

All said and done, the success of any programme depends on the cooperation of the villagers. I have taken a meeting with the District Collectors and I have requested them to get in touch with the village heads and to persuade them to immediately report to the nearest camp if anyone in the village has fever. They may report to the nearby camp or the sub-centre or the PHC whichever is nearest to their village.

In the case of Malaria, early reporting of the disease is one of the important thing. If the cases reported earlier and the patients take medicine we can check the mortality rate effectively. It is definitely very difficult to eradicate Malaria altogether because in the tropical forests mosquitoes are there in abundance. These mosquitoes breed due to heavy rains and rain perhaps was one of the main reasons for the spread of this disease in Assam.

The State Government has mobilised its medical force and a special team of doctors are being sent to the affected areas. The make-shift camps have been provided in the affected areas. They will now be in a position to contain the Malaria in Assam. I can assure the House that the Central Government will give all help in the form of men and material which the State may be requiring in order to control this disease. It is not a disease restricted only to the State of Assam but it spreads in Rajasthan and other States also.

SHRI SRIKANTA JENA (Cuttack) : But you are not getting proper response from the State Government.

SHRI PABAN SINGH GHATOWAR : From this year onwards, as per the instructions of the Prime Minister, we are going to observe a Malaria Week throughout the country to create awareness among the general public regarding this disease. For this we are taking the support of Voluntary organisations and others also because it is very difficult to control Malaria without the participation of community at large. From our side, we are giving all help to the State Government. We are making available the medicine in each village. In the earlier days we used to have the Malaria medicine available with the postmasters, teachers and village heads. We have requested the State Government to involve such people also in our endeavour to control Malaria in that State. At the same time the Central Government is not sitting idle I am personally interested in it because it is my home State. We are sending our own team there because it is difficult to post doctors there because there are a number of forest villages. We call them as forest village. So, in these remote areas it is very difficult to post doctors. We have requested the State Government to form some mobile units so that they can go to these areas and attend to the problems of the people of that area.

15.18 hrs.

RAILWAY BUDGET 1995-96—GENERAL DISCUSSION

Resolution Re : Approval of Recommendations Made in the Ninth Report of Railway Convention Committee,

Demands for Grants (Railways) 1995-96 and

Demands for Excess Grants - (Railways) 1992-1993

[English]

MR. SPEAKER : Yes, Mr. Minister.

SHRI INDERJIT (Darjeeling) : Sir, if you could possibly give me two or three minutes to speak.

MR. SPEAKER : Yesterday we sat very late. Now if I give the opportunity to one Member, there may be many more who would like to speak.

[Translation]

SHRI GUMAN MAL LODHA : Mr. Speaker, Sir, during the question Hour you had observed that we will get the opportunity to speak at the time of discussion on Budget and if we are not permitted to speak now, when will we get the opportunity?

MR. SPEAKER : Were you not present yesterday?

SHRI GUMAN MAL LODHA : The House sat yesterday beyond midnight upto 2 A.M.

MR. SPEAKER : If I permit one Member then I will have to allow all the Members.

SHRI GUMAN MAL LODHA : I want to raise only one issue. A railway line from Bilara to Barh via Jetraua was announced and a survey was also carried out. I would like to know from the hon. Minister when will the Railway track be laid?

DR. GIRIJA VYAS (Udaipur) : Mr. Speaker, Sir, I would like to be brief in view of the paucity of time I would like to congratulate the hon. Minister of Railways for covering all aspects of the Railways *and* Railway culture in his budget speech. But it is with a sense of distress that I would like to point out that on the one hand, the Minister has promised to take the Railways to the 21st Century and on the other hand, Udaipur Division is proposed to be taken to the 1947 period. I hope the hon. Minister would deal with this problem in reply. He must also meet the people of Udaipur Division. It is necessary to convert this line into broad gauge line and link it with Udaipur-Ajmer line not only from tourism point of view but also from the point of view of mineral deposits here. I, therefore, appeal to the hon. Minister to solve this problem urgently.

PROF RASA SINGH RAWAT (Ajmer) : I also support this appeal.

SHRI MANIKRAO HODLYA GAVIT (Nandaragar) : Mr. Deputy Speaker, Sir, I support the Railway Budget and congratulate the hon. Minister for the good work done by him. I would like to place before him 1-2 demands in respect of my constituency. It has been the policy of our Government to develop the backward areas. During Shri Mahdavrao Scindia's tenure, sanction had been accorded to the doubling of Surat-Bhusawal line. Filling and earthwork from Jalgaon to Dharanagaon—a stretch of 25 kilometres had also been completed. But ever since this budget provision was transferred to some other head, the work has come to a standstill. This line passes through Gujarat, Maharashtra and the tribal areas of Madhya Pradesh. Provision therefor, should therefore be made in 1995-96 budget. 4 Up and 4 Down trains run on this section. Some superfast trains also run on this line, which is the cause of late running of local trains by as many as 5 hours. The Railways feel that the line should be doubled but the Ministry of Railways is adamant. The demand for this line is being made by Shri Kashi Ram Rana, Chhitu Bhai Gamit and me several superfast trains Ex Howrah, Trivandrum, Tapti-Ganga and Cochin are running on this line and all these trains provide direct service for South India and Gujarat.

