that it is necessary to provide more facilities to the general public. I would like to mention one more thing which is also regarding the facilities for the travellers. It has not been mentioned in the Supplementary demands but there should not be any objection in giving approval to it. Keeping in view the increasing number of the travellers the number of bogies have been increased to 17 18 instead of starting new trains. In this situation, many bogies go beyond the platform and if the travellers have to fetch water from the platform they have to face problems even for that also.

15.14 hrs.

[SHRI P.M. SAYEED *in the Chair*:]

Platforms should thus be expanded so that travellers may not have to face all these difficulties. Because of the excess number of bogies and short length of platforms travellers get stumblings and fall down on rail tracks and meet accident. Attention should also be paid towards it.

I would like to submit that attention should also be paid towards the speed of Superfast trains. What is their position? Even Rajdhani Express and Shatabdi Express run late by one and an half or two hours. The speed of superfast trains was initially fixed at 140 k.m. per hour. Later the speed was reduced to 120 and now it has been reduced to 110 k.m. per hour. The speed of Superfast trains in other countries is in the range of 300

to 400 k.m. per hour and it has been reduced in our country from 140 k.m. per hour to 110 k.m. per hour. We should try to know as to what are the reasons behind it and when surcharge is levied trains should be run at a fixed speed. (Interruptions).. Otherwise surcharge should not be levied.

Now I come to the point of maintenance of trains. Formerly, there were maintenance centres different stations where trains were stationed for a few hours for check up. Now, the condition is that trains reach Delhi and only after being swept and washed they are ready to return. It is not cared whether they have been checked up or not. Formerly, there were extra staff for this work. But they have been removed with the intention of lessening the number of employees, but the result is that trains are not being maintained properly. Consequently, such trains will not remain worth running after 5-10 years. many items will reduce to scraps. I would not discuss about scraps in detail because reportedly there has been a great irregularities in the sale of scraps. Even new items were sold alongwith scraps, new railway tracks were sold. Now it is known only to the hon. Minister as to whom as to whom it was sold, but this much is certain that irregularities have been committed. Right process was not adopted and there was a bungling of crores of rupees. This was published in many newspapers. I appealed earlier also and I am appealing even now that the case of surcharge on Superfast trains should be considered. It is a serious matter.. It has been published in the 'Hindustan' dated 9th July 1992. It has been reported in it that the Secretary of Tiruchirapalli Consumers Protection Council of Tamilnadu, Shri Pushpwanam is waging an agitation against Superfast levy. They opine that it is wrong to levy surcharge on those Superfast trains that run at the speed of 20 k.m. per hour because of the damaged tracks. Now, actually the speed of such trains had actually come to 105 k.m. per hour instead of 110

[Dr. Lxminarayan Pandeya]

k.m. per hour. Initially it was 160 k.m. per hour. The hon. Minister may also kindly pay his attention towards this. Concluding this topic I would now like to come to the topic which was referred by me yesterday. It is mentioned in page 32, para 1.37 of the P.A.C.

[English]

"The Committee also find misclassification of expenditure to the extent of Rs. 1.00 lakh and Rs.20.55 lakhs in Appropriation No.3 and Grant No.16, respectively, operated by the Ministry of Railways during 1988-89. This is indicative of the faulty budget control and lack of vigilance on the part of the spending units of the Ministry where misclassification escaped notice and could not be rectified in time. The Committee desire that such lapses be enquired into and responsibility fixed. Steps should also be taken to ensure that instances of such misclassification do not recur."

[Translation]

I think that this must have come to your notice and some action being taken by you in this regard.

Lastly, drawing your attention towards that I would like to conclude my speech. As has been told about locomotive I would like to draw your attention to the news item published in the Indian Express dated 9th February:

[English]

"It is beyond comprehension why the Indian railways which is suffering from budgetary cuts and is looking for financial support, should suddenly seem keen on splurging precious foreign exchange to buy some high-tech engines for which it has no service,

maintenance or spare-parts infrastructure. Perhaps Mr. Jaffer Sharif has all the answers and will some day, share them with the public."

[Translation]

I would like to know the details about what has been said in it. I have put my opinion about the Speed of trains, about providing protection to the travellers, about the maximum facilities to be given to the travellers and about providing other amenities. I think that the hon. Minister will certainly pay his attention towards these things. I also hope that he would kindly make a reply to all those questions. Thanks.

[English]

SHRI HARISH NARAYAN PRABHU ZANTYE (Panaji): Mr. Chairman, Sir, I rise to support the Supplementary Demands for Grants for the year 1992-93 and Demands for Excess Grants in respect of the Budget (Railway) for 1988-89.

At the very outset, I congratulate the hon. Minister for Railways on taking a very bold initiative and policy decision for conversion of metre-gauge railway lines to broad gauge as part of crash programme. I understand that this work has already started from one end and broad-gauge line will reach Hubli after two or three years and then Vasco-da-Gama after further two years. Thus in all, five years will be taken to get this broad-gauge line to Goa. I would like to know from the hon. Minister for Railways whether it is absolutely necessary to start this conversion from metre-gauge to broad-gauge line from one end only. Can we not start the conversion from Goa simultaneously so that both the lines meet at Hubli within three years itself instead of five years. Is it not advantageous to give preference to those lines which can bring crores of rupees worth foreign exchange and enormous revenue to the

Government and Railway Department?

a blessing for all the four States.

The conversion of the Hospet-Hubli Goa line and Miraj Londa line on priority is bound to boost export of iron ore and other minerals from Goa and other neighbouring States. It will also considerably increase the business potential as well as passenger and cargo traffic from Goa to Karnataka, to Pune and Bombay. Taking into consideration this high potential in growth in Goa, I request the hon. Minister for Railways to give top priority to Goa in the conversion of metre-gauge to broad-gauge line.

Catering services and upkeep of the stations need to be improved considerably. Goa Express which takes full 44 hours to reach Delhi from Goa does not have a pantry car. This should be introduced immediately so that the passengers get warm and fresh food. I had made this request last year also.

The luxurious train 'Palace-on-Wheels' was proposed to start in October, 1992 from Goa to Karnataka and other States for tourist purpose. However, it is getting delayed.

If started, lot of local as well as foreign tourists would have been attracted. So, we request the hon. Minister to look into this matter as the said train is not yet ready.

The Zonal Railway Committee is meeting every six months in Hubli. However, there is no involvement of MP in this Committee. So, I request the hon. Minister to include Goa MP so that he can speak for the genuine needs of Goa people in the meeting.

Konkan Railway Project is progressing very well in all other States except in Goa. If the railways are facing any difficulty in Goa, please let us know through Chief Engineer as to what difficulties he is facing, so that we can give our necessary cooperation. However, we all have to work hard to complete the project within a fixed time limit as this is

The uneconomic lines are acting as drains on the Railway finance. The main reason for continuing with them is the social obligation. But then these lines could be substituted by bus routes to be operated by State Government or private transport bodies. Buses will be able to stop at more places will, therefore, cater to larger sections people.

Goa needs one big industry badly at Pernem Taluka which is backward. Government, of now, is not interested to start any industry in public sector. However, I feel Goa Shipyard, which is a public sector undertaking is running efficiently and making good profit. It is under the Defence Ministry.

If given an opportunity, it can easily start its manufacturing unit of railway coaches and sleepers. The selling prices should be the same as the current prices at which coaches and sleepers are bought. Acquisition of land, coordination with the Government of Goa and other aspects in this direction can be well planned. The basic need must be well conceived by the hon. Minister of Railways so that it will ultimately solve the basic unemployment problem of this poor taluka. I understand that Railways have lot of vacant land and crores of rupees are spent on afforestation programme. Is it true that the plants which are planted are neither fruit-bearing trees nor producing any firewood? The purpose of planting trees is to keep ecological balance. Can it not be achieved by planting fruit-bearing trees and trees producing firewood thus bringing crores of rupees as additional income to Railways? Secondly, I understand all these plantation are done on contract basis. Can we not think of doing this work through Jawahar Rojgar Yojana? If the plantation is done through Jawahar Rojgar Yojana, then thousands of poorer sections of unemployed families can get their livelihood. The reason for giving contract is that plantation is one only as per

[Sh. Haish Narayan Prbhuzantye]

contract. Are they taking the responsibility of maintaining these plantations? No. with proper supervision of Railways, plantation of trees can be done through unemployed poorer labourers. The panchayat should also be involved and asked to supervise and nourish the plants and income so derived can be given to the panchayat for the expenses incurred for supervision and nourishing. Jawahar Rojgar Yojana is started with a view to give power to the elected people. This is the dream of our late Prime Minister Rajiv Gandhiji to involve elected people in building of villages. Master minds and lot of brains have gone into the working of this Yojana. There may be some shortcomings in the present day working of this Jawahar Yojana but its proper supervision and accountability, it should be possible to get over the irregularities. In this way, we will be able to fulfil the cherished dream of our late beloved Prime Minister Rajiv Gandhiji and contribute to the upliftment of the poor unemployed village youths.

[*Translation*]

SHRI RABI RAY (Kendrapada): Mr. Chairman, Sir, today when a discussion is being held on the supplementary Demands of grants in respect of the Ministry of Railways, it is so nice that both the hon. Minister of Finance and the hon. Minister of Railways are present in the House. When the Railway budget was presented in the House by Shri C.K. Jaffar Sharief deep resentments were voiced by the hon. Members from Orissa against the injustice done to the State by the Ministry of Railways.

I would like to inform the House that on 24th of last month in an unprecedented move an all party delegation led by the Speaker of the State Assembly, met the Hon. Prime Minister with a memorandum drafted on the basis of unanimous resolution

to the Assembly. I suppose Shri Jaffer Sharief was also present in the meeting. A memorandum to the Hon. Prime Minister and the Ministry of Railways was also submitted by the all party delegation of the Assembly which was led by the Speaker of the State Assembly, Shri Yudhisthir Das. The State Assembly is the symbol of democracy for the people of Orissa.

I would like to submit that the above memorandum was submitted to highlight the injustice done to the poor States like Orissa by the Railways since the days of the British Government. In the memorandum it was highlighted that since the days of the British Government:

[*English*]

"During the British Raj, the constructions of the Railway lines in India were governed by imperial preference, such as, movement of the army, exploitation of mineral resources and sometimes of tackle the famine condition. Till the attainment of independence in 1947, about 1,000 KMs of Railway line were laid in Orissa mainly to connect the presidency towns, i.e., Calcutta-Bombay and Calcutta-Madras and most of these lines touched only the outskirts of the State with a few exceptions. More than 40 percent of the population of the State are below the poverty line, tribal and backward, and there is no rail-link in the interior and remote districts of the State."

[*Translation*]

Probably Orissa is the only State in the country which has remained poor despite being rich in natural resources. Due to lack of expansion of railway network these resources could not be exploited. A grave injustice has

been done to the State of Orissa in the matter of railways.

[English]

Orissa stands out as one of those regions of the country which even in the post-independence era does not seem to have got its due share in the phenomenal growth of Indian Railways which is the prime infrastructure for opening up the rich hinterland of Orissa. Indian Railway has a total of 62,367 route kilometres. Orissa has only 2,002 route kilometres at the end of 1990-91 as against 7,135 route Kms of South-Eastern Railways. So far, Orissa occupies 3.21 per cent of the National Railways Network. This clearly shows the glaring disparity and regional imbalance in the rail network as compared to the contiguous States such as Andhra Pradesh (5,023 route Kms), Bihar (5,309 route Kms), Madhya Pradesh (5,869 Route Kms) and West Bengal (3,816 Route Kms). If the Railway expansion of the network in the post-independence era in Orissa is alone taken into account, the proportion drops sharply to about 1.60 percent of the National Railway Network.

[Translation]

Mr. Chairman, Sir, from this you can assess the present condition of the State. I think Orissa is the symbol of negligence caused by the Railways. I would like to submit that in pursuance of the unanimous resolution passed by the State Assembly a memorandum was submitted to the Hon. Prime Minister by the Speaker of the State Assembly in which all the demands of Orissa were enlisted. In fact, there is some difficulty somewhere or the other. In view of this I would like to make a submission to the House and the Government that some way out should be found to undo the injustice that has hitherto been done to the State.

[English]

Being a part of the South Eastern Railway, which is the maximum earner of revenue due to high density of traffic of the Indian Railway system, the role of Orissa which constitutes 28 percent of the South-Eastern Railway route Km. cannot be underestimated. Even export is confined to iron-ore, chrome, alumina and other marine products. In order to ensure an integrated development of the State and to remove regional imbalance in the matter of infrastructural facilities, the State Government have been suggesting for construction of new railway lines in the State from time to time but with poor response and apathy from the Railways. So far, the State is Sambalpur Division. The Sambalpur Division is being constructed in phases. Therefore, it is not complete in all respects and will not be completed until the construction of Talchar-Sambalpur new rail line project is over.

[Translation]

Mr. Chairman, Sir, the State of Orissa has time and again made a demand to the Central Government that the Zonal Headquarters should be set up at Bhubaneswar.

[English]

South-Eastern Railways has been considered by Railway Reforms Committee as one of the heaviest loading zones and also becoming unwieldy in view of the distance, size and traffic. Creation of a new zone with headquarters at Bhubaneswar has been proposed by the State Government and needs consideration of the Railway Ministry with a separate new division at Rourkela incorporating Barsuan, Kiriburu, Biramitrapur and from Jarikela to Himgir Section of Calcutta-Bombay trunk route.

The following new Railway Links have

[Sh. Rabi Ray]

been proposed by the State to improve the network and services. Apart from financial viability, while considering the new Railway lines for construction in a predominantly tribal and backward State like Orissa, the criteria laid down by the National Transport Policy Committee headed by the former Cabinet Secretary Shri B.D. Pandey have to be kept in view by the Railways in dealing with tribal and backward districts and growth centres, i.e. "Developmental lines to establish new growth centres or give access to remote areas":-

This is a sanctioned project and Daitari to Banspani has been deleted from the Railway Budget for non-material is of export traffic after a couple of years.

The first phase of the link (Jakhapura-Daitari, 33 Kms has been constructed and is in operation. Unless the complete link from Jakhapura to Banspani is completed, the full potential of the investments cannot be realised. The link will substantially reduce the distance by rail to Paradeep from various important points like Jamshedpur (by 33 kms.), Bokaro (by 69 kms.) and Badajamada (by 289 kms). Further, the link provides an alternative connection between the trunk route on the east-coast and the Calcutta-Bombay line. The existing route between Rajkharsuan to Kharagpur is saturated. In the context of the proposed Steel Plant at Daitari, the industrial developments associated with it and the proposed Oil Refinery, this line assumes foremost importance. It is vital for the mineral export programme.

