

them in our humble way.

In this context the Department of Telecommunications has decided to grant with effect from 15th August, 1992 some more facilities to the duly recognised freedom fighters as our homage to these gallant people. Subject to technical feasibility, the freedom fighters will get one telephone connection each on top priority; they will not have to pay any installation fees and they will be levied only half the normal rental charges.

Madam, there were some objections in the Rajya Sabha regarding the technical feasibility saying that the freedom fighters will be harassed; there is no line available now. I would like to assure the House that I am just keeping it as a safety net that if any hon. Minister is straying 40 miles or 60 miles away from the exchange, it will not be possible for us to give phone immediately. That is the spirit behind it. I will make sure in my instruction that the freedom fighters do get the topmost priority in the matter of connections. This is only a safety method as far as the technical part of it is concerned. Please do not take it in any other sense. *(Interruptions)*

#### SUPPLEMENTARY DEMAND FOR GRANT (RAILWAYS), 1992-93 *CONTD.*

#### DEMAND FOR EXCESS GRANTS (RAILWAYS), 1988-89 *CONTD.*

*[Translation]*

SHRI K. H. MUNIYAPPA (Koral): Madam Chairman, Indian Railways has entered into a new era and I congratulate the Hon'ble Minister for Railways Shri Jaffer Sharief for the same.

There were five Railway Ministers from Karnataka. Shri H. C. Dasappa. Shri K. Hanumantaiah, Shri T. A. Pai, Shri George Fernandes and Shri C. K. Jaffer Sharief were the previous Railway Ministers. Even then it difficult to find the name of Karnataka in the map of Indian Railways. Now, the present Railway Minister Shri Jaffer Sharief has

taken several innovative and progressive steps for the development of Indian railways.

Several new training have been introduced during the current year. A new train has been introduced between Tirupati and Bangalore. Rajdhani Express is being introduced between Bangalore and New Delhi via Secunderabad. This Rajdhani Express will run only once a week. I request the Hon'ble Minister to make this Rajdhani Express to run at least to run at least four days a week as there is great demand from the people Karnataka.

Karnataka Express which runs between Bangalore and New Delhi has no stop at Gouribidanur. The people of this area are demanding a stop here for a very long time. In fact, I have requested the Hon'ble Minister to see that Karnataka Express stops here. But so far no action has been taken in this direction. I reiterate my request and I hope that a stop would be provided at the earliest.

There is a very old narrow gauge line between Bangarpet and Yelahanka. We have sent several memoranda to the Government of India for converting this line into a broad gauge line. Several thousands of farmers, merchants and Government employees depend upon this train. The farmers have to spend a lot for transporting agricultural produce. Potato is grown abundantly in Kolar district. Sericulture is developing very fast in Chikballapura and its adjacent area. Tomato, vegetables are also grown in large quantity in these areas. Transportation of these agricultural produce is a major problem of farmers in Kolar district. Hence once again I urge upon the Hon'ble Minister to make sufficient allocation for the conversion of this railway line between Bangarpet and Yelahanka.

There is some improvement in the catering services in trains. I request the Hon'ble Minister to improve the quality of food and to provide best catering service.

There is no direct broad gauge line between Bangalore and Secunderabad. A large section of the people in these two cities

mainly depend upon road transportation. Hence it is very essential to construct direct broad gauge line between these two fast developing cities of India. This would also enable Rajdhani Express to reduce its duration by at least three hours.

I support the supplementary demand and thank the Hon'ble Minister for his best efforts to improve the Indian railways.

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

[English]

SHRI LOKANATH CHOUDHURY (Jagatsinghpur): Madam Chairperson, I have nothing to say much. Our friends from Orissa have already expressed the severe discontent that is persistent in Orissa due to persistent negligence. And also, there is a feeling in Orissa that Orissa's backwardness and its per capita income will remain at low level unless all the resources of Orissa are opened for utilisation and the Railways play a big role. So, while agreeing with all the demands that were put forth by the House Committee of Orissa, I will emphasise and I will also request the Minister to give his reactions to the memorandum submitted by the House Committee of Orissa to the Prime Minister and to the Railway Minister.

Along with this, I want to emphasise about the construction of a railway line between Gopalpur and Talcher which is of national importance; national importance in the sense that unless the coal goes to South India, the Thermal Power Stations there will not work and the power problems of South India will be more acute. So, from the national point of view, this railway line should get priority.

My second point is that Orissa's interaction with the Western Orissa, due to historical reasons, is not possible because the Sambalpur-Talcher railway line is not completed, though there was sufficient allotment of money. I will draw the attention of the hon. Minister to the fact that money, due to so many mechanisations, had not

been spent and also due to giving contracts etc. So the Railway Minister must go into it. And apart from this, I will demand that a direct railway train from Puri to Amritsar should be introduced linking up the two temple cities. It has a historical necessity, in the sense that Guru Nanak stayed in Puri and for national integration, such a train should be introduced. If possible, efforts may be made to extend Neelanchal Express upto Amritsar.

Another point is that there is no railway line in Gangtok (Sikkim). That State is out of the purview and the metre gauge railway line that was there, due to landslides, has been abandoned since 50 years. A survey should be made to have a link with Gangtok from Silchar. It should be a broad gauge line.

With these words I conclude my speech and I thank you and also I wish that the hon. Minister will definitely give his reactions to the discontent of Orissa people in a favourable way so that the people of Orissa will think that long after negligence they are getting justice.