A train each for Bombay and Delhi should be run from my Constituency. In the absence of ware house facilities, Shahda Sugar factory sends sugar consignments from the Dondaich Railway Station. A godown should, therefore, be constructed there besides, electrification of the railway line there. There is need to renew the Railway track.

[English]

SHRI INDER JIT (Darjeeling) : Mr. Speaker, Sir, I have great pleasure in supporting the Demands of the Railway Ministry. I do so because I see that the Railway Ministry, under the dynamic leadership of my good friends, Shri Jaffer Sharief, has done some good work and great work. I gather that he had set a target of converting 6,000 kilometres of metre-gauge into broad-gauge by the end of the year. But I now learn that he may succeed in going up to 8,000 kilometres which is really excellent. But even as I compliment Shri Jaffer Shaief for the good work and the great work done by him, I would like to mention to him, through you Sir, about some of the frustrations and disappointments of the people of my Constituency.

Sir, Siliguri, particularly, is one Centre which is today the financial capital of the North-East. It is suffering greatly because of one simple matter. Sir, the main purpose of my speaking today is to try and seek from the Railway Minister some measures and some steps to restore to the Siliguri Junction the importance and glory which it once enjoyed as the principal Railway Station of North-Bengal and as the railhead and gateway to Darjeeling, Sikkim, Bhutan and Eastern Nepal.

Sir, ironically, the importance of Siliguri Junction has sadly slumped over the years even as the tourist traffic to Darjeeling reached a record of six lakh tourists last year and the number is expected to go up. Sir, what is happening so far as Siliguri is concerned is that this. Siliguri Junction once had as many as seventeen trains running through it linking West Bengal, Assam, Bihar and Uttar Pradesh. Today, there is just one train called Guwahati-Lucknow train but even this train is no longer running up to Lucknow; it stops at Allahabad.

Sir, some twenty years ago, a new Railway Station called the New Jalpaiguri Junction was established seven kilometres from the old Siliguri Junction in terms of the railway-line to provide a broad-gauge link between North-Bengal and Calcutta via Malda. Following the construction of a railway bridge at Farakka, this broad-gauge was then reafter extended to Guwahati providing a much needed broad-gauge link with Assam in addition to the earlier metre-gauge link. The new Siliguri Junction, Sir, was the renamed as new Jalpaiguri. In sharp and in distressing contrasts, the old Siliguri Junction has suffered great neglect. As I mentioned a little while ago, it gets only the GL train. Even this stops only at a highly inconvenient hour viz., at 1:30 a.m. In addition, it provides narrow-gauge and broad-gauge link with New Jalpaiguri which is seven kilometres away but no one uses the narrow-gauge train which presently runs only in May. The metre-gauge is used both for passenger and goods traffic, the latter including oil-tankers from Jalpaiguri. I have gone into the matter at great length, Sir, with the kind help of the experts in the area and I strongly plead once again that old Siliguri Junction should now be linked by broad-gauge to the New Jalpaiguri Junction which is a distance of barely seven kilometers.

Sir, the Railway Minister is going to achieve the target of 8,000 kilometers of gauge conversion by the end of this year. May I beg of him to give me at least seven kilometers of conversion from Siliguri to New Jalpaiguri? This, Sir, can easily be done. Seven kilometres is not a colossal distance when you think in terms of 8,000 kilometres. Sir, this conversion will greatly help the people visiting North Bengal and particularly Darjeeling, Sikkim, Bhutan and Eastern Nepal. What is happening today is that the people have first to travel to New Jalpaiguri and then transfer their baggage into buses and other vehicles to travel 15 kilometres to Siliguri by road. So, if we have this link up, if the metre-gauge is converted into broad-gauge, you will have provided great convenience and this alone, Sir, would be a very great help to the tourists and others.

Sir, I will not take more time except to make one other small point.

We also have another major problem in Siliguri. That relates to the railway crossing. As I said Siliguri is the principal town of North Bengal and the financial capital of the North East. What is needed is a flyover

over this particular railway crossing. Normally, The Railway Ministry join hands with the State Government in carrying out these kinds of projects. Fifty percent is contributed by the State Government and fifty percent by the Railway Ministry. Since the we Bengal has a very severe constraint resources, I would appeal to the Railway Minister to build this particular flyover on his own and win the goodwill and blessings of the people of Siliguri.

SHRIMATI DIL KUMARI BHANDARI (Sikkim) : I just want to endorse whatever he has said.

SHRI P.G. NARAYANAN (Gobichettipalayam) : Mr. Speaker, Sir, in my Parliamentary constituency, a survey was undertaken twenty years ago for a railway line from Mettupalayam to Samrajnagar and from Samrajnagar to Mettur via Satyamangalam. This is an industrially backward area and to promote industrialisation, this railway line is a must. Since the survey had found the project feasible and viable, I would urge upon the hon. Minister for Railways to take up this new railway line during this year itself and given us a categorical assurance regarding this project. I would also like to draw the attention of the Railway Minister to the deliberate neglect of Tamil Nadu by the Railway administration especially in sanctioning the unigauge projects and new projects.