This line is a single line connecting Barang-Cuttack-Kapilas Road and the take off of the railway line for Paradeep Port is from Cuttack. The Government has also decided to set up a Steel Plant at Daitari and subsequently the ancillaries are likely to follow. There is also proposal for export of 6

million tonnes of iron-ore from the Banaspani-Badajamada Sector via Paradeep Port. In future, the Paradeep Port is likely to handle nearly 30 million tonnes of thermal coal the doubling of Talcher-Rajathagarh (73) kms.) is in progress. Daitari is also connected to the main line at Jakhapura by a single line spur (33 kms.) out of the proposed Jakhapura-Daitari-Banaspani Railway Link. The doubling of cuttack-Paradeep in the above context is important. The Chief Minister, Orissa of 17th March, 1992 has already asked the General Manager, S.E. Railway to explore the possibility of an alternative line from Jakhapura by the side of the Express Highway to Paradeep to expedite the issue. The doubling of the Khurda Road-Puri Section should be considered keeping in view the burgeoning train services with the influx of tourist traffic and future development of Puri and Konark.

[*Translation*]

Mr. Chairman, Sir in regard to Talcher-Gopalpur railway line I would like to say this much that Paradeep is the only port in Orissa.

[*English*]

Orissa is likely to despatch more than 30 million tonnes of thermal coal via Paradeep in addition to other cargo which is being handled by Paradeep at present. Talcher coal fields would be producing 58.21 million tonnes of coal by 2000 A.D. Paradeep port alone will not be in a position to handle more than 30 million tonnes of coal traffic. Therefore, it is necessary that an alternative line from Talcher to Gopalpur Port on the eastern sea-board has to be considered not only for coal but also for exporting alumina, steel, etc. and this will be an alternative outlet. Even if coal fields will have an alternative outlet via Gopalpur Port.

[Translation]

Mr. Chairman, Sir, matters relating to future of Talcher and Kalahandi had been debated twice in the House. I would like to bring to your notice that when the Lanji-garh Road-Junagarh-Ambaguda railway line will be commissioned many jobs could be created for the tribals of the area.

Therefore, I would like to urge the hon. Minister and the Central Government to pay attention towards the early completion of Lanjigarh Road-Junagarh-Ambaguda railway line for the economic upliftment of the tribals of Kalahandi district.

[English]

The Planning Commission has approved this project upto Junagarh subject to issue of letter of intent for the Alumina Plant by the Ministry of Industry, Government of India. Board of approval has cleared the letter of intent for a million ton Alumina Plant in Kalahandi district. As per the survey conducted by the S.E. Railways, the estimated cost of this project at present is 80.28 crores and the return on capital is estimated to be 15.45 percent upto Junagarh. The stretch between Junagarh to Ambaguda is under survey.

[Translation]

Mr. Chairman, Sir, there is a district by the name of Phulbani but the people of this area have not seen even the railway line. Therefore, I would like to say that:

[English]

More than once, Surveys have been conducted. The last was a survey for a line from Khura to Bolangir, via Phulbani town. According to the data available and protection justified at that time, it was found that the return on capital would be around 1 percent.

Therefore, it was decided that the project was not good for the Railways. However, what is to be considered is whether it will be good for the large number of tribals who inhabit almost that entire district and remain cut off from the mainstream of the national economy and development till such a project becomes financially viable. In the district, there are unexplored resources of forest products, minerals, granite and precious stones and at Bolangir, the Ordnance Factory is located. Once the area is opened up, the development that is bound to take place will render the line increasingly remunerative. Some of the lines in Indian Railways with less return has been taken up for construction to fulfil the objective of development.

[Translation]

Mr. Chairman, Sir, that is why I lay emphasis on both these railway lines. Lanjigarh Road, Junagarh, Ambagudha line is in the kalahandi district and this line is in Phulbani district. Therefore I say:

[English]

The southern part of Koraput, inhabited almost entirely by primitive tribals and East Bengal refugees is extremely backward. The area is not only rich in minerals but heavy investment has also been made by the Central Government to develop irrigation potential over 1.5 lakh acres. The line will become remunerative, since it will ensure establishment of 2 million tonnes cement plant and movement of bamboo and hardwood for the paper plant of Jeypore. There is considerable social turmoil in the area. The tribal population living in conditions of extreme poverty and deprivation provide ideal recruiting centres for various extremist organisations. A Railway line will open up the area and start a process of socio-economic osmosis that will gradually integrate the area with the society.

[Sh. Rabi Ray]

In view of the over-riding justifications of exploiting mineral wealth particularly bauxite, limestone, mica etc. in Malkangiri, Koraput and Kalahandi region, it is necessary that this project has to be considered since Koraput-Rayagada ongoing railway link is likely to be completed in 1992-93.

This line will connect the nascent Gopalpur Port for exporting alumina and aluminium products and open this hinterland. Three aluminium plants are being set up in Koraput Kalahandi area. The expansion of NALCO has to be kept in view. The line will serve as an alternative route to handle the export traffic and will be a feeder to Gopalpur Port.

The State Government have been persistently demanding for conversion of Rupsa-Bangiriposi and Naupada-Gunupur narrow gauge to broad gauge lines but have not received any favourable reply from the Railway Ministry. Both Naupada-Gunupur and Rupsa-Bangiriposi rail lines are serving the tribal districts. Since the Indian Railways have emphasised gauge conversion in a big way, both these lines may be accepted for conversion to broad gauge. Extension of Rupsa-Bangiriposi can be taken up to Dalbhumgarh or Badampahar for opening up this tribal district of Mayurbhanj and bring the "Adibasis" to the mainstream of life and similarly Naupada-Gunupur N.G. Line can be converted into B.G. and linked at Bissam-Cuttack to develop a tribal region.

[Translation]

Mr. Chairman, Sir, there has been a long standing demand for converting the Gunupur-Naupada line into broad gauge line; the local residents observed strike to get this demand fulfilled and action was also taken by police. Therefore, it is my submis-

sion to the hon. Minister that this task must be accomplished.

[English]

In case of Wheel and Axle Plat and Railway Passenger Coach Factory proposed to be located at Rourkela, Railways have sufficient land in Rourkela.

[Translation]

It has already been written to the Central Government. I would like to say that the Government may pay attention to it.

I would also like to say something with regard to passengers' amenities.

[English]

There is no fast express train services to Madras originating from Orissa. Most of the super-fast trains originating from Howrah to Madras are passing Bhubaneswar during late night. Tourist traffic can be improved by introducing fast express trains between Howrah to Puri. Services can be improved by certain highly patronised trains like Konark Express by additional 2-TR-AC coaches and 3-TR coaches to run between Bhubaneswar to Bombay. Similarly, the Puri-Howrah Express can be improved with an additional AC-2-tier coach.

Earlier, Puri-Tirupati Express was a daily service between Puri and Tirupati facilitating pilgrims from Khurda Road onwards. But unfortunately, the services were curtailed and a train was run between Howrah-Tirupati ignoring the Jagannath Dham. Now the Tirupati Express is running only once in a week from Puri. The pilgrims of Southern Orissa would like to avail this train, if it is run as a daily service.

Bhubaneswar can be developed like Gwalior as a model station with additional

facilities and the coaching Terminal Facility at Bhubaneswar should be improved to run a Rajdhani Express between New Delhi and Bhubaneswar. Puri needs a Yatri Niwas to accommodate the middle class tourists and the terminal facilities at Puri need expansion and improvement for proper maintenance of the rakes and coaches and connect various "Dhamas" by super-fast Express.

[Translation]

Mr. Chairman, Sir, I am referring to all these points because Orissa has always been neglected, as I submitted in the very beginning. If the Government does not change its attitude towards it, the State may never develop. In this connection, a resolution was passed unanimously by the Orissa Legislative Assembly and the Speaker of the Legislative Assembly met the hon. Prime Minister and the hon. Minister of Railways also. If the hon. Minister of Railways does not give any assurance, the people of Orissa would get the message that the Government of India is deliberately ignoring the rights of the people of this State.

When the Speaker of the Orissa Legislative Assembly met the hon. Prime Minister and the hon. Minister of Railways, my hon. friend Shri Jaffer Sharief had made a statement to the press that the Government would think seriously over the memorandum submitted by the Government of Orissa. I would like Shri Jaffer Sharief to pay attention to it and I hope the hon. Minister would give appropriate reply to the questions I have asked.

[English]

MR. CHAIRMAN: Shri Sharad Dighe. I would request all the speakers to confine themselves to five to six minutes each, because after all these are not the major demands.

SHRI SHARAD DIGHE (Bombay North Central): Mr. Chairman, Sir, I rise to support these Supplementary Demands for Grants presented by the Railway Ministry and would like to make a few observations on these Demands.

Now, *Prima facie*, it appears that the Demands are only for Rs. 4 lakhs for four projects. But if we read carefully, by way of these Demands the Railway Ministry is seeking approval for these four projects involving approximately Rs.295.50 crores. The first project Kotkapura Fazilka section is worth Rs. 30 crores, the second one Madras to Tiruchirapalli is worth Rs. 200 crores and the third one is for Rs. 20 crores. O, by seeking approval of these projects, the Ministry is really seeking approval of these three projects and the fourth one is for the electrification of a project which will cost Rs.45.50 crores. So, as I said, the total sum involved for the approval by vote of this House will be really speaking Rs. 295.50 crores and it is only by way of a token grant that Rs. one lakh each is sought for by way of these supplementary Demands.

These demands are in consonance with the thrust of the Railway policy which was announced by the Railway Minister in his Budget Speech. The main thrust is on conversion of metre gauge into broad gauge and that he had stated in para 15.3 of his speech and he has stated the question of uni-gauge has been agitating the parliamentarians, economists, entrepreneurs and even the public at large."

SHRI DILEEP BHAI SANGHANI (Amreli): I am on a point of order. I am quoting Article 100 (4) of the Constitution which says:

"If at any time during a meeting of a House there is no quorum, it shall be the duty of the Chairman or Speaker, or person act-

[Sh. Dileep Bhaisanghani]

ing as such, either to adjourn the House or to suspend the meeting until there is a quorum."

[Translation]

Mr. Chairman, Sir, I am reminding it because the ultimate responsibility lies on the Speaker and the Chairman under the Constitution.

MR. CHAIRMAN: There is a quorum. There is no point of order. Please sit down.

Shri Sharad Dighe may continue.

SHRI SHARAD DIGHE: Sir, the Speaker has no eyes. He has got only constitutional eyes. It has to be pointed out that there is no quorum.

MR. CHAIRMAN: You may continue your speech.

SHRI SHARAD DIGHE: The Railway Minister had stated that metre-gauge route kilometres of 23,419 representing 38 per cent of the total route kilometres are considered a drag on the system. He had stated that 10,000 kilometres are identified and in this Five Year Plan, 6000 kilometres will be taken in hand, as far as this conversion is concerned. No doubt, this is in consonance with the policy already announced by the Railway Minister in his speech. I would only like to ask as to what norms are used for selecting these particular routes for conversion of gauge out of turn, of all these routes, which are here. Therefore, do we have any norms? There was an announcement that regional meetings will be taken of the MPs and then priorities will be decided. I want to know whether any decision has been taken in the regional meetings that these particular routes should be given out of turn priority as far as conversion is concerned.

Secondly, I would also like to ask, whether any system has been introduced, in view of the criticism in the press, regarding the sale of scrap material after the conversion of this gauge from metre-gauge to broad-gauge, etc.

In view of the apprehensions expressed by the public in the press often, we would like to know whether the Railways have established any system by which the scrap material is sold and a particular amount is recovered. As far as I read from the newspapers, it was about Rs.600 crore and from year to year it is increasing. If now our thrust is on this change of gauge, then we shall have to establish a permanent machinery by which this scrap material is sold in the market, as a result of the change of this gauge. That should be announced. The House may be taken into confidence as far as these things are concerned.

The fourth project refers to electrification. I would therefore like to refer to the Bombay Suburban Electric Railways. I was surprised to read in the papers that there is a lot of scope for improving the commuters' fate as far as Bombay suburban service is concerned. And that has not been still utilised. I read in the newspaper on 4th May that three top grade retired railway hands asserted that the chaos on Western Railway, Bombay suburban service is "expert-made". The three have asserted in affidavits filed in the Bombay High Court saying that the locals which carry nearly 2.5 million commuters daily are overcrowded and expensive only because of mismanagement. They have opined that "Railways could safely and conveniently run 1600 trains for twenty hours a day against the present 750 services in 11 hours a day without the creation of any infrastructure and facilities as far as Bombay suburban is concerned. I would like to know whether these observations, these remarks of the retired railway officers, who have filed affidavits in the Bombay High Court are true

or not. I also want to know whether there is any truth in the allegations made therein. If that is so, I would urge upon the Railway Minister to make enquiry on this point and if the lot of the commuters can be improved by not only investing further but just changing the mode of management as far as Bombay city is concerned, he would take suitable action.

Then, I would also like to know what is the further programme of raising resources for improving the Bombay suburban railways. It was made known that the commercial exploitation of land particularly sale of surplus land in the Bombay city was thought of. Then, commercial exploitation of roof tops of main station buildings were also thought of by the Railway Ministry. I would like to know how far this thinking has gone and what are the prospects for raising these resources and then spending these additional resources for the Bombay suburban railways so that their lot can be improved. From this point of view, if any clarification is made, it will be much appropriate, as far as the Supplementary Demands are concerned.

[Translation]

SHRI BASUDEB ACHARIA (Bankura): Mr. Chairman, Sir, I fail to understand as to what was the need for presenting Supplementary Demands. 14.23 percent has been earmarked for Demand No. 13. It has been stated that these Supplementary Demands have been presented to implement the recommendations of the Fourth Pay Commission. The recommendations of the Fourth Pay Commission were already effective in 1989. Was the Government not aware at that time that adequate funds would be required for pension, provident fund etc...

[English]

THE MINISTER OF RAILWAYS (SHRI C.K. JAFFER SHARIEF): I do not know

whether the hon. Member is supporting or opposing it.

[Translation]

SHRI BASUDEB ACHARIA: I will come to it. My submission is what was the need for it. The Government will have to pay pension. The Government should have already taken into account as to what will be the expenditure on pension etc. Anyway, there is a provision in Article 115 of the Constitution of Supplementary Demands. The matter has already been discussed in PAC also.

Now, I come to Supplementary Demands. I felicitate the hon. Minister that he has met our long standing demand for the conversion of metre gauge line into broad gauge line. We made great efforts for it. We even went on foot from Calcutta to Purulia for pressing for our demand. It has been our long standing demand for the conversion of metre gauge line into broad gauge line. Today the population of Purulia is 20 lakh. of the 15 districts of our State, Purulia is the most backward district. Tribals and the people of Scheduled Caste predominantly inhabit the area. We have been making our demand since 1980 for the conversion of metre gauge line into broad gauge line. Our demand was turned down in 1985 on the plea that it was neither viable nor remunerative. Even then, we had to continue our fight and consequently an estimate for the project was made. Later on, the estimated cost of conversion of metre gauge line into broad gauge line direct from Bokaro to Purulia was assessed at Rs.5 crore out of a cost of Rs. 20 crore and work also started.

[English]

We would like that the instructions which have been sent to complete the work by the end of the year should be implemented. Out of these thirty-three kilometres, conversion that will be required is only for eleven kilome-

[Sh. Basudeb Acharia]

ters. This should be completed by the end of this year along with electrification because electrification programme is also included in that. It was included in the Seventh Plan. But as the conversion work was not taken up, so there was no question of electrification at that time. So, this should be followed by electrification work.