[Translation]

SHRI AYUB KHAN (Jhunjhunu): Madam Chairman, I am thankful to you for giving me an opportunity to speak at such an occasion. First of all, I support the demands presented by the Railway Ministry in the House. Alongwith it, I extend my gratitude and thankful on behalf of my constituency, to the hon. Railway Minister, Shri Jaffar Sharief that due to his ability our railway is one of the largest railways, in the world. Such a large railway family is being maintained in our country and all this is being done due to the ability of the hon. Railway Minister, for it not only you but all of your colleagues and the whole Railway family deserve to be congratulated.

I come from Rajasthan, which is an extremely backward area. All of you know about its deserts. The people of that desert area have seen the train for the first time after 1982 which runs between Jhunjhunu and Delhi due to your efforts only. The Jhunjhunu area is the one which provides maximum

[Sh. Ayub Khan]

number of armymen, to the Armed Forces of our country then any other area. Keeping in view the patriotism of the people of Jhunjhunu and the armymen, you have provided this train. The name of this train is 'Sainik' Express, which is admirable. The people of my constituency extend their gratitude to you and are thankful to you.

Since Rajasthan is the most backward area, and at present the Bhartiya Janta party is in power there, which does not know how to work. The conversion of metre gauge into broadgauge is a big job for Rajasthan. Since the B.J.P. Government is there, the ir leaders could not any mobilise the people because they have not even the will power to work. They can only think about Mandir and Masjid.

Madam Chairman, through you I want to congratulate the hon. Minister on behalf of the people of Rajasthan and myself. I am thankful to him for introducing a new train in my constituency, Jhunjhunu for the first time after 1922. It will help the people there to become self-reliant and to remove their poverty.

Madam, I want to bring to the notice of the hon. Minister, the names of such stations where there are no facilities of drinking water, platform and shed. These are Navalgarh, Jhunjhunu, Mukundgarh, Surajgarh, Ramgarh, Fathepur and Bisau where there is neither any arrangement of drinking water, shed nor the platform. Therefore, my submission to the hon. Railway Minister is that the required facilities should be provided immediately at these stations.

Madam, I would like to request the hon. Minister, through you that there is a place named Hetamsar in my constituency, where there is no stoppage of that train. There is no railway station also. The people of that area have to go three to four kilometres to board the train. I hope that a new railway station will be constructed there to provide railway facility to the people there.

With these words I support the

supplementary demand and extend thanks to the hon. Minister on behalf of the people of my constituency and on my own behalf as well for introducing a new train after 1922 for that area.

SHRIMATI SHEELA GAUTAM (Aligarh): Madam Chairman, I want to draw the attention of the hon. Railway Minister that Aligarh is a very important city, where the railway bridge on the Ramgarh Road has not yet been constructed. It has been lying pending since long and due to which daily 3-4 accidents take place at the railway crossing. Therefore, I want to submit through you that it should be constructed on priority basis.

The other thing I want to say about Aligarh is that daily passengers in a large number come to Delhi from Aligarh. Fortunately, Sheela ji is present here, for the solution of the problems at Delhi. They do not ask for houses and education but they want a direct train from Aligarh to Delhi which should depart from there at seven of half past seven and reach here at the office time and likewise there should be a train from Delhi in the evening; after the offices hours which should reach there at right time.

Madam, the journey time and fare of railway is comparatively less than the road transport. If we travel by bus then it takes three hours to reach Delhi while the train takes two hours and fifteen minutes only. Therefore, my submission to the hon. Minister, through you is that timings of the train shall be fixed keeping in view the daily passengers, their convenience and office hours.

[English]

SHRI BOLLA BULLI RAMAIAH (Eluru): Madam Chairperson, this is the second time within eight months that the Railway Minister has come asking for more Budget. They increased the tariff by 10% and 71/2%. In fact they should have increased the railway facilities and improved the goods traffic, which is the largest railway movement. They also should have increased the facilities for the railway passengers. But the facilities are

not improved. Today the first class bogies are in a very bad shape. They should improve upon these things when they ask for the increase in the Budget.

We also find that the track maintenance is not up to the mark. Recently we found in the South-Central Railways and in the whole country about 104 accidents within one month. Unless they improve all these things, they would not be able to improve the efficiency.

We would like to see that Vizag is also included in the South-Central Railways. Wherever the manned gates are required with the latest facilities, they should be able to construct them. Either the State Government or the Central Government has to take care of this. The Government should be able to see that the Railways do provide these facilities.

For all the Express Trains there should be AC II tier bogies. Vizag-Hyderabad trains should be made regular. For Bhadrachalam-Kovvur railway line already a survey has been made. We would like to see that the Railway people should be able to review that. Kakinada-Kottupalli line which was earlier there was removed during the war time. They should review this decision also.

On the platform longer trains come; but the shelter facilities are not up to the mark. I hope the Railway Minister will take into consideration all these factors and do something.

[Translation]

17.00 Hrs.

SHRI GOVIND CHANDRA MUNDA (Keonjhar): Madam Chairman, we are very sad. The hon. Railway Minister has assured us twice. We had raised the issue during the previous budget also to lay railway line from Daitari to Vanspani immediately. The survey was conducted 30 years back but this work has not been completed as yet. We want to know whether the answer given by the hon. Minister is right or wrong. The nearest railway

station in my constituency is J.K. Road, where there is no facility for the Harijans and the Adivasis. Shri Madhu Dandavate ji had said about the train running between Barjamada and Barveel but the present hon. Minister does not remember even that. Now he asks to support the supplementary budget. It is very sad, our area is a mining area. Our area gives an annual income of rupees 50 crores to the Government. Here, it is claimed that they talk about the interest of the Adivasis but nothing is done for the Adivasis. No facilities are given to them. We travel in first class. There are also so many problems. The meals served are of very poor quality. Nobody pays attention towards it.