Sir, the Railway Minister, Shri Jaffer Sharief while inaugurating the Madras Beach-Tambaram gauge conversion declared, "I am Minister for the country. I have to look into the interests of the country as a whole". If he is the Minister for the entire country, he should have looked into the interests of Tamil Nadu also which has the lowest percentage of broadgauge tracks in the whole of India. The percentage of broadgauge track in Tamil Nadu is only 22 per cent of the total railway line in the country. The Railway Minister has allocated a massive sum of Rs. 3,000 crore for Rajasthan and Karnataka during the last two years on the ground that these States have the lowest percentage of broad gauge tracks in country. This was a fact three years ago. But after pumping Rs 4,000 crore for various unigauge projects in Karnataka and Rajasthan, those two States have progressed pushing Tamil Nadu to the last position. Though Tamil Nadu comes last as far as the broad gauge tracks are concerned, still the Minister is reluctant to release sufficient fund to Tamil Nadu Still he claims that he represents the interests of the whole country. I charge the Minister for deliberately neglecting Tamil Nadu as far as release of funds is concerned even though Tamil Nadu has the lowest percentage of broad gauge tracks in the entire country. The funds provided for the current year for the on-going unigauge projects are very very small. For Madras-Trichy broad gauge conversion projects, a distance of 400 kilometers, a sum of Rs.40 crore has been earmarked. The work on this project has been going on for the last three years and if you release at this rate, it will take 25 years to complete this project.

MR. SPEAKER : You shall have to conclude now.

SHRI P.G. NARAYANAN : Sir, I will conclude.

MR. SPEAKER: May I suggest you to send the material to him? I will ask him to look into it.

Sir, with these words I oppose the Budget.

SHRI HANNAN MOLLAH (Uluberia) : I would like to bring to the notice of hon. Railway Minister only one project of 16 kms. of Howrah-Amta Railway line which was inaugurated by late Shrimati Indira Gandhi. Last year, this work was started in phase manner for five kilometers.

MR. SPEAKER : You should tell the Minister where to get the money from.

SHRI HANNAN MOLLAH : The work was going on and in between it was stopped. Last year they allocated some funds but this year they have kept only Rs.1000 for this 16 km. line. I will request the Minister through you that this year they should arrange some funds so that work can be completed on this 16 kms. Howrah-Amta line.

[Translation]

SHRI PRABHU DAYAL KATHERIA (Firozabad) : Mr. Speaker, Sir, Firozabad occupies a unique position not only in India but in the entire world. Traders from all over India Visit Firozabad. As has been demanded by me several times earlier, a halt for Neelachal Express should be provided at Firozabad.

Secondly, the existing passenger train from Delhi to Tundla should be extended upto Sikhabad via Agra, Fatehabad etc. where the borders of U.P. and M.P. meet. There used to be railway line here but now it is not operative. It is my submission that this line should be extended upto Etawah via Agra, Fatehabad, Hiragarh with a view to provide rail link between U.P. and M.P.

[English]

MR. SPEAKER : I think, the House should not only make a demad on the Railway Minister but should take into consideration the amount of money available for the country and how to adjust it. Otherwise, the discussion on the Railway becomes meaningless

SHRI AMAL DATTA (Diamond Harbour) : I was telling that he should not go in for gauge conversion, particularly in Karnataka.

[Translation]

DR. CHHATRAPAL SINGH (Bulandshahar) : My constituency falls within the National Capital Region. But still there is no direct train service between Bulandshahar and Delhi. There used to be a shuttle service via Khurja and a train via Hapur; but now both have been discontinued during the tenure of Shri Jafferji. It is my earnest request that a train service should be provided between Bulandshahar and Delhi.

SHRI ASTBHUJA PRASAD SHUKLA (Khallabad): Mr. Speaker, Sir, ten bogies of Banda Express had derailed near Basti. This is not a solitary incident

between Lucknow and Mujaffarpur. There had been two accidents earlier also in one year at Odasam. The technicians are of the opinion that the accidents have occurred due to worn out track. There had been a persistent demand for a double track between Muzaffarpur and Lucknow to share the pressure of traffic on this line which is on the high side. It was a sheer coincidence that there had been no deaths in these devastating accidents. But if no action is taken for the renewal and doubling of the track, there can be recurrence of such accidents. I hope the hon. Minister would in his reply enumerate the steps proposed to be taken in this direction so that the passengers travelling on North-Eastern Railway do not meet such accidents in future.

[English]

DR. SUDHIR RAY (Burdwan) I would like to request the hon. Minister to bring BDR section of South-Eastern Railway, Ahmadpur-Katwa section and Ahmadpur-Bardhaman section under unigauge conversion.

MR. SPEAKER : Let him speak first. Please understand that each one of you is making a demand and you know you are not guiding or advising the Minister where from to get the money. Otherwise, in this House what are we discussing—just the Demands!