There is another important narrow gauge line in my constituency, in the district of Bankura, which is a very important narrow gauge line which connects Bankura with Burdwan district. It is about 81 kilometres of railway line. This line was taken over in 1956 but up till now it has not been nationalised. This is a very important line of my State in rural Bengal which connects both the districts and if a railway bridge is constructed near Tarkeshwar, then there will be a direct link from Bankura to Howrah. So, in future, this programme should be taken into consideration. First this line should be nationalised and then conversion should be done. The Minister, in his Budget Speech has mentioned about unigauge system. There was much debate whether we should have unigauge system or multigauge system. Now all the metre gauge and narrow gauge sections will be converted into broad gauge. So, this 33 kilometres section which I have mentioned should be converted into broad gauge.

MR. CHAIRMAN: Please conclude.

SHRI BASUDEB ACHARIA: Why sir? I have just started. I have confined only to one point. please allow me to speak for some more time.

Sir, if this section is converted into broad gauge, I would suggest that in place of overaged steam engine, diesel engine should be provided. I got a reply from the Railway Minister where he had stated that diesel

engine would be provided for that section. That day while replying to my supplementary, Shri Mallikarjun said that some design is being made in R.D.S.O. for introducing some better system for the Railways. This is what I understood. But I submit that to mitigate the plight of the passengers of that section and also make that section viable, diesel engine should be provided in place of the over-aged steam engine so that the train services can be made regular. This is my request.

The next question which is agitating the Members of all sections of this House is regarding the reinstatement of victimised railway workers. When this was raised on the very first day of the Budget session, the reply received was that the Cabinet has rejected it, and it has been decided to give monetary relief. Then there was a discussion with the Railway Minister. He was of the firm view that the cases of dismissed loco-running railway employees-who had been dismissed and subsequently - whose dismissal orders were quashed by the competent court, either High Court or the Central Administrative Tribunal, - will be looked into and the Railways will take them back and the Railways would not pursue those cases in the Supreme Court. That was what the Railway Minister Shri Jaffer Sharief told me. Then he wanted the copies of the judgement. I gave him copies of all the judgements. The weight of those papers was one kilogram. I handed over to him copies of judgements in 125 cases, in which the High Court or Central Administrative Tribunal quashed the dismissal orders passed by the railway authorities. Two months have lapsed since then but no action has been taken by the Railway Ministry.

On the other hand, yesterday I gave the hon. Minister an affidavit filed by some officer of the Railway Board on the 3rd of August where the intention is very much clear and that is to pursue the case in the Supreme

Court. They have not clarified about the details of the monetary relief which the Supreme Court wanted to know. The Railways wanted some time. The reaction of the hon. Minister on seeing the affidavit was that it is against the spirit of what he has said.

I would request the hon. Minister of Railways, Shri Jaffer Sharief, that at least in those cases where the High Court or the Central Administrative Tribunal have quashed the dismissal order, the Railways should not pursue the cases in the Supreme Court. The High Court or the Central Administrative Tribunal have ordered for enquiry in 135 cases because those employees were dismissed without any enquiry. The order of the Court was to hold enquiry. I request that in those cases also the Ministry should give clear instructions to hold enquiries because in spite of Court's order, these enquiries are not being held until now. This is my request to the hon. Minister.

Sir, I agree that conversion of gauge is necessary. But what should be our priority? Is it that we should build infrastructure or whether we should have the uni-gauge system first and will then connect the State capitals like Agartala with railway line?

There are a number of districts in our country where there is no railway line. In West Bengal also in the West Dimapur district, there is not a single kilometre of railway line. How long the people of Tripura will wait to get a railway link to their capital? In Himachal Pradesh also, there are such conditions. Then, Eklakhi-Balurghat line was cleared by the Planning Commission also; the first year some amount was sanctioned. Then, for the Howrah-Amta railway line, the foundation stone was laid by late Shrimati Indira Gandhi in 1972 for the entire Howrah-Amta and not Howrah-Barguchia. Now, I think Rs. 1,000/- has been allocated for that line. So, priority should be given to new lines, even though there is financial constraint.

Now you want to convert about 6,000 kms. of metre gauge and narrow gauge into broad gauge. Priority should be given to electrification to the lines like Agra-Midnapore line. It is a very important section; the feasibility report has been sent and in that it has been stated that electrification is necessary in this section. Then, Kharagpur-Vizag line is a very important coastal line. So, we should give priority for the new lines.

Then, why should we import locomotives? How much are we spending for importing locomotives of 6,000 horse power from ABB company? We have our RDSO and we have a huge infrastructure in Lucknow. Can that not make any better design for locomotives? We have our production unit in Chittaranjan; the workers of Chittaranjan unit are agitating for the recognition of their unions. Then, I have visited the Jamalpur workshop which is one of the oldest workshops in our country. We have a huge infrastructure, but proper utilisation is not there.

[Translation]

We have a number of workshops in Indian Railways but proper utilisations is not being made. Chittranjan locomotive factory is a big factory which manufacture electric engines but what about the plight of the workers working there.

[English]

The Minister, I hope, will reply whether that unit is being handed over to some private management. He will clarify whether that decision has been taken. Last week, I asked a question whether the railways are being privatised. The Minister replied that railways will not be privatised, but some ancillaries are being privatised. What are these ancillaries? I want to know whether production units are ancillaries and whether catering unit is an ancillary unit. What is the

[Sh. Basu Deb Acharia]

percentage of departmental catering? It is only five percent and 95 percent is under private management. MPs have experienced this private catering. Those who have travelled by Kalka Mail know about it.

(Interruptions)

MR. CHAIRMAN: You have taken twenty minutes. You may have to conclude now. Please cooperate with the Chair.

(Interruptions)

[Translation]

SHRI BASUDEB ACHARIA: There is poor quality of food. Poor quality of food is served in Tinsukia Mail also. Why are you privatising it? Will it provide better service? For what reasons you are privatising it? Does it not earn profit? I understand that no loss is suffered by Catering Department. Then why are you going to privatise it? Have you shortage of wagons? Can we not produce wagons? Shri Mallikarjun said yesterday that Railways has a little work. I say that Railways has the maximum work. its factory is located in Banpur in Hawarh which is the constituency of Shri Sushant Chakrawarty.

[English]

We know you have shortage of wagons. I would like to know whether the capacity of the wagon building industry is being fully utilised. We have shortage of passenger coaches. Can't you have another coach factory? Once there was a proposal to set up a coach factory at Durgapur. I have a letter written by your predecessor Shri George Fernandes. Proposal is there. But there is no fund to set up a coach factory at Durgapur. In the letter it is written that when funds will be available only then they will consider about the setting up of a coach factory at Durgapur.

But you have taken decision that railways will not have any wheel and axle plane...*(Interruptions)*

MR. CHAIRMAN: I may have to call the next speaker. Please conclude.

SHRI BASUDEB ACHARIA: I now come to the last and the very important point about the Railway Protection Force. There were only two question on which the entire Lok Sabha was one. One was about the reinstatement of the dismissed railway employees and the other one was about the restoration of recognition to the RPF association. Such decision was taken by the previous Government. Even the Prime Minister gave an assurance when we met him at that time the General Secretary Shri Jha was on hunger strike upto death. The appeal was made. We met the Prime Minister. He told us that he would consider it with open mind. But three months have already elapsed. What I say is that please do not compare RPF with other armed forces like the CISF, CRPF. RPF has got its own association which is a recognised one. *(Interruptions)* The Home Minister is here. Day before yesterday, he told us that he would consider it with sympathy. RPF has got its own association which was recognised prior to 1987. But the recognition was withdrawn. *(Interruptions)*

MR. CHAIRMAN: Now I am allowing you to speak the last sentence. Please wind up.

(Interruptions)

SHRI BASUDEB ACHARIA: Can you cite a single incident of indiscipline among the RPF personnel? There is not a single incident of indiscipline. When there was resentment, revolt among the CISF, there was complete discipline in RPF. So, why are you not considering the restoration of recognition to this association? The Home Minister is here, You can consult with him.

Sir, now, they are phasing out the stream locomotives. I have with me a clear and categorical assurance given by the Railway Minister on 25th of July, 1991, while replying to the debate on Railway Budget. I raised the question of contract workers in stream locomotives who have to handle coal and ash. The reply was "Well, we have already stated that we will not throw th workers of stream locomotive who have to deal with ash and other things." But now, they are throwing them out by closing down these stream locomotives and by closing down stream loco shed and by phasing out the stream locomotives. There are about 20,000 workers. I thank Dr. Pandeya because on the Committee on Assurances, he has taken up the cause of these workers.

MR. CHAIRMAN: Shri Acharia, I may have to ask the reporters not to record whatever you speak. Please conclude now.

SHRI BASUDEB ACHARIA: Sir, they are doing a perennial nature of job. While the contractors are changed, but the workers are same. They have been working for the last 20 years.

MR. CHAIRMAN: Please conclude now.

SHRI BASUDEB ACHARIA: Sir, I am concluding but Shri Mallikarjun is disturbing me. You please tell him not to disturb me.

MR. CHAIRMAN: Please cooperate.

SHRI K. V. THANGKABALU(Dharmapuri): Sir, we also want to be allowed to speak for a minimum 25-30 minutes.

MR. CHAIRMAN: Please conclude now.

SHRI BASUDEB ACHARIA: There are 3,000-4,000 workers and most of them belong to Scheduled Castes and Scheduled Tribes and backward sections of our coun-

try. Railways is such a big organization having 16 lakh employees and cannot they absorb these 3,000-4,000? In my division, in one year, 1,500 casual workers were recruited. Cannot the Railways absorb these 3,000 or 3,500 workers? I urge upon the Railway Minister*...

(Interruptions)

MR. CHAIRMAN: Nothing will go on record. Shri Acharia, I have already asked the reporters not to take down anything that you speak. Now Shri Vishwanath Shastri to speak.

[Translation]

SHRI VISHWANATH SHASTRI (Gajipur): Mr. Chairman, Sir, I thank you for giving me time to speak on Supplementary Demands for Grants of the Ministry of Railways. Regarding it, I would like to say that a demand has been raised since long in eastern part of Uttar Pradesh that a railway bridge on Ganga river in Gazipur district be constructed. There is one branch line up to Tarighat on eastern railway and there is another Chhapra-Odihar railway line which is being converted into broad gauge line. If this line is completed that will reduce the traffic congestion on Moughal Sarai rail line. If a new railway line from Dehri on Son to Dildar Nagar is constructed that would not only reduce the traffic congestion on Moughal Sarai line but would also provide an alternative route. In case of an accident on Moughal Sarai railway line, it will provide an alternative route. At present there is no alternative route and in case of any mishappening the entire Southern India on the one hand and Northern India on the other hand are cut off. Therefore, from strategic point of view, I would demand that if 75 Km. long new railway line from Dehri on Son to Dildar Nagar via Gazipur is constructed connecting Tarighat railway line and if a railway bridge is constructed over the Ganga river and if 40

[Sh. Vishwanth Shastri]

km long new railway line from Gazipur to Mau, the survey for which has already been completed, is constructed providing a direct link with Gorakhpur, then it will provide an alternative route via Jaunpur and decongest the traffic on Banaras-Moughal Sarai railway line. The proposed construction of railway line from Gaya to Moughal Sarai will also not solve the problem because railway traffic on Moughal Sarai route will remain as it is.

In the same way I would like to raise one more demand. As you already know that a demand has been raised since long to construct a bridge on Chhitauni-Begha. If this bridge is constructed, the border areas on Uttar Pradesh and Bihar will be linked. Similarly, in our North-eastern railways there are five workshops. The capacity of these five workshops is being decreased by you day by day. That is why a large number of workers are being rendered jobless. Thus, I request you to modernise the workshops. The workers should be employes at some other places. The Government is initiating the process of privatisation. Owing to it, a large number of workers are being retrenched. The Government is introducing the contract system. Due to this reason, there is a great resentment among the railway workers. Therefore, I would advise you to pay attention to it and not to emphasis so much on privatisation. The Government could certainly get locomotives produced from the B.H.E.L. and they too were ready to supply. But I don't know for what reasons the order was placed on A.B.B. at higher rates you should clarify it categorically.

Concluding with these words, I once again put forth my demand to construct a railway bridge over Ganga river in Gazipur. The Government has introduced a new D.M.U. train from Patna to Banaras and has withdrawn two-three passenger trains. The Government had given an assurance that it

would introduce another D.M.U. train on that route. A train runs from Kiul to Buxer and a passenger train has been withdrawn. I demand to extend Kiul-Buxer train upto Banaras. After independence Government had provided for the first time a D.M.U. train for general public. It was appreciated by the people greatly. But now a days this train runs late even for five hours. At that time also I had said if you run the D.M.U. train after dividing the route into two parts-one from Buxer to Patna and the other from Buxer to Banaras it would not run late.

Therefore, I would again like to demand restoration of train withdrawn by Government. No train is available from morning to right upto 1 p.m. to go to Patna. The passenger trains should pick up passengers from small railway stations. Therefore we demand to re-introduce passenger trains or run another D.M.U. trains as per the earlier proposal of the department. I request you to implement your earlier proposal.

With these words, I conclude.

[English]

MR.CHARIMAN: Now, Shri Handique. You may please confine your speech to five minutes. That is my request. So many speakers are there to speak; and we will have to pass it today.

SHRI BJOY KRISHNA HANDIQUE (Jorhat): Sir, I will try. But I am the only speaker from the North-Eastern region. I have some problems regarding railways.

MR. CHAIRMAN: The last speaker has taken only five minutes and I am requesting you also to finish it in five minutes.

SHRI BJOY KRISHNA HANDIQUE: I will take a little more than five minutes.

Sir, I rise to support the Supplementary

Demands for Grants in respect of the Budget (Railways) for 1992-93. While supporting it, I would like to make certain observations on the state of the railway service in the North-East and particularly in Assam. No doubt, the Indian Railway is proud of the service to the nation. Yet when we regionalise and consider the railway service in terms of the common run of men and women in a region, we have to admit that there is a lot more to pay need to. It may be that this is the cause of small men and women. But, then Indian Railway claims that it is a service of the common people, so comes the question of prioritisation in respect of such people.

The first priority I give to the strengthening of the services of local trains and branch-lines. For this factor is related to a very significant sociological phenomenon. This is the question of containing the influx of people to the towns and cities from the rural areas and the railways can play a very significant role in this development. If we analyse the causes of this influx, we find that the people desire to take advantage of the facilities offered by towns and cities; and rightly so, even though at a much higher price. But, if we however improve the communication between the rural and the urban areas, I believe the exodus to towns urban areas will be much less. In this context, the improvement and strengthening of the railway services on the branch lines take the first priority.

Unfortunately, instead of improving the services in Assam, a number of branch lines services have already either been withdrawn or they are in the process of being packed up. In respect of the existing branch line services it is so poor and erratic, that it is just an apology for service. What is far worse, probably the railway authorities think that it is too much for us to ask for improvement in the branch lines; the service on the main line is no better and has much room for improvement.