[English]

They should have considered those things. If they are not considering then, they will be blamed by the people. You should have to look into the country, look into the backward areas. Why are you not looking into it? They have no interest in it. I request them to look into these things. Thank you.

[Translation]

SHRIMOCHAN SINGH (Deoria): Madam Chairman, today, I rise only to thank the hon. Minister for the deep interest he has shown in implementing the most ambitious project of our area i.e. the construction of Chhitauni-Bagaha railway bridge. Despite this, it is unfortunate, rather I am ashamed that the two concerned State Governments i.e. the Government of Uttar Pradesh and that of Bihar have not provided financial assistance to the extent it was required. He, however, has allocated funds about Rs. 15 crores for the purpose.

I would like to submit that the Chairman of Railway Board, through he is going to retire this year, has shown his deep interest in giving final shape to it and implementing the project and also in the development of this backward area. Despite various obstacles, if he gives a tender by October this year and get the construction started at the earliest, it would not only add to his prestige but also check the additional cost of



[Sh. Mohan Singh]

construction, ultimately opening a new chapter in the development of the backward areas of eastern Uttar Pradesh and northern Bihar.

With these words I conclude.

SHRI RAMASHRAY PRASAD SINGH (Jahanabad): I would like to raise 2-3 points. My first submission is that the railway line from Patna to Gaya is very old. Since 1984, we have been demanding for converting this line into broad gauge. It is a very backward area which has been turning sensitive like that of Punjab and Assam. Fathuha-Islampur is a metre gauge line which was constructed by Martin company and now it has been closed. The only means of transport available to the people of this area is bus. People have to bear heavy expenses by travelling by this mode of transportation. Besides, it is very inconvenient also. I would like the Government to get a survey conducted in that area and extend the railway line from Patna via Bodhgaya to Hazaribagh. Hazaribagh is the district headquarter, but no railway line has been constructed there so far. The Government should kindly pay attention to it.

You have withdrawn all the steam engines and this has led to the retrenchment of labourers. There the labourers were engaged by the contractors. Those labourers are very poor. About two hundred such poor labourers in Bodhgaya have become jobless and thousands of these labourers and their families are on the verge of starvation. This case has been filed in the Patna High Court. The Court has given an interim order and has directed that these labourers should be given jobs until the final verdict but the railway department is not ready to honour the court decision. You say that the person who does not obey court verdict is an offender and that 'Jungle Raj' prevails at such a place. But this is an interim verdict only. The labourers would obey the court order and you will also have to obey that. I had a talk with the DRM Mugalsarai in this connection yesterday and today also. He has assured me that an officer

was being deputed to seek legal advice and that whatever advice he will give, it will be conveyed to me.

My other demand is that the Government should give licence to hawkers. Hawkers sell things without any licence; police personnel take bribe from them and sometimes even beat them. But they are helpless and have to do their work in the same circumstances. The Government would earn about Rs. 60 crores by issuing licence to them. Therefore, licence should be given to them.

Bungling of crores of rupees take place in Railways. There is an officer in the Parcel office in commercial department in Danapur who is said to have an earning of about Rs. 10,000/- per day. Another officer of the same department told me that despite repeated complaints lodged against him, no action is being taken against him. Such malpractices should be checked. It can be utilised for the development purposes.

With these words I conclude.

[English]

SHRI BIR SINGH MAHATO (Purulia): Madam Chairman, first of all, I would like to congratulate the hon. Minister for taking up conversion of Purulia-Kolkata rail line from narrow-gauge to broad gauge. I would like to suggest some pointed questions. There is Muri-Barkakhana passenger train which runs only 59 kilometres in a day. I wrote a letter to the hon. Minister. I suggest that this train should be extended up to Tatanagar. There is another short distance train from Dhanbad to Bokaro which runs only for 50 kilometres and detains for eight hours. It is running at loss. It will be profitable if it will be extended upto Muri. I also suggest that a new train from Haldia to Bokaro should be opened and for this purpose, a new railway line from Jhargram to Burdwan should be included in the next Railway Budget for which a survey should be made. I also request the hon. Minister for extension of Purulia-Howrah Express train to be extended upto Bharatpur which is a big business centre. I also request the Railway Minister for opening of an express

train from Bokaro to Howrah and Chakradharpur-Howrah passenger train should not be bifurcated.

[Translation]

SHRI MANIKRAO HODLYA GAVIT (Nandarbar): Madam Chairman, first of all I thank the hon. Minister of Railways for making the provision of diesel engines to the trains being operated at Surat-Bhusawal under Western Railway zone.

Surat-Bhusawal line is a 335 km, long railway line under Western Railway Zone. The Surat-Udhna is a 10 km. double railway line, while Bhusawal-Jalgaon is a 22 km. double railway line. The construction work of 22 km. double railway line between Jalgaon and Amalner started in 1988 but has not been completed so far. The speed of the work is almost nil. So far as I know no funds have been earmarked for this project in the Railway Budget of the financial year 1992. The railway line passes through Surat, Bhusawal and the tribal areas of Gujarat and Maharashtra. I would like the hon. Minister of Railways to sanction funds for the project in the current financial year and get the construction work started at the earliest. This railway line was constructed during British rule. The Government of India did not pay adequate attention to it, due to which it has been lying in a bad condition. The hon. Minister of Railway should kindly pay attention to it.