SHRI R. JEEVARATHINAM (Arakonam) : I have not asked for any money.

MR. SPEAKER : You will be allowed to speak. Let him first speak.

[Translation]

SHRI NARAYAN SINGH CHOUDHARY (Hisar) : Mr. Speaker, Sir, I am elected from the Hisar constituency. There is already a train between Delhi and Amritsar. This train should be run via Jind, Rohtas, Narwana with a halt age at Beas. It will be of immense help to lakhs of people who want to visit Shri Radhaswami Satsang at Beas and in the absence of direct train service, they face considerable hardships.

Besides, a Railway track from Jind to Hansi and Narwana to Uklana should be laid and I have been given to understand that survey from Jind to Hansi already been carried out in 1992.

SHRI BHAWANI LAL VERMA (Janjgir) : My constituency Janjgir is in Distt. Bilaspur and Korba is the biggest industrial centre. As many as 12 coal mines, BALCO, NTPC, MPEB and other industries are located here. Thousands of officers and employees from all over the country are employed in the industries and mines here. As many as 7 long distance trains i.e. Chhatisgarh Express, Cochin Express, Amarkantak Express, Mahanadi Express, Mahamaya Express, and Narmada Express originate from Bilaspur. Even if one long distance train is extended upto Korba, it would benefit thousands of people. One of the reasons advanced for not extending the train upto Korba is the absence of a washing yard. In this connection I would

submit that the daily income of Rs. 5-6 crores from Korba would beside offsetting the cost of the Washing yard, which may be Rs.3 crores fetch profit.

Secondly, Utkal-Kalinga Express has been extended to Amritsar. The result is that the train often gets late by 5-6 hours causing inconvenience to thousands of passengers. This train should be terminated at Delhi as there are already more than 12 trains between Delhi and Amritsar.

Our third demand is....

[English]

MR. SPEAKER. Please submit your demands in writing to the Minister. He will consider that; if possible

[Translation]

SHRI BHAWANI LAL VERMA: There is a village Jetha between Shakti-Baradwar in Bilaspur Division. A halt should be provided here for benefit of 15-20 thousand population of this village.

[Translation]

SHRI JEEVARATHINAM (Arakonam) : Hon'ble Speaker, Sir, I would like to say a few things while extending my support to the Demands for Grants moved in this august House by Hon'ble the Railway Minister.

First of all I would like to request the Railway Ministers through you to give a stoppage to the 23/24 Bangalore-Madras Express Train at Anwarthikanpet which is near Arakkonam. Likewise, it may also be given a stoppage at Panaveram. Then it would provide easier access to Sholingapuram which is a wide and vast hilly area. This would help the people to reach the place.

I have also been asking for a stoppage at Arakkonam for the Bangalore-Madras Lai Bagh Express. You have recently introduced Madras-Mysore Shatabdi Express. This prestigious train should be given a stoppage at Katpadi which is an alighting point to world famous Medical Centre at Vellore which is Christian Medical College Hospital. It is attracting people from all over the country and doctors from several parts of the world frequent that place. Hence I plead that you may consider giving a stoppage to Shatabdi Express at Katpadi.

Train No. 191 running between Arakkonam and Katpadi leaves at 7.30 A.M. from Arakkonam and reaches Katpadi at about 8.30 A.M. Right from morning till about 5 P.M. in the evening, the entire train is left there idle. The available capacity remains unutilized during the major part of the day. The engine, the driver, the coaches and the running staff remain there without any work. Hence, I would like to suggest that you may make use of this to run a day time train between Katpadi-Arakkonam so that, it may leave Katpadi by about 2 P.M. and return in the evening to collect back students and office goers from Katpadi to Arakkonam.

MR. SPEAKER : These are all administrative matters. You can write to the Minister. He will look into them. It is necessary to take the time of the House.

*SHRI I.R. JEEVARATHINAM : Sir, let me complete as soon as I complete highlighting certain problems pertaining to my Constituency.

[English]

I accept that. But the same time he should take up with the Government of Tamil Nadu to give the funds has to be released as its share towards the completion of the construction of the Arakkonam Railway overbridge. The work is pending and remain stagnated for the past three years because the State Government is yet release its agreed upon share in the expediture involved. Hence, I request Mr. Narayan through this august House to take it up with the Hon'ble Chief Minister of Tamil Nadu.

Number of students from my Constituency Arakkonam are travelling dally to Madras to pursue professional courses like Engineering and other technical studies. Most of them are the children of Railwaymen. Hence, I request the Railway Administration to open an Engineering College and also Technical and Technological Institutes in Arakkonam. I would like to point out that the Bus Transport Corporations of Tamil Nadu are running professional Institutes like Engineering Colleges. The wards of the bus men are given preference in such institutions. Arakkonam is about 45 miles away from Madras so is the distance between Arakkonam and Katpadi. Hence it is necessary for the Railway to start an engineering College to benefit good number of Railwaymen's children. You may start all the professional colleges including Medical College in such an Educational complex. You may do this in all the Railway Bones

I would like to request you to extend the platform in the Arakkonam Railway Station. Arakkonam-Waleja-Ranipet-Arcot-Kalavai-Cheyyar-Tindivanam are the places that come under my Constituency and you may conduct a survey to lay railway line to link these places to benefit a vast rural area that would be covered by this. I also offer to raise funds to take up this project involving the local people. Because Hon'ble Speaker pointed out that we must also suggest the ways and means to mobilise the funds required for the Railway. With this offer and support let me conclude my speech. Thank you.