For example, to start with, three pairs of passenger/express trains had already been withdrawn from the Tinsukia division. Another pair of mail trains plying between Guwahati-Tinsukia-Dibrugarh, spanning almost the entire Brahmaputra Valley, were slated to be withdrawn with effect from 1st July. However, I have yet to ascertain whether this withdrawal was given effect to or not. Then, Dhubri-Guwahati train, which was withdrawn in 1988 on the plea of law and order situation, has not been restored till today. In spite of the fact that the Government of Assam has given an assurance about the security, this has not been done.

Similarly, the Arunachal Express in the Brahmaputra Valley on the north bank of Brahmaputra river has been withdrawn more than year ago on the same plea of law and order situation. As a matter of fact, in a town like Lakhimpur, which is represented by hon. Member, Mr. Balin Kuli, there is not a single train at the moment all in the name of law and order in that district since more than a year. It is not that no trains are operating in this region. Between Guwahati and Dhubri, there are a number of trains still operating. How is it that this question of law and order situation comes now? This has been going on in Assam. The withdrawal of services has caused dislocation to the travelling public. I do admit that the people of Assam are happy that the long-standing demand of conversion of the metre-gauge line to the broad-gauge line is well under way—at least 50 percent between Lumding and Guwahati. We are happy for that. But that does not mean that Government should override the interests of the people of Assam by thoughtless and ill-advised withdrawals of the existing train services. I am sure, and I have got the information that this has been done without the knowledge of the hon. Minister.

MR. CHAIRMAN: Please wind up.

SHRIBHOYKRISHNAHANDIQUE: Sir, I am speaking for the whole region and for that matter the North-Eastern Region that these train services be restored and no further withdrawal be effected without consulting the representatives of the people.

We, as people's representatives in the Parliament, owe an explanation to the people. They are surprised to learn that such an important public transport is withdrawn without even consulting the people's representatives thus by passing not only the Members of Parliament by the Parliament itself. It makes not only the Members of Parliament irrelevant but the Parliament itself irrelevant.

Besides that, the condition of the stations, barring a few, is absolutely in a shambles, should I say, in a state of dilapidation. I give an example. In my constituency, one of the oldest stations, Marian as old as the railways in Assam, is in a deplorable condition. The entry point to the station and the verandah leading to the platform gets often waterlogged in monsoon after a heavy shower putting the passengers to a great inconvenience and discomfort. Several resolutions passed in the meetings of the ZRUCC have not been heeded to but ignored. Till today, these have not been implemented.

Not only this, the foot overbridge connecting platform No. 1 and platform No.2 has been closed for more than a year now for reasons best know to the railway authorities.

16.45 hrs.

[SHRI TARA SINGH *in the Chair:*]

And this has put the passengers' life to the risk of being knocked down by moving trains or shunting engines particularly at night. Platforms sheds which were constructed 40 years ago do not serve the purpose and it covers only three or four coaches particularly of long distance trains

connecting Assam with the rest of the country. And most of the coaches remain outside the platform sheds as a result of which passengers are put to inconvenience during rain. You can well imagine the plight of the passengers then. There is poor electricity in the railway colony and area and inspite of the fact that a sub-station has been installed, it has not yet been commissioned. There are no medical facilities for the Railway staff also. There is a tiny hospital and how can you expect the staff to serve to the satisfaction of the public, when they do not get even the basic amenities?

Another station in the main line is Bhojo. The local public had to resort to rail roko agitation and then it was called off, though there was a symbolic protest one day. And it was after my persuasion and an assurance given by the Railway authorities. But till today, that assurance is not honoured and people have threatened rail roko agitation again. Sir, what are their demands? Improvement in sanitation, drinking water, passenger waiting rooms, platform sheds, tea booking facility and improvement of the approach road to the station. These are rational and justified demands and minimum facilities that the travelling public at busy stations can aspire for. If you consider the revenue earned by the station, you can find that it is not a small amount. Revenue comes to about Rs. 1,62,000 per month without first class facilities. If revenue earning is one of the considerations for improving the railway stations, then may I ask the railway authorities as to why the stations should be deprived of such facilities? I do not understand what criterion is followed by the Railways.

I give two examples one of small and another of big stations. Raniganj in Asansol Division of West Bengal is one example. The travelling public in Raniganj, a centre of national strategic importance and the nerve centre of the Raniganj coal fields-cum-industrial complex with huge revenue earning records, are facing problems. There is no stoppage for the super fast trains inspite of

the repeated demand and representation many by the local MP, Shri Haradan Roy. I know myself that a number of representations were made by the hon. MP. They want stoppage for 2381 UP/2382 DN - AC express, 2303 UP/2304 DN-AC express, 2311 UP 2312 DN Kalka Mail, 3005 UP/3006 DN Amritsar Mail. I cite the case of a big stations. Now, I come to a very small station. I want to know the criterion you follow. Simaluguri is in my constituency. People there are demanding reservation quota in the railway station in 5904 DN-Assam Mail a very modest demand. But that has not been met. So, I do not understand the criterion which the Railways follow. Rather it is distressing to know that a station called Kujibali on the Simaluguri-Moran branch line has been closed down causing great dislocation in commercial activities particularly to the vegetable growers of a large number of villages. How can Railways claim service priority to the rural people if such contradictory acts are resorted to?

Sir, my last point is about the manning of railway level crossing. Unmanned railway level crossings, particularly at branch lines, are a frequent sight of accidents. But the very old colonial approach viz. the local public be made to pay for providing infrastructure to man these railway level crossings is still being followed. I feel that this should not be the approach of a welfare state. The amount of compensation that the Railways have been paying or have to pay in the case of accidents to victims is enough to provide a gate and a shed for the chowkidar at these unmanned level and crossings and that 700 for food. But I do not know why they have not done it so far.

Sir, these are the problems that I raise before you. My only question is this. Will the Railways listen to the voices of reason? I want an answer. Sir, with these words I conclude. I hope the hon. Minister will look into these grievances. Once again I give my

full support to the Supplementary Demands of the Railway Ministry.

DR. RAJAGOPALAN SRIDHARAN (Madras South): Mr. Chairman, Sir, I would like to share my thoughts with our hon. Members from a matter of fact angle. Like others, I have always been curious to know why there should be a serious letup in what is promised on the floor on the House and what is done outside it. At the same time I feel that as long as the travelling public is tolerant things will never change for better. The inherent weakness of travellers is their lack of will power to voice their strong protest for being taken for a ride, without their getting the amenities for which they duly pay in advance.

Year after year fares are raised as a matter of routine ritual to justify that better amenities are promised on the floor of the House. The Railway administration faithfully implements the former but leaves the latter. For examples, Express fare classification is uniform in broad gauge and metre gauge but the speed of the train varies from 50 Kms an hour to 90 Kms. The condition of the coaches leaves much to be desired. You will always find unclean and unswept toilet, stinking water, leaking taps, dimlights, etc.

Superfast charges are something novel that one has to pay for being taken for a ride in a train of much less speed than 120 Kms per hour. Refund for such trains is unheard of. During long distance travel travellers are totally dependent on pantry car service. One or two items are provided which are tasteless, less in quantity with an every increasing food tariff.

I want to plead for one suffering group of railway men. They are the staff retired or resigned from service without taking any pension. A few such persons at their fag end of their lives served for more than twenty years in the Railways and they had to resign

[Dr. Rajagopalan Sridharan]

on health grounds. They were the people who opted for the PF system that was in existence in those days. I would request the hon. Minister to kindly look into their grievances. They were the pioneers who built the edifice of Railways to attain its present massive structure.

I would also like to congratulate the hon. Minister of Railways for having sanctioned conversion of Madras-Dindigal Section from metre gauge to broad gauge.

I plead with the hon. Minister of Railways to construct third railway platform at St. Thomas Mount Station for the incoming express trains and to construct a railway overbridge at Thambaran and a sub way at Chrompet.

The construction activities of Madras Rapid Transport System from Beach to Luz is in full swing. I express my thanks to the hon. Minister for this and I would also plead for the extension of this service from Luz to Tharamani.

Thank you, Sir.

[Translation]

SHRI RAJESH KUMAR (Gaya): Mr. Chairman, Sir, I oppose the supplementary grants. In the Rail Budget which was presented in February, some discrimination was made between the South and the North. The number of schemes introduced for the South and the amount proposed to be spent in the South was much more than the schemes and the amount earmarked for the North and for the east and for Orissa. In this way, it has created imbalance. If it had been within our power, we would not have allowed the budget to be passed, but the budget has been passed. I would like to tell you about Bihar and Orissa. The provision has not been

made for constructing even one kilometre long new railway line in Bihar, nor is any proposal to convert even one kilometre metre gauge line into a broad gauge. Many problems of Bihar been left untouched. That is why I oppose these supplementary demands. If our suggestions are accepted we shall be grateful to you. I hope you would accept them. Many districts and district headquarters in Bihar are not connected by rail. Even after 42 years of independence, some district headquarters have not been linked by rail. Just as Giridih, Kodarma, Dumka, Chatra, Hazzaribagh etc. districts have not been linked with their district headquarters. We did not hope that such a great injustice will be done to Bihar. The railway Minister has neglected Bihar so much that in a way step motherly treatment has been meted out to it. Bihar is rich in mineral and natural resources. You have not linked that area by rail to facilitate their transportation. You have not even started any passenger train.

Mr. Chairman, Sir, through you I would like to say that Bodh Gaya is a place of international fame and revenue and foreign exchange worth crores of rupees are earned from there. People come from many places to Bodh Gaya and Rajgir. The track of the railway line from Ismailpur to Fatuna has been removed. No facility is now available to lakhs of people. Therefore, you should give this line on contract. They have dismantled and taken away this railway line. In the same way Arrch to Sasaram railway line is also not in operation. Lakhs of passengers are facing difficulties in commuting. There was a proposal to link Bodhgaya and Rajgir so that the foreigners do not have to face any difficulty. But it has not been done. In the same way Gaya is 100 kilometres away from Patna. Patna is the capital city of Bihar and there is a single line there. There was a proposal to double this line by the former railway minister. But the present Railway Minister has ignored this as well. There is a single line from Gaya to Navada. Even that has been

ignored. Those people who go by car from Gaya to Patna, take two hours to reach Patna. So it takes us two hours and if we go by rail, it takes 7-8 hours, if at all we reach there? This is causing a loss of revenue to railways. That is why, keeping this in mind, the rail line from Patna to Gaya should be doubled.

17.00 hrs.

Mr. Chairman, Sir, there is a long distance between Kolerma and Giridih, but they are not connected by the rail line. A survey has been conducted on this line is lying pending in your Ministry. I request that it should be taken up in the first phase. In the same way, injustice has been done to Bihar. I would like to raise certain other issues. There is a metre gauge rail line between Darbhanga and Jainagar, which was to be converted into broadgauge, and it has not been done till now. Perhaps you know that he birth place of Shri Ram Chandra and Janaki Mata is between Jainagar and Janakpuri. Earlier in the Parliament we were searching for Ram and Sita but real place is Janakpur, that it why we people should provide rail transport facility there.

Mr. Chairman, Sir, through you, I demand that steps should be taken to improve the situation created due to the step motherly treatment meted out to Bihar. Together with this, there is another demand that the Bagha-Chhittoni railway bridge should be constructed. This work has not been done due to paucity of funds. Railway officials gave the report that the work on the bridge was in progress but I would like to say that this work has been suspended because of shortage of funds. I demand that money should be immediately give for this, so that the work should be started and the bridge is completed as early as possible. This bridge will be of great conveniince to the public. Mr. Chairman, Sir, I had referred to Rajgir-Bandhgaya railway line. Lord Budha had

gained enlightenment here and his teachings could not be understood by the people of the country and those who understood them, lived in foreign countries. In Burma, Thailand Japan, Hongkong, America and China, people have faith in the path shown by Lord Budha. Devotees of Lord Budha visit this place in large number. Foreigners have to face many problems, because of which our country is presented in a poor light, as a place where tourists to not get adequate facilities. I shall give you an example in this regard. One Japanese tourist came here, and a person snatched his attache case on the railway station and ran away. The number of such incidents are is very high.

Mr. Chairman, Sir, I will not name those railway employees who are involved in these thefts. Many railway employees have been working at the same place for the 20-25 years. They have not been transferred so far. With their help, robberies are committed and pockets are picked. I would like to say another thing that a week back, an M.L.A. belonging to the railway ministers political party, was travelling in first class A.C. by the Qudh Express. An attache case belonging to him containing clothes, and 15-20 thousand rupees was stolen. He realized it when he was about to reach Delhi. I said to him that if he needs, I would arrange for clothes etc. for him.

But I was not concerned about the party, whether he belonged to the Congress party or any other party. I made this offer on human trian grounds and told him that the maximum thefts were taking place in the Congress Raj...(Interruptions)...I shall take another five minutes.

[English]

SHRI E. AHAMED (Manjeri): I suggest that all members of his party may be first given time.

[Translation]

SHRI RAJESH KUMAR: Mr. Chairman, Sir, the second problem pertains to the railway line between Mansi and Katihar. This work has been pending for many years. In the absence of a broad gauge railway line, industrial progress has been obstructed. A survey was conducted during British times, for the revival of the metre gauge line from Madhepura to Pratapganj via Singheshwar Bihariganj. When George Fernandes was the Railway Minister, another survey was ordered. The survey was conducted and its report is pending in the ministry. We would like to appeal through you that action should be taken on that survey.

Mr. Chairman, Sir, as you have ordered to conclude, I shall not take much time. I would like to make a request regarding the problems of my constituency, Gaya. Mr. Chairman, Sir, we had made a request that Rajdhani express should be provided a stoppage at Gaya because this is an international tourist place. Budhists and foreign tourists will find it convenient to travel to and from there. Though stoppage was provided over there but it did not prove much convenient. I submit that in that train from Delhi to Gaya, 10 berths in A.C.C. first class and 10 berths in A.C.C-2 and 10 berths in Chair Car should be provided for foreign tourists. It will facilitate foreign tourists.

In the end I would like to say that the Gaya rail line divides the city into two parts. One is Karimganj and the other is Gaya. Last year five to seven persons were run over by the train. Through you, I would like to make a request that near new Karimganj rail line an over bridge should be constructed. Similarly, Brageshwari line also divides the city into two parts. We request you to construct an over bridge on the railway line near that. In this way, we would like to tell you more problems. From Gaya to Mugalsarai, railways has property of crores of rupees. At

places, the wagon are lying broken and other places railway line is broken. With the collusion of the rail workers scrap of crores of rupees are stolen. I request you that these goods belonging to railway should be kept in a store or should be auctioned. With these few words, I would like to request the hon' Minister, to pay attention towards my suggestions. Mr. Chairman, Sir, through you I would like to request the Government that there should be no step motherly treatment in solving the problems of Bihar and Orissa, and they should get their share of investment. If they do so, we can think of supporting the demands which we have opposed. But at present we oppose their demands and request the hon. Members of the House that their demands should not be allowed to pass. With these words, I express my thanks and conclude.