Bombay-Delhi Rajdhani Express should be given a halt at Surat. A Railway gate should be constructed and a railway gateman be deployed for 24 hours in order to avoid accidents. At present AC Express from Bombay to Delhi and vice-versa is operating but it does not have the provision of second class sleeper. This provision should be made in it so that a companion may be adjusted there. The hon. Minister may kindly pay attention to it.

I support the demands for grant, of Ministry of Railways and hope that the hon. Minister of Railways would pay attention to what I have submitted.

SHRI G.L. KANAUIA (Kheri): I belong to the Lakhimpur Kheri area which is extremely backward, the area where there is only a narrow gauge and not broad gauge line.

The distance from Lucknow to this area is about 175 km. and about 150 km. if we go via Bareilly. The condition of the railway line in this area is very bad. Therefore, Mr. Minister, Sir, I would like to submit to you that their condition should be improved.

Secondly, the area in Kheri where the railway line passes is inhabited by dense population. But there is no over bridge. Therefore, I would like the hon. Minister to provide this facility.

Thirdly, three members travel in train from Shahjehanpur myself from Lakhimpur, Shri Janardhan Mishra from Sitapur, Shri Surendra Pathak and Shri Satypal Singh, and Shri Chimayanand and sometimes Shri Parshuram Gangwar from Shahbad. I would like to hon. Minister to make the provision of the halt of this train at this railway station. Six Members would avail the facility to get in the train at this railway station. Besides, as Shri Rajveer Singh has already pointed out that there is no train from Delhi to this area and vice-versa in the morning. I agree to what Shri Rajveer Singh has pointed out. Bareilly Express starts at 6.30 A.M. and reaches Delhi at 10 A.M. My submission to the hon. Minister is that the route of this train should be extended to Shahjehanpur.

One thing more, a metre gauge Khotar railway line which was constructed during the British rule in 1913 was dismissed. The distance from Shahjehanpur to Farukhabad is 70 km., if we go via Bareilly the distance is about 300 km. and if we go via Kanpur-Lucknow, the distance is about 550 km. A railway line was proposed to be constructed this route. But I don't know what happened to that proposal. The matter should be taken for reconsideration. This railway line should be extended from Farukhabad-Shahjehanpur to Khotar. This would be a matter of great public convenience. The most important factor is that Tehsil Palia

[Sh. G.L. Kanaujia]

happens to be a terrorist area. There being a narrow gauge facility, no Express trains goes there. My submission is that the train service should be extended from Khotar via Chandanchauki, Gaurafanta, Palia to Gola and then to Sitapur and Lucknow via Kheri. It takes 11 hours to reach the destination covering the total distance of about 160-170 km. Therefore, I would submit to run at least one train to chandan chauki. It is an extremely backward area inhabited by Tharu Scheduled tribe. The Government will have to take the measures to provide facility to the people of Tharu community and Harijans.

Before I conclude, I would urge the hon. Minister to take the required measures in regard to Palia-Chandanchauki and Gaurifants-Sitapur railway lines for the convenience of the people.

[English]

SHRI SUDARSAN RAYCHAUDHURI (Serampore): While supporting the for a seven-day Rajadhani Express on Howrah-Delhi route, I also demand that it should be speedier too. At present, normally it takes about 18 hours, if not more. I suggest that it should not take more than 14 hours. I also request that a new superfast express on the lines of the Shatabdi Express should be introduced on Howrah-Delhi line.

My second demand is that all important trains should halt at Bally station, which is a confluence of three important sections of Eastern and South Eastern Railway. Haltage of all major trains at Bally facilitates smooth running of trains as also smooth inflow and outflow of passengers. Therefore, this may please be considered.

Regarding Howrah-Amta railway, I may inform the hon. House that the foundation stone for this line was laid by late Mrs. Indira Gandhi during the Eighties. But till now, only a track upto Bargachia has been completed. The trains run on this line are also very infrequent. We demand that the Howrah-Amta-Chapadanga railway project be

translated into reality and implemented immediately. More trains should run between Howrah and Bargachia.

Dankuni and Serampore stations in Howrah-Burdwan Port and Howrah Burdwan Mainland respectively should have computerised booking counters. This is urgently necessary.

As regards the Metro Railway, there are two projects from Dakshineswar to Garia and Ramrajatala to Salt Lake stretch, which should be looked into. Acquisition of land and other primary work should be undertaken immediately so that time may not be lost and the expertise that we have acquired during construction of the present stage of Metro-rail should not be wasted. So, this should be done.

Lastly, bearing in mind that the Railways have a great intergrating role to play, Rajdhani Express should be introduced immediately between Delhi-Madras, Delhi-Guwahati, Delhi-Bangalore and Delhi-Trivandrum.

[Translation]

SHRIMATISAROJ DUBEY (Allahabad): Madam Chairman, I rise to oppose the Supplementary demands for grants. While preparing this Railway Budget gross injustice has been done against the North India. I would like to point out to the hon. Minister that the Government is frequently increasing the rail-fares but it not paying any attention to the facilities for passengers. The second class compartment is always found dirty. Due to non-availability of light in the 2nd class coaches, the passengers face a lot of difficulties and most of the accidents occur for want of light.