[Translation]

SHRIMATI SAROJ DUBEY (Allahabad) : In 1990 the then Railway Minister had laid the foundation stone of Rall Yatri Niwas in Allahabad, but since then there has been no progress in this regard. Besides being a centre for pilgrimages, Allahabad is also a head quarter and thus the occupancy rate in the Yatri Niwas would be considerable and it would be a source of income.

* English translation of the speech originally delivered in Tamil.

Besides, there is a lot to be desired as far as sanitary services are concerned. I was travelling by 2 Tier A.C. from Mughalsarai. A lady passenger had vomited in the compartment and despite requests we had to travel in that stinky stench from Mughalsarai to Delhi as none from staff attended to it.

A flyover should also be provided at the Naini Railway Station as there is heavy traffic on this route.

[English]

SHRI JITENDRA NATH DAS (Jalpaiguri) : Sir, the gauge conversion from Siliguri junction to Alipur Dwar junction leading to Guwahati is the long-standing demand of the people of railway users of North Bengal, where 157 tea gardens are there in order to revive the economy of the area. So, I request the hon. Minister of Railways to kindly look into it.

Another demand is that there is an alternative route from Newjalpaiguri via Domohoni Malbazar Birpara to Alipur junction leading to Guwahati. So, I request the hon. Minister to kindly look into it seriously.

Finally, I also request the hon. Minister to consider the gauge conversion from Newjalpaiguri to Siliguri junction, which is important and essential for the people of Siliguri town.

SHRI UDDHAB BARMAN (Barpeta) . Sir, I thank you very much for giving me an opportunity to speak. I will be very brief.

I want to request the hon. Minister of Railways, through you, Sir, to take urgent steps so that the long distance trains coming from and to Guwahati are regularised. Many a time the trains come late and get cancelled causing a lot of inconvenience to the passengers.

At the same time, I request the hon. Minister through you, Sir, to upgrade and modernise the railway workshop at New Bongaigaon. I request him to build up a railway division at Rangia, which is a long-pending demand of the people. I request the hon. Minister of Railways to extend the railway line upto Agartala from Kumarghat. I also request him to take up construction of another line which is being surveyed from Lanka to Silcher.

Finally, I humbly request the hon. Minister to increase the passenger amenities in the North-East Frontier Railways.

PROF. SUSANTA CHAKRABORTY (Howrah): Sir, through you, I would like to emphasise upon the hon. Minister of Railways the need for construction of a railway overbridge at Santragachi Station on South-Eastern Railway in order to enable the people to make full use of the Vidyasagar Setu. The Ministry of Railways have informed that they will complete the work within 1997. However, so much of delay should not be there. The work must be started immediately.

Secondly, so far as Howrah-Amta railway line is concerned, I would like to stress the need for immediate arrangement of funds for its construction.

As far as other points raised by Shri Hannan Mollah are concerned, I fully endorse what he said.

[Translation]

SHRI LALL BABU RAI (Chhapra) : Mr. Speaker, Sir, we have made persistent demands about a bridge on the river Ganga in Patna. Today also I would like to reiterate my demand that a bridge should be constructed at Digha and Pahleja in Patna so that it becomes possible to link North and South Bihar. An assurance to this effect was given during the tenure of Shri L.N. Mishra as Railway Minister and a survey was also carried out with an estimated cost of Rs.438 crores. Now the present Minister says that the project would be undertaken subject to the availability of resources. I would request the Minister not to met out step-motherly treatment to Bihar. My constituency Chhapra also needs an overbridge to link the two parts of the city. Besides, an overbridge should also be provided at Digvara. The assurance given earlier for doubling the Rail line between Gorakhpur and Chhapra should also be fulfilled.

DR. RAMESH CHAND TOMAR (Hapur) : Whenever a demand for doubling the Railway track is made, the hon Minister expresses his helplessness due to resource crunch. Hapur is a major market for Gur and thousands of traders visit and inhabit this place. During the 1993 Vidhan Sabha elections, the hon. Railway Minister had visited Hapur and had promised to fulfil the demand of the people to provide a halt for Shaheed Express at Hapur.

MR. SPEAKER : Better if you put your demands in black and white and send them to the Railway Minister instead of wasting the time of the House.

DR. RAMESH CHAND TOMAR : I only want to say that it is the question of credibility of the hon. Minister who had made a promise but did not fulfil it. My demand is that Shaheed Express should halt at Hapur.