SHRI SATYNARYAN JATIYA (Ujjain): Mr. Chairman, Sir, Railway has a colossal responsibility of providing comfortable journey to the people with adequate safety and security. It employs more than 18 lakh people and through them it discharges an important duty of providing transport facility to the country. Certain things are very clear in the Budget. The hon. Minister of Railways has sought the approval of the House to cover up the amount that was earmarked in the Railway Nudget of 1992-93 but fell short to meet the expenditure of some new projects to be undertaken by the railways. But such an expectation is not wrong as the Railways is functioning on a very large scale and it has responsibility of providing more facilities to the commuters. Day by day the number of Railways passengers is increasing and railways is earning profit. The Railways should increase the facilities for the passengers in proportion to the increase in its profit. But the Railways is not taking any measures to provide better facilities to the passengers.

Mr. Chairman, Sir, through you, I would like to refer to the Railway's income during

the last few years. The Railways income increased 6.9% during the year 1990-91. And this percentage increased up to 8.3 percent during 1991-92 and 10.9 percent during 1992-93. Here it is obvious that the income of the Railways is increasing every year, but it does not use its profit properly. The net profit earned by the Railways is adjusted in the depreciation account, dividend and development funds. The major portion of the profit should be utilised for providing the facilities to the passengers, but it is not being done.

I want to submit that it was announced in the Budget that a pantry car would be attached with every long distance train, and provision of the sanitation in all the long distance trains and at the stations would also be made and guard would be made responsible for looking after sanitation in the trains. But this has not been done. The Railways is expected to provide catering facility to the passengers. The passengers who undertake long-journey, far away from their homes, expect railway to provide good quality food. It all depends on your catering arrangements. In order to provide them good quality food the Government should make suitable and adequate arrangements.

These days catering facilities are being privatised and are being given to private people. They will try to earn more and more profit from it and the people would not get good quality food. I want that every passengers should get good quality food. When they pay for it then why they should not get good quality food. You can see that curd supplied to the passengers is good as water and pulse and vegetables are not even worth the name. The inferior quality of chapatis is known to everybody. I do not want to say more. Every passenger takes the food to satisfy his hunger, because no other alternative is there. Therefore, he wants to have it anyway.

Therefore, I want to say that the Railways should pay attention to provide better catering facilities to the passengers. Besides providing catering facility in trains, Railways should make adequate catering arrangement at every station. There should also be arrangement to check this facility from time to time. People's participation in this activity of railways should also be encouraged, so that through it other facilities and arrangements too may be made. I know that in order to supervise this facility the Government has constituted Z.R.D.R.U.C.C. and formed consultative committees at the stations. But unless those committees are given certain powers, they cannot do any solid work. Therefore, I request the Government to pay more attention to catering facility.

During the Budget the Government has said that it would convene the meeting of Members of Parliament Statewise, and hear their difficulties. I often call on the hon. Minister and narrate him my difficulties. Last Tuesday, on the 4th August, I myself called on the hon. Minister of Railways and narrated my problems. But the more important thing is as to how many of these problems are solved. Our problem is that the people of our constituencies expect something from us and it is our duty to fulfil their expectation. We hear and understand their problems and bring them into the knowledge of hon. Minister of Railways. It is the duty of the Railways to fulfil them. Therefore, through you, I want to submit that the Railway brings the people closer. But every day the rush in the trains is increasing. The Government should make certain arrangements to check it and provide more and more facilities to the public. I want to put certain suggestions which in my view are very important and I want the hon. Minister of Railways to pay attention to them. The hon. Minister of Railways is sitting in the House. I do not know whether he is hearing or not. But these suggestions are very impor-

[Sh. Satynarayan Jatiya]

tant from the view point of passengers' facilities. We do not get any other opportunity to bring the problems of people into your notice. We are the medium to establish link between the Government, the Ministry of Railways and the people. I hope the hon. Minister will listen to me. Recently, the Government has introduced a train from Nizamuddin to Indore via Kota. According to the timing of this train, it starts from Nizamuddin in day time and reaches Indore at night. As a result of which neither the people of this side nor those of that side are getting its benefit. Prior to the introduction of this train. We the Members of the areas like Ujjain, Kota, Jhalawad, Mandsaur, Indore have requested to change the Scheduled of this train. We had suggested to start this train at 6.30 AM from Indore so that it may reach Delhi at 7 or 8 o'clock. This train should start at 7.00 o'clock from Delhi so that it reaches 8 o'clock Indore. But no attention has been paid to our request. I believe that the Government will try to remove our difficulty. We do not get a convenient train for Delhi from Indore, Ujjain, Dewas, Ratlam. It is 13 hour run but this train takes 17 hours. Therefore, this train provided stoppages at places we have demanded. We have requested to provide a stoppage at Vikramgarh, Akot. If train is stopped at these places people will be greatly benefited by it. Otherwise people are experiencing great inconvenience. The full benefit of the introduction of this train can be got only when this train is stopped at these stations.

The Avanipta Express runs between Indore and Bombay. It was convenient when it used to be terminated at Bombay Central; even though its timing was not convenient. But now it is terminated at Bandra as a result of it, the people have no means of transport to reach Bombay from Bandra. Consequently, a lot of difficulties are being faced by people. People have to hire a taxi for Bom-

bay which costs more than Rs.100/- This train reaches in the peak hours of 11 or 12 p.m., therefore, it is of no use.

Therefore, it is my submission that this train should be extended to Bombay Central or such arrangements should be made or the timings of the trains should be adjusted in such a manner so that people do not have to spend much money and they are able to get some means from Bandra to reach Bombay. Therefore, through you, I would like to submit that this train should be extended to Bombay Central as was the case previously. The time should be so adjusted that it is convenient to the people.

Another train Rajdhani Express runs between New Delhi and Bombay which is called Bombay-New Delhi A.C. Express but it has no stoppage in Madhya Pradesh Rajdhani Express stops at Ratlam. I have suggested that it should also have a halt at Nagda. Nagda is an industrial city. People in large numbers travel to and fro from this station. This train does not have even a single stoppage in Madhya-Pradesh. Therefore, through you I would request the hon. Minister that this train should be given a halt at Nagda so that the people of this area are benefited.

Another train runs between Kota and Agra Fort. I would like to submit that it should be extended to Ujjain via Nagda. As you know, Ujjain is a city having a cultural importance. This year only a big festival of singhastha Kumbh was held there. To facilitate the people of Ujjain in moving to and fro, it is utmost necessary to extend this train upto Ujjain. The people would be greatly benefited if the trains has stoppage at Vikramgarh, Aalot, Madhipur Road.

Another trains runs between Rajkot, and Bhopal. I would like to submit that this train should have a stoppage at Unhel. People are making this demand. The daily

passengers cue in great distress. Therefore, Unhel should be a stoppage for this train.

Ujjain, Devas and Indore are main cities. But there is no proper rail service available between Ujjain and Devas and Vice-versa. A single train having the number 107/108 runs between Indore and Devas. If it is extended to Ujjain it would not cause any inconvenience to anyone. No extra staff is required for this. If this train is extended to Ujjain then it would greatly benefit the daily passengers.

At the same time I would demand an introduction of new regular sub-urban train to increase the traffic service between Indore and Ujjain. It would certainly be convenient for the people of Ujjain and Indore. By meter gauge it is 63 kilometer and by broad gauge it is 78-80 kilometer. It is an industrial city and if this service is extended the people of Devas would also get the benefit to travel along with the people of Ujjain in this train. Therefore, through you, I would like to submission to you pay attention to it.

Indore is the biggest town of Madhya-Pradesh inspite of that Indore city is not included in Railway network, no special services are available there. Bhopal is the capital of Madhya Pradesh so a train should be introduced between Bhopal and Indore. I believe if you join Indore and Bhopal via Ujjain through rail link of Intercity Express service then you would do a great service to the people of this area in terms of railway service. The travelling people of the Indroe, Ujjain and other cities would be greatly benefited.

A train runs between Indore and Phatuhabad. The people of the area are making a demand that it should extended to Ratlam. I would facilitate Badnagar. Nagda has no station at all. Nagda is a big industrial

Nearly fifty thousand people are employed in industries there. There is no railway station there. A small station has been constructed on the platform itself. I would urge that a station should be constructed on both sides at Nagda, Mandi and Birlagram.

Similarly, electrification has been done on the railway track between Ujjain and Indore upto Ratlam rest of the section has been connected electrically while Ujjain and Bhopal has not been connected by electric trains. This facility should also be provided to Indore.

The Legislative Assembly of Madhya Pradesh has unanimously passed a resolution for implementation of railway projects and House has unanimously supported it regarding the construction of Railway line. I hope the Railway Ministry would definitely pay attention towards it.

I would like to draw your attention towards another issue, the reservation facilities available at Vikramgarh Alot from where lakhs of people go daily to Jain pilgrimage Nageshwar should be extended. The reservation facilities are not sufficient. These should be increased. Drinking water facilities should also be provided and other facilities should also be extended. It is utmost necessary to extend the reservation quota for Madhidpur Road and Nagda stations. At the same time, trains are running very late, it is esential that the trains run at their proper time.

A train called Malwa Express never reaches Ujjain in time. I would like to urge through you that it should be run in time. It should reach Delhi in time so also to Ujjain.

My friend Shri Rajendra Agnihotri spoke elaborately on railway facilities and the hon. Minister had given him an assurance that these would be followed. He has demand the construction of Lalitpur Singrauli railway

line and stoppage of Chhatisgarh Express should be provided at Thavra in Madhya Pradesh and at Talbehat for Bombay V.T.

I hope that the hon. Minister would carefully consider my suggestions and implement them. Finally, I would conclude after this assertion:-

" Razi hain hum usi mein

Jis mein teri Raza hai

Aise bhi wah wah hai

Vaise bhi wah wah hai

Janta ki suvidha ke liye

Hum Sabhi yahan jama hain

Aap maan jayen to

Mushkilen bhi Asan hain."

[English]

SHRI K.V. THANGKABALU (Dharmapuri): Sir, I rise to support the Supplementary Demands for the Railways 1992-93.

The Indian Railways is the second largest system in the whole world under a single management. We should be proud of having such a large system. The Railways have a total asset of Rs.19730 crores and 1.65 million people directly and another 2 million people indirectly are in the employment of the Railways. I do not want to go into details of other areas. With regard to my Constituency, I am extremely happy to inform and thank the hon. Railway Minister Shri C.K.Jaffer Sharief for stopping of Kovai express at Morapur. It was a long pending demand which was considered by the hon. Minister in the last week. This train is running between Madras and Coimbatore. Morapur

is part of Dharmapuri one of the backward districts of the country. There are only 15 backward districts in the country and Dharmapuri is one of them. The Morapur station is the only station which falls in the Dharmapuri district of Tamil Nadu which caters to the needs of the people. I have been, time and again, demanding from the hon. Minister that the station needs to be upgraded and also the platform of the station to be strengthened and lengthened. Since that is the only station which is catering to the needs of the people and since railway line is the only linkage and since this is the central point of Dharmapuri district, that station should be developed with more facilities like Retiring room, Rest House, and so on.

The other demand which is being made by me for the last one year is with regard to another station called Kadathur. This is also one of the important stations from which large number of people are moving towards Salem, Coimbatore as well as to Jolarpettai, Madras and Jolarpet. This is also an important station and at least 300 to 500 students are daily travelling from this area to the neighbouring district which is called Salem-Jolarpettai - Tirupattur area, for study. There are not good number of colleges available in my district, that is Dharmapur. That is why people are going to other districts to study and that is why I have been demanding that the Bokaro Steel City Express which is running between Bokaro and Alleppey, should stop at Kadathur also. If it is stopped there, then people, and particularly the students community, will have the benefit of going to Salem, Tirupattur and other areas for regular study. This is the only way by which they can easily travel and study.

Kadathur also should be improved because the facilities which are available at present are not adequate. I have been asking for these facilities for a long time and I request the Government, particularly the Railway Minister, to look into this backward

district. Their consideration is very much required now urgently.

Another area is the Salem-Bangalore broad gauge line. This has been the dream of our people for a long time. I have been demanding this because this is the most backward areas...(Interruptions)

[Translation]

SHRI SATYNARAYAN JATIA: Mr. Chairman, Sir, I am on a point of order. No outsider should be allowed to talk to the Member of the House.

[English]

MR. CHAIRMAN: I agree with you. I myself am very sensitive about this.

SHRI K.V. THANGKABALU: Sir, the Salem-Bangalore broad gauge line is a very important line and I urge upon the Minister and the Government to take this up in the Eighth plan. The Dharmapuri district, which is the most backward area, will certainly benefit from this Salem-Bangalore, broad gauge line. People from this area are going to Bangalore, Salem and other forward areas to work they do not have any other facilities except train. So, this backward district must get the benefit of broad gauge line. This is the dream and this is the wish of the people of that area.

Another very important thing is that we have a Division in Olavakod which caters to the need of the people of Coimbatore, Periyar, Salem and part of Dharmapuri. Another Division at Bangalore and Mysore is also there and that Division is catering to the needs of the nearby Karnataka area and part of Tamil Nadu. We have been demanding for the last 10-15 years that there is a need for a Division to be set up at Salem. That being the Central place of Tamil Nadu, it should be set up immediately. This will cater

to the needs of part of Tamil Nadu and will help in bringing socio-economic changes in the area and also for the development of the area.

We have been asking for a broad gauge line. If this demand is accepted, people of Karnataka will also get the benefit of going to Tuticorin. The Tuticorin port facility is also available for Karnataka and part of Tamil Nadu. That is why we have been demanding a new line. That new line will be from Salem-Rasipuram-Namakkal-Karur. From Karur, we are having a broad gauge line, the Karur-Dindigul-Tuticorin line. If the new line is provided, then the people from the whole of Dharmapuri, Salem and Erode and also from Bangalore and some other parts of Karnataka state can be benefited. That is why we want this new area to be included in the Eighth Plan.

We have been requesting for the enhancement of the funds for the M.R.T.S. project in Madras. This year you allotted Rs.28 crores only. That is not sufficient. Almost all the M.Ps. of Tamil Nadu have met you so many times in this regard and we have been meeting you often and requesting you for early implementation of this project. I submit that the delay in implementation of the project will certainly escalate the cost and thereby the Railways will have to pay more money in the days to come. That is why we are urging for early implementation and for it the early sanction of more money to the M.R.T.S. project which is very very necessary at this juncture.

I congratulate the hon. Minister for having appointed committees of public men at the zonal and divisional levels. This is a very important factor by which the public will certainly raise the issues pertaining to their area and the public men represented in the committee can ventilate and seek redressal of the grievances. I suggest that much more such committees should be appointed so

[Sh. K.V. Thangkabalu]

that the people can get the benefit.

Our hon. Minister is calling the meetings of the Members of Parliament and he is calling region-wise meetings for the accelerated progress of the Board gauge line. It is a good idea and we welcome it. I must also thank the hon. Minister for including in the Eighth Plan the conversion of Madras-Tuticorin line into B.G. line. This is one of the very important factors and it will help in solving the problems and bring industrial as well as socio-economic growth in Tamil Nadu. We want early implementation of this project so that the people of Tamil Nadu will be in a position to improve their lot by this scheme.