Secondly, I would like to state that the then Minister of Railways, Shir A.B.A. Ghani Khan Chudhary had proposed to set up a Zonal Headquarters in 1983-84 at Allahabad. Eight years have passed since then, but the Government has not bothered to open a file regarding setting up of a zonal headquarters there. I would like to remind the hon. Minister of Railways that he has informed me through

a letter that due to financial constraints; it is not possible to set up the Headquarters at Allahabad. But I would like to point out that all the necessary facilities have been provided to the South India. I would like to know as to why the financial constraints did not come in the way for providing facilities to the South India. The Zonal office of Northern Railways is located in Baroda House, Delhi. The proposed headquarters of Zonal office at Allahabad should be set up after reconstituting the Northern and Central Zones. The Government should pay its attention to this long outstanding demand.

Thirdly, the former Minister of Railways Shri Janeshwar Mishra had laid the foundation of the Rail Yatri Niwas at Allahabad. That work has come to a standstill completely. The Government might be knowing that Allahabad is an important city. This city is famous for its social, educational, religious and industrial importance. There are number of headquarters of different offices and High Court. Due to this reason many people usually visit the place daily. It is, therefore, essential to set up a Rail Yatri Nivas there. Some important trains have no stoppage there; these trains must have a stoppage there.

Madam Chairman, I would also like to point out one more thing that after 45 years of Independence even today. There is no gate on Railway Crossings at Anwal, Samhan and Sosoi which fall under my constituency, Allahabad. As a result of it, accidents take place usually. Sometimes the entire bus full of passengers and people riding on tractors fall victims of fatal accidents. So it is very essential to have an interlocking railway gate at every railway crossing.

Moreover, the former Minister of Railways Shri Janeshwar Mishra had announced during the course of discussion held on the vote on account 1990-91, to introduce a new train direct between Agra and Allahabad. As the hon. Minister himself knows the importance of Allahabad city the Government should not treat this city as a neglected one and early efforts should be made to materialise the announcements made by the former Railway Ministers.

Madam Chairman, a great negligence is being shown while providing employment on compassionate ground, in the Railway department, causing starvation to the families of Railway employees who die during the period of their service. I, therefore, would like to request that there should be no delay at least in providing employment on compassionate ground to the members of the deceased families.

[English]

MR. CHAIRMAN: Now, I call upon the Hon. Minister to reply.

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): You may kindly give opportunity to some more Members to that by that time the Minister will come to the House. (Interruptions)

[Translation]

SHRI LAKSHMI NARAIN MANI TRIPATHI (Kaiserganj): Please, allow me also an opportunity to put my views. I have not been provided any opportunity to speak even for a minute. (Interruptions)

MR. CHAIRMAN: First you sit down please. You should not speak like this. The smooth running of the proceedings in the House depends on all of you. (Interruptions)

SHRI RAM NIHOR RAI (Robertsganj): I too was not given any time to speak. I too have to express my views..

(Interruptions)

SHRI ACHARYA VISHWANATH DAS SHASTRI (Sultanpur): Would you not allow me to speak? I have been sitting here for two hours, but I have not been given an opportunity to speak.. (Interruptions)

[English]

MR. CHAIRMAN: Will you please sit down.

(Interruptions)

MR. CHAIRMAN: I call upon the hon. Minister to speak. Many people have missed their chances. You can speak to the Minister. Please maintain the discipline of the House.

(Interruptions)

THE MINISTER OF RAILWAYS (SHRI C.K. JAFFER SHARIEF): Madam Chairman, I am grateful to the hon. Members who have participated in the discussion. I have been greatly benefited by their valuable suggestions. In fact, when I was listening to the debate, I was wondering whether I have come before the House for Supplementary Grants or whether I have presented another Budget. I do appreciate the anxiety, the interest of the Members because everybody in our country needs development. I wish I would have been in a position to take more work, if the Planning Commission would have been able to permit me or you have given me more allocation.

Madam, as you know, I have come before the House for a limited purpose. But I can assure that it shall be our endeavour to keep these suggestions in mind for implementation wherever possible.

Sixteen new projects of gauge conversion totalling 3352 kms. were included in the Budget of 1992-93. During the Budget discussions, many of my colleagues wanted me to take up some more works in the current year itself. While replying to these discussions, I had indicated that gauge conversion of Purulia-Kotshila, Madras-Tiruchchirappalli and Kotakpura-Fazilka Section will be undertaken in 1992-93. In addition, the electrification of Bendel-Katwa Section was also proposed to be taken up in the current year. Accordingly, in my statement which I made in the House on the 5th May, 1992, I had stated that for making an immediate start to these works, each of which constitutes a new services, money was being withdrawn from the Contingency Fund of India and that the money so withdrawn will be recouped through the Supplementary Demands for Grants.

Madam, Purulia-Kotshila is a 33 kms. narrow gauge line linking Chandil-Adra & Muri-Gomoh Broad gauge lines. The conversion of this section will provide operational flexibility and generate adequate capacity for handling broad gauge traffic.

Kotkapura-Fazilka section is the only metre gauge line in the State of Punjab connecting border town of Fazilka with Bhatinda via Kotkapura. Conversion of this line will provide a shorter route from the cantonment two of Bhatinda to Fazilka on the broad gauge by 55 kilometres, apart from avoiding transhipments.

Conversion of Madras-Trichy section will meet the long standing aspirations of the people of Tamil Nadu and will quicken the development of South Tamil Nadu.

Bandel Katwa section is predominantly a sub-urban section and it has been decided in consultation with the Planning Commission to undertake electrification of this section.