[English]

SHRI AJOY MUKHOPADYAY (Krishnagar) : Mr. Speaker, Sir, the wagon producing units of both, the public sector and the private sector in West Bengal, are going to be destroyed for want of sufficient orders from the Railways. Though gauge conversion is going on, yet sufficient orders are not being placed. So, I request the Railway Minister to place sufficient orders for wagons on the wagon producing units in West Bengal and in other States, so that these units can go on with the production of wagons and thousands of workers who are working there, can be saved.

DR. KARTIKESWAR PATRA (Balasore) : Please allow me one minute, Sir.

MR. SPEAKER : What is it, Mr. Patra? Is it necessary that every time you should speak? If you have a demand for some railway, you send it to him in writing.

DR. KARTIKESWAR PATRA : Sir, I want to congratulate the hon. Minister who is heading the Railways. I am putting forth only two main demands to the people of Orissa. One is bifurcation of the South-Eastern Railway Zone and the forming of a new Zone in Orissa, and the second is regarding electrification from Kharagpur to Bhubaneswar. The Minister has replied that electrification of Bhubaneswar-Kharagpur-Visakhapatnam section will be taken up in phase-II. As regards the electrification in phase-I, the Planning Commission has just accorded their clearance and the Parliament will now be approached for according approval to the work. So, I beg to submit before this august House and before our hon. Speaker, that Parliament should accord permission for starting the work of the second phase of electrification from Kharagpur to Bhubaneswar.

16.00 hrs.

MR. SPEAKER : The hon Minister will reply to the debate now.

SHRI JASWANT SINGH (Chittorgarh) : Mr. Speaker, Sir, I just want to know when the discussion on the Demands for Grants of Ministry of Defence will be taken up.

MR. SPEAKER : We will see. If the time permits we will take it up today.

SHRI JASWANT SINGH : I just want to know whether it will be taken up tomorrow or today because this debate is likely to go on. The hon. Minister will reply and then the Bills will be passed.

MR. SPEAKER : Supposing there is some time left, at that time it creates difficulty. One does not know when it will be concluded. It is not possible to fine-tune it.

SHRI JASWANT SINGH : I realise it. It is just that I have to initiate the discussion on Defence.

MR. SPEAKER : Let us see. You may speak for some time now and tomorrow you can continue it.

SHRI JASWANT SINGH : Thank you, Sir.

MR. SPEAKER : Shri Jaffer Sharief may reply to the debate.

THE MINISTER OF RAILWAYS (SHRI C.K. JAFFER SHARIEF) : Mr. Speaker, Sir, I am grateful to you for calling me to reply to the discussion on Railway Budget.

The Railway Budget usually attracts a great deal of attention from all sections of the House. This year is no exception. A wide range of views and comments have been expressed by the hon. Members during the course of the discussion on the Railway Budget, the Demands for Grants for 1995-96 and the Demands for excess Grants for 1992-93.

I am grateful to the Members who have participated in the debate and I stand immensely benefited by their constructive criticism and useful suggestions. While I am saying so, I must make one point. In a democracy and in the system that we have, I would personally say that in a large country and in a large network, while valuable contribution is being made about the weaknesses of the system here and there which are being felt by the people or felt by the Members, I would request them and appeal to them with all humility at my command that this is the only way in which we will be able to make this democracy more fruitful and purposeful. It is not just possible for one single man, however dynamic he may be, however much he may be able to take pains to correct the entire system. It is only possible by everybody's suggestions, every body's appreciation and everybody's guidance. It is with this spirit that I take the suggestions or criticisms that have been made. I assure the House that these suggestions would be given the utmost consideration to implement them wherever feasible.

The Standing Committee on Railways have also scrutinised the Budget and the performance of the Railways. They have presented their report to the House on the Demands for Grants for 1995-96. I am grateful to the Committee for the valuable suggestions and recommendations. However, on certain basic issues I would like to clarify the stand of the Government.

Sir, the most important thing today which is talked about is the gauge conversion. I am happy to note from the comments of the Standing Committee for Railways that they are in favour of Unigauge system. With a view to derive the immediate benefits, we have to provide adequate resources for this activity. At the same time I would like to assure the hon. Members that no other priority issue has been allowed to suffer on this account. Project Unigauge has opened a new chapter in the history of India. Apart from long-term gains of unigauge, the policy opens up newer areas for economic development and also provides alternative routes which would ease congestion in the saturated routes. This would, in addition, provide better flows and lesser transmit time thereby improving the availability of rolling stock and more productive use. The fact that a large number of Members have asked for the extension of gauge conversion in their areas is an indication of the effectiveness of the popularity of unigauge.

Sir, there has been always a concern, particularly from my friends of West Bengal on the wagon procurement. There has been a lot of uninformed criticism about the policy of Railways in respect of procurement of wagons. The planning for acquisition of wagons is a need-based exercise. It takes into account the transport output required to be produced and the efficiency of utilisation. The system is visualised to function more or less on uniform loading with marginal surges. In case, the peaking is very distant in the range of 15 per cent or so, the system cannot take it. If 15

per cent of peaking were to be provided for 1993-94 procurement, it would require an extra expenditure of Rs. 300 crore for additional wagons and Rs.110 crore for correspondingly extra locos.