17.32 hrs

[MR. DEPUTY SPEAKER *in the Chair*]

I submit that with regard to allotment of funds, in comparison to other States, Tamil Nadu is deprived of its dutiful rights and due share of the funds. We are not getting proper share in the allotment of funds when compared with other Regions/States. We are not accusing you for giving funds to other States. We welcome that. But, at the same time, we must get our due share for the development of railway line and for provision of facilities in the State.

I want to make another important submission. The appointments in the Railways to the post of Khalasi and other posts are done only by the officials or rather a committee of officials who are doing this without consulting even the local M.Ps. The elected Members of Parliament do not have a role in those selections. In spite of our repeated requests, the officers who are there in the committee never bother to discuss the problems with the M.Ps. of the area concerned. This is a pathetic situation where elected

Members of the people do not find a role in the selections done in that area. I urge upon the hon. Minister that the Government must come forward and see that the M.Ps. of the area where recruitment is to be done must find a place in these selections so that they can stop corruption and see that the right people are employed in the Railways. This is a very important issue and I request that it should be accepted. I insist on it.

There is an apprehension in the minds of the people of Tamil Nadu that the Railways are going to wind up the Madurai-Tuticorin meter-gauge line. There was an announcement by some of the officials of Railways to this effect. This is not correct. Actually the Government is coming forward with an ambitious programme of building a B.G. line. I, therefore, submit that after completing the B.G. line only the existing line should be scrapped and before that it should not be done. This is an important matter. The people of this area should not be deprived of their right of using the existing facility. Their apprehension should be clarified. I request the hon. Minister to consider this and make amends to the official press statements which have been made in this regard.

Sir, I once again thank the hon. Minister and the department for having done the extreme good work in the field of railways. Railways is the life-line of the nation and the people who are working in the department should be congratulated for their good work. I congratulate the hon. Minister particularly for the ambitious work he has done for converting the Metre Gauge to Broad Gauge lines in the Eighth Five Year Plan which will certainly give a lot of employment opportunities to the unemployed people. Therefore, all these works should be speeded up and we want that Tamil Nadu should be given the priority and the right share in the coming days.

SHRI TARIT BARAN TOPDAR (Barackpore): Mr. Deputy Speaker, Sir, it is very difficult to support the Supplementary Demands for Grants of Railways. It is well known that the eastern part of India is very much in difficulty so far as railway connections and railway services are concerned. In spite of that, I am not going to propose that this train should be started right now and this line should be set up right now. I shall confine myself to the general aspects only.

Sir, we have found that the biggest employer of the country, the railways have decreased their work force from 22 lakhs to less than 14 lakhs now and they are going to implement a programme which will reduce this to about 9 lakhs. Is it for this reason why additional sums are required?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MALIKARJUN): There is no such thing. This is a misconception. We are not going to reduce the work force to 9 lakhs and the work force will remain as it is now.

SHRI TARIT BARAN TOPDAR: Sir, I thank the hon. Minister for having committed that the work force is not going to be reduced. But, the other point is, for the last 10 years or more, the railways have reduced the social cost which ought to be there; rather this is an international obligation. Railways in all the countries bear a social cost and in our country, the Government blatantly declares that they are unable to bear the social cost. The cost of living is going high. The prices are going high. Cost of implementation of any project will go high. No doubt about it. But the social cost remains social cost, even when the prices are at a low standard and even when the prices are on higher standard.

I fail to understand that in spite of all these curtailments, why additional sanctions will be required.

I fail to understand when the performance of the railways, the services of the railways is going down day by day, the maintenance of rakes, availability of wagons and various other services that are required is going down day by day, the speed of the train, the so-called super-fast trains, the once prestigious trains like Delhi-Kalka, Howrah Mail, Bombay Mail via Nagpur, Howrah-Bombay connection and many trains, is going down day by day, why additional sanction to the railways is required.

After modernisation by the Congress Government, after the lofty thoughts and claims by the Congress Government, the maintenance the services and the speed of the trains has gone down.

SHRI AYUB KHAN (Jhunjhunu): I do not agree.

SHRI TARIT BARAN TOPDAR: You do not agree. Why? Do you not agree that the speed of the trains has gone down? Do you think that the speed of the train has increased? That is the version of the Congress.

MR. DEPUTY SPEAKER: It is the basic principle of democracy to disagree.

SHRI TARIT BARAN TOPDAR: You have got democracy to disagree even though you are having experience every day. (*Interruptions*) You will demand railway only for your Constituency. I am not going to demand it for my Constituency, for my State or for Eastern States. (*Interruptions*) That is all right. Everybody knows what we have got for the last so many years.

The railways have introduced diesel engines instead of the steam locomotive. It was originally planned that for a short period of time, these diesel engines will ply. It was said that within a short time, it will be con-

[Sh. Tarit Baran Topdar]

verted into electric engines. It was assured that electrification will be done with all seriousness within a short span of time. But that has not been done. That is not going to be done. In some of the Sections as we are acquainted with, many a time where they have demanded electrification of a track of say 50 kn or 40 km, we found that that was not acceded to. Therefore, it is futile to ask for electrification of longer range of track.

Therefore, what I want to point out with all honesty is that the policy must be cleared. What are you going to do? Simple claim of modernisation will not do. What have we done for the last one year? How far have we progressed? What is our perspective plan? What is going to be done in the next two years, three years or four years? This is not clear. And for the past few months, after the presentation of the Railway Budget, we have not found anything any action taken by the railways which can demand for additional sums to be sanctioned by the Parliament.

Once again through this discussion, I demand that the social cost must be borne by the railways.

Now we are going to meet the social cost up to Rs.2,220 crores.

SHRI TARIT BARAN TOPDAR: That has to be calculated in terms of percentage. What was borne earlier? Simple figures will not be sufficient to just explain that you are doing the right thing. *(Interruptions)*

SHRI MRUTYUNJAYA NAYAK(Phulbani): If you are made the Railway Minister you will explain the something.

SHRI TARIT BARAN TOPDAR: No, I will not. *(Interruptions)*

Therefore, the performance of the railways itself cannot claim a single paise additional to be sanctioned by the Parliament. This is all I want to say. Thank you.

DR. KARTIKESWAR PARTRA (Balasore); Hon. Deputy-Speaker, Sir, I thank the hon. Minister of Railways and the Minister of State for Railways for making the supplementary demands for railways, the money which has already been spent. The money has already been spent and we are giving our sanction or approval for the expenditure incurred.

If I quote the Budget Speech of our hon. Railway Minister of 25th February, in the last para, he has explained everything how our railways inherited the natural thing and how this old organisation like the railways has responded to the changes. He explains everything in that - how with constraint of resources, this railway organisation is running and how their efforts are to run it smoothly with high speed.

Here there is no time to explain everything. The time that is available to us just to put forth our demands. Hon. Member Shri Rabi Ray narrated here how the House Committee of the Orissa Legislative Assembly was constituted and how the memoranda was placed before the hon. Prime Minister. Several demands were also made. In the Consultative Committee meetings or on the floor of the house I have put forth so many demands and most of the demands are placed in the memoranda. Here the hon. Member Shri Rabi Ray has left some of the demands.

Sir, I collaborate with the new demands placed here and I want to put forth some more new demands here. I want to congratulate the hon. Prime Minister, who, on this floor, has categorically assured the Members of Orissa, Bihar and the neglected States of the country that conversion of

[Dr. Kartikeswar Patra]

narrow gauge to broad gauge will be taken up in the neglected States which have not found any place in the programme or in the Action Plan of our Railway Ministry. The Rupsa-Bangriposi narrow gauge will have to be converted into a broad gauge. It has been taken to the notice of the hon. Prime Minister and hon. Ministers of Railways. I want to submit there that some early provision should be made so that we can show our faces to the public.

The second point is that the Railway Minister has given an assurance in the Consultative Committee meetings. In his reply, he stated categorically that the electrification which has been neglected so far in Orissa will be taken up on priority basis. That is why, he has ordered for the survey and I convey my thanks to him for his assurance. The Kharaghpur Waltair (Cia Khurda) line should be electrified for which the survey report will be submitted soon, and also, money should be immediately provided for that.

The third point is that we have raised our voices to shift the construction of the office of the Chief Administrative Officer which uptill now was functioning at Visakhapatnam. And we have suggested that this should be shifted to Orissa because major portion of railway lines are in Orissa, and the construction work should be taken up in Orissa.

The fourth point is that the zonal offices of South Eastern Railways should be in Orissa. Four to five new zonal offices should be constituted or formed and one of the new zonal offices should be located in Orissa.

Also, I want to express here some grievances. One grievance is that there is no fast train to Orissa from New Delhi. Recently, Rajdhani expresses were introduced and one Rajdhani express has been introduced

between New Delhi and Howrah. I demand that one Rajdhani Express, named after Kharabela, the emperor of Orissa- he was renowned emperor who conquered three-fourths of the country and he was a secular man- should be introduced from New Delhi to Bhubaneshwar.

Sir, several agitations were started in Coal Locomotives at Jatni, because it has been shifted from there but the infrastructure is there only. So something should be there to utilise that infrastructure. If diesel locomotives will be replaced, then that will be all right.

MR. DEPUTY SPEAKER: Dr. Patra, there are other Members who have to participate. Anyhow, you have given your valuable suggestions. So, kindly conclude now.

DR. KARTIKESWAR PATRA: My last point is about out Capital station Bhubaneshwar. It should be given priority and it should be given the status of Gwalior. That is why, I would like to submit to the hon. Minister that he should go and lay the foundation for the conversion of the narrow gauge to broad gauge from Rupsa-Begriposi.

With these words, I conclude now.

THE MINISTER OF PARLIAMENTARY AFFAIRS (SHRI GHULAM NABI AZAD): Mr. Deputy Speaker Sir, I propose that we extend the sitting of the House by one hour. I had discussion with the hon. Members on the other side. They all agree that we finish it today. There is a lot of business that we have to take up. So, let us extend the sitting of the House by one hour.

[Translation]

DR. LAXMINARAYAN PANDEYA (Mandsaur): Mr. Deputy Speaker, Sir, much of the Debate is still left. Many hon. Members want to speak. After this Appropriation

[Dr. Laxminarayan Pandeyan]

Member makes his point in 5-7 minutes.

Bill is to be discussed. Some Members would like to speak on it also.

[English]

[English]

We are not discussing six items together. We cannot discuss the Appropriation Bill along with the Supplementary Demands for Grants.

SHRIGHULAM NABIAZAD: That way we should have gone by the time allocated by the Business Advisory Committee. We have the whole chart for all the working days. If we are not completing an item within the particular time allotted to it, we have to finish it in the extra time only. We have already exhausted the time for this. By now we should have taken up another Bill.

SHRI E. AHAMED: They may have been listed separately; but all these items are generally discussed together only.

[Translation]

[Translation]

DR. LAXMINARAYAN PANDEYA: Appropriation Bill is a separate issue. We cannot discuss that Bill with this. It would be discussed separately.

DR. LAXMINARAYA PANDEYA: The Railway Minister's reply is yet to come. How is it possible in such a short time. It does not seem to me that the reply will be given and hon. Members will also have time to make their points within an hour.

[English]

[English]

THE MINISTER OF RAILWAYS (SHRI C.K. JAFFER SHARIEF): We have moved them together. The discussion has been going on on all the items.

MR. DEPUTY SPEAKER: So the House has agreed to extend the time by one hour, up to 7 O' Clock.

DR. LAXMINARAYAN PANDEYA: We are discussing Items No. 9 and 10 only. We cannot discuss Items No. 11 to 14 along with Items No. 9 and 10.

Dr. S.P. Yadav to speak.

(Interruptions)

SHRI C.K. JAFFER SHARIEF: Dr. Pandeya has spoken on everything.

[Translation]

SHRI GULAM NABI AZAD: If Dr. Pandeya wants to add something, he can speak once more. Let him not rake up the whole issue, please.

DR. S.P. YADAV (Sambhal): Mr. Deputy Speaker, Sir, I rise to speak on the Appropriation Bill presented by the hon. Railway Minister for the year 1992-93... (Interruptions) First of all, I would like say that Members of Parliament have facility to travel in A.C. I in which the Member may travel alone but the wife or a companion may accompany him only in A.C. II. I would like that wife or companion should also be allowed to accompany the Member. In my constituency there is the biggest training College of the Northern Railway in Chan-

[Translation]

DR. LAXMINARAYAN PANDEYA (Mandsaur): We cannot dispose off this discussion within one hour even if an hon.

dausi. Employees of Northern Railway are trained there and then they join their duties in the Northern Railway. A First Class bogie was used to be attached with the Delhi bound train starting from Chandausi at 8.40 p.m. but this bogie was withdrawn from the train two months back. With the result, there is arrangement for representatives of the people or the general public, who purchase 1 class ticket for Delhi, to reach Delhi. The 1 class bogie has also been withdrawn from the Chandausi bound train from Delhi.

Apart from this, first class bogies have also been withdrawn from the pair of link Express running between Allahabad and Dehradun. Similarly, A.C. coach is also not attached with this train. The hon. Minister is not paying any attention to me. I am urging him to make arrangements for attaching at least A.C. II and 1st Class bogies with the Link Express. There is no facility for the people of Northern India, who go to Allahabad to attend High Court in connection with their work. Our M.Ps. and M.L.As. are also deprived of these facilities. I have also given in writing to the hon. Minister for providing a stoppage of this Link Express at Bhejoi Railway Station which is a very big trade centre. I have also raised this matter in Northern Railway meeting. I come from Sambhal Lok Sabha Constituency. A train runs for Sambhal-Moradabad. A train leaves for Moradabad in the morning and comes back from there. Three trains out of four, i.e., I-SR, II-SR, III-SR have been cancelled. It is causing great hardship to the poor people. The workers who have to make daily trips to Moradabad have not train facilities. I would like to make a request that the three cancelled trains for Sambhal-Moradabad may be restarted.

Sambhal has been a capital during the Mughal period. For this city there is no train facility. It is my request that a direct train should be started from Delhi to Lucknow via Gairaula and Sambhal and Chandausi. The

broad gauge line between Gajraula and Sambhal should be used for running this train. There is hurry-scurry in this House and all Members are busy talking with one another. I want to say that the hon. Minister may read what I have said and take steps. With this, I conclude.

18.03 hrs

[SHRI SHRAD DIGHE *in the chair*]

[*English*]

SHRI G.M.C. BALAYOGI (Amalapuram): Mr. Chairman, Sir, I thank you for giving me an opportunity to speak on the Supplementary Demands for Grants for expenditure of the Central Government on Railways. The Railways have mentioned that keeping in view the need to bring about a speedy development of the transportation infrastructure of the country as well as the need to speed up the development of backward areas, the Railways have embarked upon a number of plans for inclusion in the Eighth Plan. So, keeping that in view, mine is almost a backward area particularly as far as the Railways are concerned. There is one line going from Vijaywada to Howrah. It is almost a parallel line to our district. Our is the biggest district in the country with a population of 50 lakh. Only one single line is there. It is almost a by-pass line to the East Godavari district in Andhra Pradesh. So, I request the hon. Minister to look into this.