The estimated cost of the works included in the Supplementary Demand are Rs. 30 crores for gauge conversions of Kotkapura-Fazilka section (80 kms.), Rs. 200 crores for Madras-Tiruchchirappalli section (337 kms.) and Rs. 20 crores for Purulia-Kotshila section (35 kms.) and Rs. 45.5 crores for electrification of Bandel-Katwa section (10.4 kms.). To give an immediate start, advance of Rs. 20 lakhs, Rs. 50 lakhs, Rs. 50 lakhs and Rs. 10 lakhs respectively was obtained from the Contingency Fund of India. For recoupment of the Fund, a token supplementary grant of Rs. one lakh for each of the four works i.e. Rs. 4 lakhs in all, is sought. The balance amount for recoupment of the Contingency Fund can be found by reappropriation within the grant.

MR. CHAIRMAN: Mr. Minister, will you please allow me one minute? Since there is a General Purposes Committee Meeting, if the House has no objection, I would request Shri Nirmal Kanti Chatterjee to take the Chair.



17.32. hrs.

[SHRI NIRMAL KANTI CHATTERJEE in  
the Chair]

SHRI C.K. JAFFER SHARIEF: Sir, the gauge conversion is to be viewed as an alternative to the existing congested routes. This will minimise transport bottlenecks, transhipments hazards and would enhance the Railways capacity and capability to handle traffic and at the same time inspire confidence in the investors in opening up new growth centres. In this endeavour, the Railways have framed an Action Plan covering about 11000 kilometres for gauge conversion. This Action Plan has been withdrawn up on the basis of operational and strategic priorities and covers projects in most parts of the country and not as one of the speaker saying that we have taken a partisan attitude. At the time of presentation of Budget, it was mentioned that 1200 kilometres will be converted in the first year of the Eighth Plan. I am happy to inform the House that with the progress achieved so far, the Railways are confident of achieving this target, if not exceeding it.

Mr. Chairman Sir, in my Budget Speech I had mentioned that "Own Your Wagon Scheme" would soon be launched to supplement the wagon fleet of the Railways which are facing financial constraints. I am happy to inform the House that the Railways are now ready with this scheme and the captains of the industry, trade and commerce are invited to participate in this venture. The scheme envisages purchase of wagons by the rail users either directly from the wagon builders or through the Indian Railways. The general purpose wagons will be merged with the Railway's fleet and these wagons will be maintained by the Indian Railways. The Railways will not only pay appropriate lease charges to the owners of the private wagons but also ensure a guaranteed supply of the wagons up to a specified number to the concerned rail users.

I have already mentioned in this House about the purchase of 6000 High Horse Power Electric Locomotives. The

procurement of these locomotives is a part of the modernisation of the Indian Railway System. All procedures, rules and regulations have been followed in awarding the contract to M/s. ABB. The matter has been sufficiently explained in the House and there is nothing more for me to say.

In fact, when some Members gave notice on this, I myself offered to have a discussion on this in the House. I have got nothing to hide. In fact, it will not be out of place if I have to mention the names of some of the hon. Members of the House belonging to different political parties with whom I have already shared my views. To name a few, to Shri Jaswant Singh we have shown every thing. Shri Basudeb Acharia my friend is sitting right in front of me, we have shared with him. We have not kept anything to ourselves. With Shri Indrajit Gupta, the esteemed leader of the CPI also we have shared. With Shri Rao of Teleugu Desam also, we have shared it. We have shared it with Shri Amal Datta also. I can say, that if any other hon. Member wishes to come and look into these files, he is welcome to come and look into the record. I have got nothing to hide.

So far as commercial exploitation of the railway land is concerned, my colleague Shri Mallikarjun has already explained it in detail. I have nothing to add.

During the course of the discussion my esteemed friends, Shri Rabi Ray, Dr. Kat Keswar Patra and many other friends from Orissa have raised the question of railway development work in Orissa. An all party delegation under the leadership of the Speaker of the Orissa Assembly called on the Prime Minister and me. After discussing with the all Party delegation and also the Members of Parliament from Orissa, I have made the following announcements:-

1. Gauge conversion of Rupsa-Bangripasi North Gauge section to Broad Gauge will be included in the action plan.
2. The Railway Ministry will



[Sh. C.K. Jaffer Sharief]

pursue the construction of a new line from Daitari to Banspani with the Planning Commission.

3. Action will be taken to upgrade important railway stations in Orissa and to allot more funds for passenger amenities.
4. Survey for electrification of Visakhapatnam to Kharagpur which is already sanctioned will be expedited.

During 1988-89, excess expenditure to the tune of Rs. 104.45 crores under Grant Nos. 10, 13, and 16. In addition, excess expenditure of Rs. 51.94 lakhs occurred under Charge Appropriation under Grants Nos. 3, 4, 7, 9 and 11.

Out of the excess of Rs. 104.45 crores, the excess in demand No. 13 dealing with Provident Fund, Pension, and other retirement benefits is Rs. 99.3 crores. The Railways are taking steps to ensure that the Budget Estimates are prepared more realistically and variations of this magnitude do not recur. The position has in fact improved in 1989-90 when the excess under this demand was only Rs. 2.47 crores and in 1990-91 when the excess was only Rs. 19.06 crores.

The excess in expenditure during 1988-89 has been scrutinised by the Public Accounts Committee who have recommended its regularisation in their 19th Report presented to the Lok Sabha on 29.4.1992. The Demands for Excess Grants have, therefore, been presented for regularisation.