In addition, this will require commensurate facility for maintenance including staff which means additional investment in workshops and sheds etc. This also will require substantial investment in line capacity and terminal capacity. This investment would remain unutilised for eight to nine months. However, the Railways would plan procurement of wagons in such a manner as the additional wagons acquired every year became available during the peak season. In this respect, the "Own Your Wagon" scheme under which more than 4,000 wagons have been ordered and another 8,000 are likely to be ordered would also augment the fleet of wagons to lift the peak-time traffic.

Sir, some criticism has been made that the re-appropriation of funds under different Plan Heads should be restored to in a restrictive way as too much diversion of funds from one project to another disturbs the whole scheme of prioritisation of projects. I would like to submit to the hon. Members that in the background of resource constraints, a considered approach for allocation of funds is adopted under different Plan Heads. Due to resource constraints, the allocation of resources has to follow a principle of ensuring maximum benefit through early completion of projects.

We have a system of monitoring the execution of projects every month and through periodical meetings held at the Zonal Railways as also in the Railway Ministry. In a growing economy, there are a large number of factors which impede the progress of the works even though initial estimates of physical targets are laid down at the planning and the Budget stage, our periodical review provides opportunities for re-allocation of funds in areas which are part of the priority areas, but are progressing well. This dynamic review has helped us to utilise our Plan funds fully and effectively. Railways have had an exemplary distinction to be able to use its Plan funds with minor adjustments. We take care that the Plan requirements of infrastructure to the extent possible are maintained. Any proposed restriction in the flexibility for re-appropriation would amount to surrender of scarce resources, particularly in the case of projects which get bogged down.

Sir, I am thankful to the Railway Convention Committee who have recommended that the capital investment of the Railways upto 1952 will be treated as dividend-free. This will give relief to Railways of Rs.51 crore every year. The Committee have also recommended that the Railways should decide the quantum of dividend to be paid for 1995-96 after deferring payment to the extent of the amount due from the various State Electricity Boards. The Committee have further recommended that the amount recoverable from the State Electricity Boards should be adjusted from their future power tariff bills.

The issue of adjustment of outstandings of the States Electricity Boards against Central assistance to the States is being pursued with the concerned Ministries.

With the economic reforms and the policy of liberalisation started by the Government, tremendous economic growth is expected. The demand for transportation will go up. The Railways have, therefore, to plan to create transportation capacity in advance to avoid bottlenecks. The Annual Plan for 1995-96 has therefore been fixed at a modest and need based level of Rs. 7,500 crore with a budgetary support of Rs. 1,150 crore which is only 15 per cent of the total plan outlay.

Sir, there is an illusion and an impression that budgetary support means - some people think - that it is a grant or it is a grant or it comes from the general revenue, just like that. Even if you look at this amount of Rs. 1,150 crore some loans committed to some particular projects like World Bank of IDBI is part of the budgetary support. So, if you reduce that, it will come down even from Rs.1,150 crore to a lower level. One has to understand, from where the resources are coming How would the resources be mobilised? How has the system been carried?

Sir, one argument is that - I am also equally a Member and it is left to the wisdom of the Members - the Railways should give efficient service. On another side, we ask that there should be no increase in freight and fare. The third area of argument is that we want more lines and more trains. And on the fourth side we argue that all public sector undertakings and private sector industries, whether the Railways need that (Interruptions) Please allow me to speak. I have heard all of you patiently. I am not speaking anything personal. I am speaking for all of you. Listen to me and if I am wrong, correct me. So, on another side we argue that all the industries of public sector or of the private sector, if they are dependent on Railways - whether you need them or not - you must invest money in them to keep them going. But where to find funds? Forget about today that I am the Minister. Tomorrow, you may be in my place, then how would you manage this? Sir, this is - as you rightly pointed out and you have been, time and again, telling the Members whenever they participate in the debate - a question of financial resources, allocating the resources and privatising the area where the funds should go for productivity. This is what exactly the guidance we require from the House and I am glad that many of the Members have given that kind of advice. Mr. Basudev Acharia has greatly contributed. I must say one thing here that I have been listening to all the Members for the last two days and not a single soul from West Bengal ever made a mention about the underground Railway which is getting completed. They never demanded anything on that because they knew that it is completing. All my West Bengal colleagues wanted money for West Bengal Circular Railway, wagon industry and so many lines and this and that.

Sir, with the economic reforms and the policy of liberalisation started by the Government, tremendous economic growth is expected. As the demand for transportation will go up, the Railways have therefore to create transportation capacity in advance to avoid bottlenecks. The Annual Plan for 1995-96 has therefore been fixed at a need based level of Rs.750 crore which is only 15 per cent of the plan outlay which I have already read. The remaining 85 per cent of the plan outlay is to be financed through Railways' internal resources of Rs. 4100 crore and an extra budgetary support of Rs. 2250 crore will be provided through the sale of bonds of the IRFC.