There is a line between Kakinada and Kotipalli which was taken away by the department during the Second World War. But so far, it has not been restored even through all the other lines, which were taken away during the Second World War, have been restored. A survey was conducted. The survey people also suggested that there is a very good prospect and it will be a more profit oriented line if it is restored between Kakinada and Kotipalli and extended up to Nar-

[Sh. G.M.C. Balayog]

sapur. I request the hon. Minister to consider this matter.

The Railway General Manager in the South-Central Railway is not sending a proper report to the Government for feasibility of the line. So, kindly take a special interest. The inclusion of this line in the Eighth Plan is very essential.

Amalapuram is my parliamentary constituency having a population of 20 lakh. But no single railway line is touching my constituency. I request the hon. Minister to kindly look into the matter.

One more thing is with regard to the accidents. As per the Railway reports, from 1.5.92 to 30.6.92, in a matter of one month, 104 railway accidents took place in nine zones. It is a very sad thing. The accidents took place mainly due to the failure of railway staff, equipment failure, negligence of road-users, sabotage, etc. In my district, recently within a period of 44 hours, two accidents took place— one affected the Godavari Express near Nidadavole and 24 hours back, there was another accident to the Konark Express at the same place. According to the information available, these accidents are taking place due to poor maintenance of the railway lines.

I have also come to know that the Railway Department has stopped the recruitment of Gangmen who are in charge of the railway lines. Because of that also, the accidents are taking place. I request the hon. Minister to look into this matter also and see that proper maintenance is carried out to the railway lines. They only you can stop the railway accidents.

In nearly 104 accidents, 51 persons have lost their lives and 146 persons sustained injuries.

So far, no compensation has been paid by the Department to the relatives of those who lost their lives or to the injured persons. I request the hon. Minister to please look into the matter.

There is a train between Visakhapatnam and Hyderabad which is running five times a week. I request the hon. Minister to introduce a daily service. Then only, we can handle the rush from Visakhapatnam, from East Godavari and West Godavari to reach the State capital, Hyderabad.

Lastly, I would like to mention one point. Since the inception of the South Central Railway, no Telugu General Manager has been posted there. So, I request the hon. Minister to kindly post a Telugu General Manager in the South Central Railway so that he can at least identify the problems of Andhra Pradesh and cater to the needs of the people.

My next submission to the hon. Minister is regarding the haltage of some trains at Samaralikota because this is almost a junction to reach East Godavari district which is one of the biggest populated districts in the country. Koramandal Express is running between Howrah and Madras. I request the hon. Minister to give proper instructions to the concerned authorities to stop the Koramandal Express at Samaralikota which is the only link point to the East Godavari railway junction. There is a long pending demand from the people of East Godavari to link up Kakinada railway station with the mainland because this is a district headquarter and as a port station, it is earning good profit on the transport side. So, I request the hon. Minister to link Kakinada to the mainland to enable the people of East Godavari to travel without difficulty. I request the Minister to take into consideration all these points and do justice to the neglected area in the Railways.

SHRI E. AHAMED (Manjeri): Mr.

Chairman Sir, I rise to support the Supplementary Demands for Grants for Railways. As it is some amount has already been spent for this and hon. Members have been making a number of demands with respect to their constituencies. But I would just go beyond my constituency. I would just like to mention about an area which has been neglected by the Railways without providing any modern facilities. The hon. Minister of State for Railways has been mentioning here that about Rs. 2200 crores has been the outlay in the Budget for the Railways. I do not know where this money is being spent. No such money has been spent in our area. The area which I mention is Palghat Division of Southern Railway. There has been a stepmotherly treatment given to it by the Southern Railway. This division stands first or second in the matter of revenue and fourth or fifth in the matter of development. The railway line running between Shornur and Mangalore started when the old South Indian Railway had been formed. The same structure is there now. I hope the hon. Minister will listen to my complaint. There was no doubling of that line. Hundred years ago, when the Railway was formed, the line between Mangalore and Madras passing through Shornur had been in existence. But till today, there is no doubling of that line. There is no modern train. During monsoon season, people of Kerala use their umbrella. But in a train journey during monsoon season, there should be no leakage in the train. No good trains and no new trains are given to our area. Platforms are not given for sufficient length and roof levels are not all right. Everybody knows that there will be seasonal rain in Kerala. But when there is not roof cover till the length of the platform, what will be the position? There are no modern facilities available there. Wherever railways are introduced, all modern facilities should be available there. Nowadays, even for signalling modern facilities are available. But ours is a completely neglected area. I do not know what the reason is. Of course, I do

admit that south is far away from North. But is that the reason for neglecting a particular area in the Southern Railway, viz., the Shornur Mangalore area?

I am very thankful to the hon. Railway Minister for having granted a survey for a new line from Nilambur to Feroke. This survey is going on. But I do not know what those intelligent people, sitting in Madras South Central Headquarters will finally judge! I say this because whenever there is a development scheme to be taken up, they always say 'no'. The hon. Minister is kind enough to visit the railway station at Feroke. He came down from the train and walked around and he assured that the railway station in my constituency would be given modern amenities. He also assured that a new building would be constructed. I would like to invite the kind attention of the hon. Minister to that fact that the Divisional Railway Manager has recommended no such scheme! This has been endorsed by no less a person than the General Manager. I have taken up the matter with him. I told him that this was a solemn assurance given by the hon. Minister after personally visiting the station, on his way to some other place. And that too, this assurance was given to a Member of Parliament! This is the way things move!

When there is revenue from the people, when there are feasible projects in the area and when there are sufficient reasons justifying the grant of such facilities, why this area in Feroke district is being denied this facility? I would like to know the answer and I have every right to know. Therefore, I urge upon the Railway Minister to take some personal interest in the development of this area, especial the new survey which is under way for a new railway line from Nilambur to Feroke.

I would like to mention just one more point regarding the railway Khalasis. When

[Sh. E. Ahamed]

there was a serious accident near Kollam, it was these Khalasis who were responsible for helping, retrieving and rescuing people. You know the position of these Khalasis very well. Though they have been in service for more than ten or 20 years, they are not given any benefits. At the end of every year, they will be terminated and then the Railway people argue that these people are not in continuous service. Even when there was a judgment by the Kerala High Court that on who completes one year's service should be given the benefit of continuous service, the railway resort to such unethical practice and deprive these people of their rights. I do not understand why they have such an attitude towards these people. I would like the hon. Minister to give sufficient instructions to the Southern Railway people to take corrective measures and do justice to all.

With these few remarks, I support the Demands for Grants and I also congratulate the hon. Minister for the intense interest that he has taken in the development of the railways. Thank you.

[Translation]

*SHRI R. JEEVARATHINAM (Arakkonam) : Hon'ble Chairman, I thank you very much for extending an opportunity to speak on Supplementary Demands for grants for the Ministry of Railways. I support the Demands tabled by Shri Jaffer Sherief, the Minister for Railways and I would like to add certain points.

At the out set, I would like to thank Shri Jaffer Sherief, the Hon'ble Minister for Railways for having conceded to our demands to ensure Kovai Express to have a stop at Arakkonam. This was a demand that was

there for a quite long time and now the initiative by the Minister has resulted in its being stopped at Arakkonam Railway Station. From 9th of August, Kovai Express will have a stop at Arakkonam is heartening an announcement. I thank the Minister for Railways on behalf of the electorate of my constituency.

Likewise, I would also request him to expand the existing Arakkonam Railway station taking into consideration the importance of the town that is emerging. Holy shrines like Tirupati, THIRUTHANI, Kanjeeपुरam will be well served by giving a facelift to Arakkonam Railway station as these pilgrim centres are connected by Arakkonam.

At Arakkonam, a Naval Air Station INS RAJALI was inaugurated recently by the former President of India Shri R. Venkataraman. This has given rise to the visits of Defence personnel from different parts of the country. Hence there is a definite case for expanding and improving Arakkonam Railway station with modern amenities.

I also urge upon the Railways to modernise the existing Railway Engineering Workshop at Arakkonam. It would be better to modernise the present workshop to go in for manufacturing sophisticated electrical equipments and accessories that would meet the needs of Railways. I would like to point out that the workshop needs a facelift now as it is equipped with obsolete machines. Workers there find it very difficult to work in that environment. Hence I request the Hon'ble Minister for Railways to go in for modernising the Arakkonam Railway Workshop.

I am equally interested in emphasising the need to speed up the construction of

Arakkonam Railway station overbridge. Govt. of Tamil Nadu is not taking up the work as agreed upon. Hence I request the Hon'ble Minister for Railways to take up with the Govt. of Tamil Nadu to commence the work as early as possible.

Travelling public to and from Arakkonam are on the increase. From Arakkonam and its surrounding areas about 15 to 20 thousand students, workers, railway employees, Government officials and general public are going to Madras every day to study and to earn. These commuters in increase number need the kind attention of the Minister for Railways. It would fitting and proper to run exclusive Trains between Arakkonam and Madras to benefit these commuters. This train can leave Arakkonam at 7.30 AM to reach Madras at 8.45 AM and can leave Madras at 5.45 PM to reach Arakkonam back at 7.00 PM. I have impressed upon the Minister to introduce a train in this line to benefit the commuters as it is a felt need of the travelling public over there. I request the Minister to look into it at the earliest.

I have also request the Hon'ble minister for Railways to consider our another long pending demand to have Arakkonam also a stop for Bangalore- Madras Lal Bagh Express. Likewise you may also consider having a stop at Wallajah for No. 7 Bangalore Mail from Madras.

I also been requesting you to consider laying new Railway line between Wallajah and Trivandrum via Ranipot, Arcot, Kalavai, Vandavari, Cheyyar. I request you to go in for necessary survey work in this regard.

Earlier when I took up this with the former Minister for Railways Mr. Madhavnp Rao Scindia, based on some survey report, he had indicated to me that it would call laying of Railway track for a-bout 100 Kms at a cost of about Rs. 100 Crores. The entire area that would be connected by this new

line would cover a vast stretch of backward rural area. The new route may help contributing to an economic transformation in that area. It could contribute to industrial growth and prosperity. Hence I request the Hon'ble Minister for Railways to go in for a new feasibility survey if need be. Early decision in this regard may help avoiding cost escalation.

I would like to point out that Shri Jaffer Sherief, the Hon'ble Minister for Railways is open to new ideas and accessible to innovative and ambitious plan of action. Hence I request him to complete the survey work during his tenure to effect laying new Railway lines between Wallajah and Trivandrum.

I heartily welcome the introduction of a new train between Bangalore and Tirupati. This train goes via Wallajah and Arakkonam. If you can speed up the laying of Katpadi-Tirupati broad gauge line which has been included in the VIIth plan, you can run the new train through this new line. For the ambitious plan that would link up Tirupati with a shortest possible route calls for urgent action to avoid cost escalation. In order to speed up the work you may take up with the Tirupati Devasthanam Board to meet part of the expenditure.

I would like to draw your attention to the state of the prime and land other lands lying with the Railways. In some places we find illegal encroachments also. You must initiate action to recover these vast stretch of land lying dry and uncared for. You must take stock of the land holdings and must dispose of the excess lands to Railway employees for housing purposes. In Arakkonam, the excess Railway lands may be given to entrepreneurs in the small scale sector. This may give rise to industrial growth and increased housing facilities.

The Hon'ble Minister for Railways, Shri

[Sh. R. Jeevarathinam]

Jaffer Sherief has also set a new trend in introducing new trains. He introduced a new Rajdhani Express between New Delhi and Bangalore. Hyderabad is also linked by this new train. I am afraid Madras has been ignored in this initiative by the innovative Minister Shri Jaffer Sherief. We are not able to convince our people in this regard. Hence I request you to introduce yet another Rajdhani Express between New Delhi and Madras. Thank you.

[English]

SHRI YAIMA SINGH YUMNAM (INNER MANIPUR): Sir, I rise to demand for a railway line to reach Imphal which is the Capital of Manipur State. In pursuance of our national policy, the Railway lines should connect all the Capitals and as such I consider that this demand of mine deserves special consideration of the Railway Minister.

Why I demand railway lines to connect the Capitals? Why it is necessary? I want to say that for persons who have to travel upto Delhi or anywhere in the country, outside Manipur, they have to travel more than 100 miles from Imphal to Dimapur which is the nearest Railway Station, if you go by bus. It is very difficult to travel that long distance by bus because during rainy season, there are landslides and there are so many other difficulties. There are difficulties for transportation or other conveyances to reach from to the other places of the country. There are difficulties also for transporting essential commodities, etc. So, a railway line up Imphal is a must. I would say, it is not only required for conveyances for transportations of passengers and good, but also for the purpose of the defence of the country. It is because Manipur occupies a strategic position. It is bordering Burma and other countries. So, for the movement of military

personnel and for other heavy equipment, there should be a railway line for reaching the border areas of Morey and Stations beyond India. It is very necessary. At the present people from Manipur have to catch the train for giving outside the State at Dimapur at Guwahati. For going upto Guwahati, people have to travel by air from Imphal to Guwahati, they have to catch the train there. So, it is very difficult for the passengers. Even after reaching Guwahati or Dimapur, there is no certainty whether they will be able to get tickets or reservations in the train. If they don't get the tickets or reservations in the train, they have to remain stranded for weeks together. So, it is a must. I am prepared to bargain anything with the Railway Minister, if he expresses his intention that he will consider laying a railway line which will reach Imphal. I do not mind, if the railway line is laid in a year or two years time. I am not saying that it should be done overnight. If it is not possible to play it in a year or two years time, let them take five years or ten years. If more time is taken, the cost may go up. I want to know the intention of the Government whether they want to connect Imphal by a railway line. There might be many difficulties and crores of rupees might be spent on this. We know that this a great liability.

Sir, I would like to point out at the present moment that this State which was a sovereign State, a State of Maharaja was merged with the Indian Union at the instance of the Indian Union.

Now, my proposal is that if the Indian Union prepares or wants that the people of Manipur should live happily, then you must bear the liability. Because at the time of merger, the Indian Government took into consideration all these liabilities. So, you must bear the liability. The State is now facing with a problem of insurgency which was created by the extremists and secessionists who want to revoke the merger with

the Indian Union because of all these problems.

They feel that they are neglected; they feel that they are deprived of so many facilities which the people in other parts of the country are getting; mostly the youths, youngsters, they feel very much frustrated. In the interest of the country, I would like to request the Railway Ministry for taking up this issue, this problem as a national issue, that is to connect the Capital Imphal by rail with the rest of the country; it is my earnest request to the Minister.

At present, I would like to request for opening a booking office in Imphal for the passenger who want to travel by trains, who will catch trains either at Guwahati or at Dimapur; they have to have their booking at Imphal with facilities for reservation. Now, we are introducing computers at many places; so, it can be computerised; and it can be reserved at Imphal for the seats either at Dimapur or at Guwahati. So, it is a must. I draw the attention of the Railway Minister to this; rather I urge the Railway Minister for taking it up seriously in the interest of the people there. It will, to some extent, help the home Ministry also in maintaining law and order in the State by pacifying the youths who are at the moment very much frustrated. I think it is a good idea; it will help the people very much. If the Railway Minister looks into it and takes it up immediately, the grievances of the people can be redressed.