As the House is aware, we had projected a surplus of Rs. 235 crores in the original Budget Estimates for the year 1991-92. This was increased to Rs. 435 crores at the Revised Estimate stage. I am glad to inform

the House that we have exceeded even this target. This has been possible as a result of earnest and concerted efforts put in by the entire railway family and its dedicated workers.

Sir, as in the last year, an Action Plan has been launched this year also to show an improvement in the operating ratio. The financial performance so far is very encouraging and I am fully confident that the railwaymen, known for their devotion and dedication, will live up to the task and our Action Plan will yield the desired results by ways of generating more internal resources.

Shri Basudeb Acharia has raised a point that dismissed/retrrenched employees should be re-instated. Out of 13,500 LRSA staff who participated in the illegal agitation of 1980-81, 611 staff were dismissed/removed from service under Rule 14 (ii). 313 LRSA staff have since been reinstated in service or their punishment modified, either on appeal/revision or based on court orders. Similarly 56 non-LRSA staff were removed under Rule 14 (ii) since 1.4.1980 for trade union activities out of whom five have been reinstated. The balance who stand removed/dismissed are 298 LRSA and 51 others, totalling 349.

As already stated in Parliament, the Government have decided not to reinstate the remaining employees. However, a proposal to give them some monetary relief as ex-gratia has been considered and the Cabinet has just approved the payment to be made based on their length of service and salary at the time of their removal. The families of the deceased employees will also be eligible for the ex-gratia, as per provisions made.

Shri Basudeb Acharia has also mentioned about the orders of courts for holding enquiry in 135 cases. Some of these cases referred to by him do not pertain to trade union activities of 14 (ii) cases. SLPs have already been filed/being filed in cases where important issues of law are involved. In other cases, holding of enquiry is being processed.

So far as Perspective Plan for Modernisation of Indian Railways is concerned, the Indian Railways have been continuously modernising their system with a view to achieve greater cost effectiveness. With this objective in view, various steps have been taken and will continue to be taken to ensure that the Railways are able to provide their transport service at as low a cost as possible. Some of the salient features of the drive towards modernisation are listed below:

Steam Traction is being phased out on accelerated basis and steam locos will be completely eliminated on the Broad Gauge by the end of 1994-95 and on the Metre Gauge by the turn of the century.

The existing diesel locomotives have been made more fuel efficient by fitting more fuel efficient kits.

Three phase electric locomotives are proposed to be procured and taken up for indigenous manufacture in Chittaranjan Locomotives. This would considerably reduce the energy consumption and would also be more economical to maintain.

Eight wheel bogies wagons with air brakes, high capacity couplers and tapered rolling bearings have been introduced and the Lold four wheel wagon is being phased out.

Welding of rails is being done on an ever increasing scale. This not only reduces the wear and tear of the track but also provided for a smooth and noiseless movement apart from giving savings in energy consumption.

By the use of concrete sleepers the Indian Railways have practically eliminated purchase of new timber sleepers. This is a major step towards environmental improvement.

Track machines are being increasingly used for track maintenance not only for better quality of work but also in reducing costs.

The Railways have also adopted modernised signalling systems such as panel inter-locking, route relay inter-locking, multi/aspect colour light signalling etc. Safety is being improved by extending track circuits and auxilliary warning systems. As beginning has already been made in the use of fibre optics for communication purposes.

**COMPUTERISATION** - The passenger reservation system was first started at New Delhi and has already been extended to 37 stations and is also being progressively extended to other stations also. This has provided a great deal of passenger satisfaction and has also provided facility for instant onward/return reservation. Use of computers in day to day working on the Railways is also being extended in the Divisions, Workshops, Stores Depots, Diesel Sheds, Claims Offices, etc.

The Production Units and Workshops are a very important part of the Railway Organisation. 6 major workshops at Parel, Ajmer, Jagadhari, Golden Rock, Liluah, Kharagpur and ICF at Madras have already been modernised and work on some of the other important ones is on hand. This will reduce down time of the locomotives, coaches and wagons.

Over, 100,000 kms. of railway line has already been electrified and further electrification is being taken up as a major thrust area to reduce dependence on imported diesel oil.

The hon. Members have been demanding in their speeches that the Government to be an open house. It has been decided to constitute 3 Sub-Groups from amongst Members of Consultative Committee of MPs for the Ministry of Railways. Each of the Sub-Groups will be studying two of the following aspects and will give their suggestions thereon:

**Financial prospects of Indian Railways.** It is open to them to monitor, to supervise, to study, to scrutinise, is to help and to advice us. There are lot of doubts with regard to

[Sh. C.K. Jaffer Sharief]

disposal of scrap. All sorts of allegations of corruption were attributed. So, the Members can go into all of them and they can think about the modalities how to take care of them.

About commercial exploitation of railway lands, motives are being attributed. There is a doubt that we are taking partial steps. Nobody need to be worried about it. They can go into that aspect also.

Rolling stock-planning, availability, capacity generation etc. The doubts were expressed about the purchase of locomotives, the parts of the rolling stock. They can go into this aspect also.

Passenger services - improvements and rationalisation of train stoppages. It is a constant worry for a Railway Minister. Each of the Sub-Groups will be assisted by an Adviser of Railway Board.

A reference has been made to the Ministry of Parliamentary Affairs to issue Notification in this regard.

Sir, as I said, before, I would have been a very happy man, if I could have been able to respond to many of the requests and demands made by the hon. Members. Unfortunately, these Supplementary Grants are only for a very limited objective. So, I, therefore, do not want to elaborate it. But, we have taken note of all the suggestions made by the hon. Members on the floor of the Houses and my Ministry will look into all of them. We will be trying our level best to do our best in these matters and we will be writing to them in this regard. I, now, request the Hours to pass Supplementary Grants. (Interruptions)

SHRI BASUDEB ACHARIA (Bankura): Sir, I have mentioned about the dismissed railways employees. (Interruptions)

MR. CHAIRMAN: I am not allowing.

(Interruptions)

MR. CHAIRMAN: It is now ten minutes to Six. If the Minister agrees to reply to the Supplementaries, then only I will allow.

(Interruptions)

MR. CHAIRMAN: Let me try to find out.

SHRI C.K. JAFFER SHARIEF: Mr. Chairman, Sir, I have already said, this is about the Supplementary Demand for Grant. Originally the time allotted was four hours. We have taken time more or less equal to the time that we had taken for budget discussion. I have said that we have taken note of all these things, we will do our best and we will also be writing to you. I would not like that we should proceed unnecessarily with this.

So far as the Appropriation Bill is concerned, it is an understanding that there will not be any debate on that. We will be putting it together and I will request the House to pass it. (Interruptions)

[Translation]

DR. G.L. KANAUIA (Kheri): Hon. Minister, when you have not to spend even a single penny on any work, why is so much delay in executing that work? if the Bareilly passenger is extended upto Shahjehanpur which is located at a distance of only 40 kilometre from Bareilly, it will be very convenient for the people. Shri Rajveer Singh has already mentioned this; I am also requesting you in this regard.. (Interruptions)

SHRI C.K. JAFER SHARIEF: We will look into it. (Interruptions)

[English]

MR. CHAIRMAN: Please sit down. What do you want to say Mr. Inderjit?

SHRI INDER JIT (Darjeeling): Sir, are you permitting all of us to ask questions? If you allow one to put a question, then you should allow all the others too.

SHRI SUDARSAN RAYCHAUDHURI: I want a categorical statement from the

Minister (*Interruptions*)

SHRI E. AHAMED (Manjeri): If the Chair permits a question or clarification, then only it can be asked.

SHRI V. DHANANJAYA KUMAR (Mangalore). Sir, I had raised the issue of recognition of Bharatiya Rail Mazdoor Sangh representing three lakh employees. I want to know the reaction of the Minister. (*Interruptions*)

MR. CHAIRMAN: Mr. Chandrakar, what is it that you want to say?

SHRI CHANDULAL CHANDRAKAR (Durg): I want a closure of the debate. (*Interruptions*)

SHRI SYED MASUDAL HOSSAIN (Murshidabad): Sir, the question of retrenched workers is very important.

SHRI BASUDEB ACHARIA: He agreed to consider those cases of retrenched workers where the High Court has heard and given a favourable judgment. Do you agree? (*Interruptions*)

MR. CHAIRMAN: The Minister has nothing more to add for the present

(*Interruptions*)

SHRI BASUDEB ACHARIA: I have him all the copies of the Judgment. (*Interruptions*). We will not allow the Appropriation Bill to be passed. (*Interruptions*)

SHRI A. CHARLES (Trivandrum): Mr. Chairman, you will be creating a very bad precedent if the disciplinary action against the Government employees is allowed to be discussed in this august House. May I know under what rule the individual cases could be taken up for discussion here? This House is meant for discussing the policy matters and not for discussing individual cases of disciplinary action against Government employees. (*Interruptions*)

SHRI E. AHAMED: Sir, I am on a point of order. (*Interruptions*)

17.55 hrs.

*At this stage, Shri Basudeb Acharia and some other hon. Members came and stood on the floor near the Table.*

(*Interruptions*)

SHRI BASUDEB ACHARIA: Sir, since we are not getting any proper reply from the Minister, we are walking out in protest.

17.55 1/2 hrs.

*At this state, Shri Basudeb Acharia and some other hon. Members left the House.*

MR. CHAIRMAN: I will now put the Supplementary Demand for Grant in respect of the Budget (Railways) for 1992-93 to the vote of the House.

The question is:

"That the supplementary sum not exceeding the amount shown in the third column of the Order Paper be granted to the President of India, out of the Consolidated Fund to defray the charges that will come in course of payment during the year ending the 31st day of March, 1993, in respect of the head of Demand entered in the second column thereof - Demand No. 16. "

*The motion was adopted.*

*Supplementary Demand for Grant (Railways) for 1992-93 voted by Lok Sabha.*

No. of Demand	Name of Demand	Amount of Demand for Grant voted by the House
1	2	3
16.	Assets - Acquisition, Construction and Replacement Other Expenditure Capital ,	Rs.  4,00,000

MR. CHAIRMAN: I now put the Demands for Excess Grants in respect of the Budget (Railways) for 1988-89 to the vote of the House.

The question is:

"That the respective excess sums not exceeding the amounts shown in the third column of the Order Paper be granted to the President

of India out of the Consolidated Fund of India to make good the excess on the respective grants during the year ended on the 31st day of March, 1989, in respect of the following Demands entered in the second column thereof - Demand Nos. 10, 13 and 16."

*The motion was adopted.*

## Demands for Excess Grants (Railways) for 1988-89 Vote by Lok Sabha

No. of Demand	Name of Demand	Amount of Demand to be Voted by the House
1	2	3
		Rs.
10.	Operating Expenses - Fuel	3,82,74,306
13.	Provident Fund, Pension and other Retirement Benefits.	93,30,34,414
16.	Assets-Acquisition, Construction and Replacement Other Expenditure Railway Funds	7,32,34,305