Now a railway head is under construction at Jiribam which is a border town of Manipur bordering with Silchar. The construction is still going on; it has not been completed even though it has been taken up for the last three to four years. If it is completed, it will help, to some extent, to make it convenient for those who have to travel from Imphal to Jiribam to catch trains from Silchar onwards. I urge upon the Railway Minister to look into this. I repeat it that

It is a must that a railway line must reach Imphal if the country wants Manipur to remain with the Indian Union. It is a matter of bargaining on my part; and also I am speaking on behalf of the people of that State. They are demanding this. I am repeating, as I said, It is a liability to the country, to the Indian Union, because it was decided at the time of merger and considered that for hearing that liability.

Lastly, I would like to bring it to the notice of the Railway Minister that there has been difficulty in travelling from Howrah to Delhi by Kalpa Mail, because the Ticket Collectors play a mischief with the passengers. They collect money from the passengers but do not give a receipt for the money in the train; and they slip away at Mughalsarai without issuing a receipt for the money collected. I shall write about it to the Railway Minister later on. I do not want to take time of the House on this issue. But I shall give an instance on this how the Ticket Collectors have managed to collect money as bribe and do so many other things of mischief. Stealing in the compartments has become a nuisance.

Lastly, I would like to request the Railway Ministry to provide good catering facilities in the trains. We have suffered very much. I myself have experienced it. This catering facility is hopeless in such trains. I also demand that there must be a Rajdhani Train from Delhi to Guwahati, whatever name you may give. I demand that there must be a non-stop train, like it is there from Delhi to Howrah and from Delhi to other cities. Delhi to Guwahati must be connected by a Rajdhani, a non-stop train so that the people of North-Eastern region can enjoy this facility.

With these words, I thank you very much and I would like to bargain that if the hon. Railway Minister is prepared to express his intention to bring a railway line to Imphal,

[Sh. R. Jeevarathinam]

I am prepared to support this demand.

Thank you Sir.

SHRI V. DHANANJAYA KUMAR (Mangalore): Mr. Chairman, the House is discussing the demand for excess grants relating to the expenditure incurred during 1988-89, in excess of the amount granted by the Parliament and also the Supplementary Demands for Grants. The excess expenditure aggregating to Rs. 104.45 crores occurred under various heads like operating expanses, provident fund, pension, acquisition, construction and replacement of assets and of course under the heads like general superintendent, repairs and maintenance of permanent ways and works, repairs and maintenance of plant and equipment, traffic operating expenses, staff welfare and amenities.

Now a sanction is being sought for such a huge amount which has already been spent in excess over the voted grants and charged appropriations for the year 1988-89. No doubt this demand finds a support under article 115 of the Constitution, but I feel unless somewhere some restraint is exercised, there would be a tendency and a temptation to indulge in such excess expenditure over the voted grants.

Further it is being said that such action is being taken now on the 11th Report of the Public Accounts Committee of the Ninth Lok Sabha. So, I feel this House would like to know the details of the observations of the Public Accounts Committee and also the hon. Minister would oblige us by explaining the compelling reasons for spending in excess of the voted grants. Question would arise whether the satisfactory results are obtained out of this excess expenditure. I feel the entire working system of the Indian Railways as a whole will have to be reviewed

in the light of indulging in such excess expenditure over the voted grants.

Here I would suggest that recognition of the services rendered by bonafide employees in the Indian Railways would go a long way in improving the working of the railways.

I understand that more than about three lakh employees working in the Indian railways have been organised by the Bharatiya Rail Mazdoor Sangh and they have been making a demand for recognition. Their demand for recognition of the union all along has fallen on deaf ears of the officials of the Railways. I understand that some vested interests in the higher echelons of the management are delaying the matter and they are denying the right of such *bona fide* employees. Therefore, I would make use of this opportunity to make a demand on the hon. Minister at least now, to have a look into this matter and grant immediate recognition to the Bharatiya Rail Mazdoor Sangh so that the entire working system in the Railways could improve.

At least now could this House get an assurance from the hon. Minister that the Railways would henceforth stick to the voted grants and will not indulge in excess expenditure over the voted grants? There is no time to discuss about many other bigger—what can I say—scandals like the purchase of locomotives. My friends have already spoken about that.

SHRI P.M. SAYEED: Mr. Chairman, the matter is *sub judice*. It is not fair on his part to refer to it. I only want to bring it to your notice.

SHRI V. DHANANJAYA KUMAR: I would not like to go deep into the matter now. By now the ABB is very familiar and what we are asking for here is a mere Rs. 104 crores. (*Interruptions*)

SHRI K.V. THANGKABALU: Last time when we wanted to discuss it you people were not here. You all ran away. (Interruptions)

SHRI V. DHANANJAYA KUMAR: I hope the Chair would accommodate the Members to have a full discussion. What I am aiming at is to come up with such a demand. Let this House discuss such scandals wherein thousands of crores of rupees are sought to be spent. Anyway, I would leave the matter here since I am remained that the matter is pending before a court. As I understand, the court is seized of the matter regarding making a publication in the newspapers not about discussing the matter in the House regarding the involvement of people — I do not know who they are- in the scandal.

MR. CHAIRMAN: Your time is over.

SHRI V. DHANANJAYA KUMAR: Then I would come to the Supplementary Demands for Grants. The Supplementary Demands for Grants are for taking up gauge conversion work. Of course, it is a welcome measures and we should definitely lend our support. At the same time we make a request to the hon. Minister that the on-going projects should not suffer. We know about the Konkan Railway Project. It is going on at a small's pace. Even after the issue of the bonds for financing, the necessary finance is not coming forth. I understand that arrangements are being made to obtain the necessary funds from the ABB. Here again, I have no other go but to make a reference though unpleasant for the Treasury Benches. I have to make a comment that some of the higher ups in the Indian Railways are out to see that this Konkan Railway Project should not be completed as per the schedule.

I request the hon. Minister to kindly look into the matter and make available sufficient funds for the on-going projects and also, I

would like to get an assurance and confirmation from the hon. Minister as to the availability of the funds from the hon. Minister as to availability of the funds from the Asian Development Bank.

I would also to request the hon. Minister to introduce a day train between Mangalore and Bangalore. This has been a long standing demand. Even during the lengthier discussion on the Railway Budget, we have made such a demand. But no steps have been taken to fulfil this demand. I would make an earnest request to the Minister to fulfil this demand.

The House would always agree for the excess grants, the money which has already been spent, and also the Supplementary Demands, which is just Rs. 4 lakhs. We would support this. Let us improve the whole working of Railways and let us bring back confidence in the minds of the people.

SHRI CHITTA BASU (Barasat): Mr. Chairman, Sir, I will be very brief. I hope that the Railway Minister understands the problems and difficulties.

Sir, I feel that Shri Rabi Ray has raised a very important issue- the is not merely of a particular station or a particular railway or a particular railway project - of the problem of Orissa as a State. He has also mentioned about the impact if the Government or the Railway Ministry does not heed to this warning. Rather, I would say that though he has not used the word 'warning', a feeling has been expressed in a bitter way by a hon. Member representing Imphal. I quite appreciate the feeling that he has expressed and I think, the hon. Minister has taken note of that... (Interruptions) This is his expression. I am not a bargainer. But what struck me is that Railways has got a role of unifying, of building up or strengthening the national integration. This is one of the social objectives of the Indian Railways. To a sentiment

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5,000.

that the hon. Member has expressed today in this august House, I hope, the Railway Ministry and the House as a whole in greater and larger national interest will respond in a positive manner.

Now I will come to my State. When I am supporting the causes of Orissa and the North Eastern Region, which is not in the railway map today, I would like to draw the attention of the hon. Minister - I will be very mild in my expression - to the injustice done to the State of West Bengal. I have got a list. There are five railway projects, which have already been approved and sanctioned. But money has not been sanctioned. And if some money has been sanctioned, that is very meagre. For example, the estimated cost of Laksmi Kantapur - Namkhana project is Rs. 47.5 crore and it was conceived in late 1982-83. Up till this date, only Rs. 14 crore has been spent and only 10 Kms out of 47 kms has been completed. The estimated cost of Howrah - Amta project (30 Kms) is 30.42 crore and only Rs. 19 crore has so far been spent and the current budget allocation is only Rs. 5, 000...*(Interruptions)*

AN HON. MEMBER: This is a token amount...*(Interruptions)*

SHRI CHITTA BASUR: We are not interested in tokenism. If you want to govern the country by means of tokenism, then God can only help and nobody can help. Then comes Digha - Tamluk project. The estimated cost is Rs. 73 crores. Till date Rs. 14 crores has been spent. The budget allocation for the current year is Rs. 99 lakhs. Shri Rabi Ray should also understand what kind of injustice it is.

Coming to Balurghat - Eklakhi project, the estimated cost is Rs. 76 crores and till date Rs. 3 crores has been spent. The budget allocation for the current year is Rs.

I congratulate the hon. Railway Minister and the Ministry for sanctioning some money for the improvement of kotshila - Purulia railway line. But, I have got a complaint to make. Although the sanction has been made, yet the work has not started as enthusiastically as is needed to be completed within the stipulated time.

I have a privilege of representing a Constituency for several years. There is an on-going project that is Barasat - Bongaon doubling project. It is a life line of the entire district. I think, money has been sanctioned. There is no doubt about it. I congratulate the hon. Minister for that. But the only thing is that the work is not proceeding according to the schedule. I would request the hon. Minister, with all humility, that he should take up the matter with the Eastern Railway administration so that the allocated money is properly spent and the work is done within the time schedule.

I have got so many points. But I do not like to point out at this stage. I want to ask only one clarification. The Railway Ministry have announced that they will make commercial use of the unused land of the Railways. There are sixty two thousand hectare of land with the Indian Railways all over India. We are told that the Government proposes to sell those lands in Bombay, Calcutta and Madras to certain companies of builders. Now, it needs a clarification.
(Interruptions)

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAY (SHRI MALIKARJUN): There is an illusion. We have been telling for the last one year that not a single hectare of railway land will be sold. Secondly, 61,000 hectares of land are lying vacant. This land will be used for railway developmental purpose only. Thirdly, we have appointed an expert Committee to

locate the locations have been identified. But, so far, we have not initiated anything except one pilot project at Bandra. Still the Cabinet has to clear it. This Bandra project has been going on for the last three years. The Bombay Metropolitan Development Authority has agreed to change the use of the land. But, there are some complications. Whatever money comes, they want that this should be used for suburban development. But, unfortunately, whatever money comes, we have to deposit it in the Consolidated Fund of India. Therefore, we have to go to the Finance Ministry, Law Ministry and Planning Commission. Ultimately they have now agreed that this surplus money which we acquire out of the space exploitation, will be treated as additionally, so much so that it can be used for the development purpose. The land will remain with the railways, only the space will be exploited. These are the three points which this august House should be able to appreciate.

Even each location that has been identified, is hardly, 3-4 hectares. That means even if we are going to exploit this 61,000 hectares of land, it will hardly be 200 hectares or so. People are thinking that 61,000 hectares are going to be exploited. No. You should appreciate that this 61,000 hectares of land is the total land which is lying vacant on either side of the tracks. That is how this figure has been arrived at. Out of these 61,000 hectares, there are certain vulnerable locations which we can exploit for commercial purposes. First, one Member said about selling the land, then another Member said the same thing and finally, when I am hearing this from senior Member, I thought let it go on record.

SHRICHITTABASU: Sir, I am thankful to the hon. Minister for making it clear that the railways do not propose to sell an inch of the land and also to allow this prime land to be used by any promoter, any builder for their private profit earning interests. This is on record and I am thankful for it.

I want clarification on another point and I hope the hon. Minister will be as fortnight as he has been on the issue of land and that point is that it is repaired that the Railways have decided that there will be a reduction of employment potential during the Eighth Five-Year Plan.

SHRI MALLIKARJUN: That also I have told the hon. Member, Topdar Ji. When he was telling that we have reduced our manpower from sixteen lakhs to nine lakhs or twelve lakhs, I said, no.

SHRI CHITTA BASU: Have you rejected the recommendations of RITES?

SHRI MALLIKARJUN: Recommendations of RITES are only of recommendatory nature. Final decision has to be taken by the Ministry. So, any recommendation is not obligatory on the part of the Ministry to implement.

SHRI CHITTA BASU: Can you assure this House that there will be no reduction of the employment potential of the Indian Railways?

SHRI MALLIKARJUN: There is absolutely no reduction.

SHRI CHITTA BASU: What I want is a simple assurance that the Railways do not

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[English]

contemplate to reduce the employment potential.

SHRI P.M. SAYEED: Sir, the hon. Member can put forth his points and while replaying, the Minister can answer those points.

SHRI CHITTA BASU: That is all right.

MR. CHAIRMAN: What can I do if the Minister intervened and the hon. Member yielded? He has volunteered to give the reply. I have not forced him to give reply.

[Translation]

SHRI NITISH KUMAR: The Cabinet Minister will make a reply. In the meantime, the State Minister has got an opportunity and he is using that, what objection does he have..(Interruptions)

SHRI P. M. SAYEED: He is trying to antagonise us with one another which is not proper. ... (Interruptions)

[English]

SHRI CHITTA BASU: Sir, I am not interested in any other thing. I only want the hon. Minister, either now or subsequent entry during the courses of his reply, to assure this House that there is no contemplation of the Indian Railways to shrink the employment potential in the Indian Railways, which even now is the biggest employer in our country.

10 00 hrs

[Translation]

NITISH KUMAR: Please allowed all the Members to speak for two minutes.

MR. CHAIRMAN: What do you purpose to do now? The extended time is over.

THE MINISTER OF RAILWAYS (SHRI C.K. JAFFER SHARIEF): If the House is prepared to sit, I do not mind sitting late.

MR. CHAIRMAN: There is a long list of speakers with me. There are ten members from Congress, two from C.P.I. and two from Janata Dal etc. to speak. Can we extend the time of the House by another hour?

(Interruptions)

MR. CHAIRMAN: I will only hear the leaders of the party and the Minister of Parliamentary Affairs and not the the individual members.

THE MINISTER OF PARLIAMENTARY AFFAIRS (SHRI GHULAM NABI AZAD): I think the Chair may like to take the sense of the House.

MR. CHAIRMAN: Is it the pleasure of the House to extend the time by another hours?

[Translation]

DR. LAXMINARAYAN PANDEYA: No, I am on that point of order. The time of the House was extend upto 7 P.M. It is 7.0' Clock now.

[English]

MR. CHAIRMAN: You do not agree for the extension them.

[Translation]

DR. LAXMINARAYAN PANDEYA: No

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for Grants (Rlys) and Demands

for Excess Grants 598
(Rlys.)

[English]

19.02 hrs.

MR. CHAIRMAN: As the House does not agree to extend the time, the House stands adjourned to meet at 11 A.M. tomorrow.

The Lok Sabha then adjourned till Eleven of the Clock on Friday, August 7, 1992/ Sravana 16. 1914 (saka)