There is a feeling that the budgetary support to the Railways from the General Exchequer is a free grant. I have already said that it is not so. In fact, it is a loan to the Railways and a dividend is to be paid in perpetuity to the General Exchequer at the rates fixed by the Railway Convention Committee. Due to steep reduction in the budgetary support from the General Exchequer, there is a great pressure on generation of internal and extra-budgetary resources by the Railways. There is a limit to the capacity of the system to generate internal resources and also pay for the cost and redemption of the market-borrowed capital.

The Railways have taken many innovative measures to supplement the financing of their Plan by starting 'Own Your Wagon' scheme under which major customers of Railways are to finance the production of the wagons. Railways are also going in for 'Build-Own-Lease-Transfer' scheme in which the private enterprise is expected to execute certain Railway projects from their own resources. To the extent the private investments materialise, the amount of bonds through IRFC will be reduced.

Sir, before I shift on to other topics, I would like to inform the House about another happy development. With the gauge conversion, with the available line capacity, two private sector people have come forward offering to carry trucks on the rail with their own locomotives, with their own wagons at an investment of Rs. 1500 crore; except track and signalling facilities, everything including the terminals will be on their own. This will help in reducing the burden on the road, this will help in achieving fuel economy, this will help in controlling pollution and this will also make the roads safe from accidents.

SHRI BASUDEB ACHARIA : Does it mean that you have idle capacity?

SHRI C.K JAFFER SHARIEF : We have plenty of capacity.

Despite resource crunch, Railways have taken many measures to improve the services for the benefit of railways users.

I shall now briefly mention the achievements of Railways in the last few years. Transport capacity is being generated by conversion of narrow gauge and metre gauge into broad gauge. A target of 6,000

kilometres was fixed for the Eighth Five Year Plan. I am happy to inform the House that more than 4,700 kilometres have already been converted into broad gauge up to 1994-95; conversion of another 1,500 kilometres has been targeted for 1995-96. Thus, Railways would be exceeding the Eight Five Year Plan target in just four years.

I did not hear any single soul thumping the desk from there. Their stomach is full because they have got all broad gauge lines.

The track renewals were in arrears by 9,600 kilometres at the beginning of the Eighth Five Year Plan. The arrears will be brought down to only around 1,950 kilometres by the end of the current Plan. Steam locomotives have been completely eliminated from the broad gauge system, thereby enhancing the overall energy efficiency. Railways have achieved self-sufficiency in the production of diesel and electric locomotive, wheels and axles. A number of marshalling yards have been closed. This has helped in better utilisation of the wagons. Efforts to dispose of scrap materials have been stepped up and Railways expect to realise more than Rs.1,000 crore from scrap disposal in 1994-95 accounts. This has not only generated extra resources but has also made available prime space to the Railways.

A record number of 468 new trains have been introduced. Extension of 287 existing services have been introduced. Many new Shatabdi Express trains, Mainline EMUs, Diesel Multiple Units and other inter-city travel convenient services have been introduced.

The allocation of Passenger Amenities has been increased from Rs.36.23 crore in 1992-93 to Rs.90 crore in 1995-96.

More than 90 per cent of the passenger reservations are now on computers. Computerised reservation is being introduced at smaller centres also. At more than 200 stations, self-printing ticket machines have been installed for quicker issue of tickets so that the passengers need not stand in queues for longer hours. More number of stations will be provided these types of machines in 1995-96.

To help promote the national objectives of tourism, Railways have introduced many tourist trains to attract tourists both domestic and international.

In certain selected long-distance trains, A.C. 3 Tier coaches have been introduced in place of A.C. Chair Cars.

Fully unreserved trains have been introduced in certain sectors to help those passengers who plan their journey at a short notice and are not able to get the reserved accommodation and also to reduce the passengers travelling on the roofs.

Instant Action groups have been constituted on some important trains. The objective of these Groups is to provide comfortable, safe and secure travel. The response from the travelling public has been encouraging.

Efforts to control the social evil of ticketless travelling on Indian Railways are continuing. Railways have realised Rs.59 crore in 1994-95 - till the end of February 1995 - as against Rs.48 crore during the corresponding period of 1993-94 from ticketless travellers.

The financial performance in 1994-95 is expected to be much better than what has been indicated in the revenue earning stage. The Railways may end with an operating ratio of 83.7 per cent as against 84.9 per cent envisaged in the revenue earnings.

In the year 1995-96, Railways will be providing faster, cleaner and more reliable passenger services. Besides augmentation of the passenger services, the thrust will be on improving the quality of service offered, economy in operation and improved productivity. Railways have adopted improved maintenance strategies like mechanised cleaning, use of fibre-reinforced plastic fittings in coaches, provision of PVC flooring, improvement in toilet design. Mechanised cleaning equipment are to be used to raise the standard of cleanliness. Jet pressure cleaning machines are also being used to clean the platforms and toilets. Private agencies are being associated with the work of cleaning and disinfecting the coaches.

Arrangements are being made to supply bedrolls to the passengers travelling in A.C. Sleeper Coaches without collecting the bedroll charges separately. Refund of Rs.20 will be allowed to passengers who could not be supplied with the bed-rolls.

To make the journey more comfortable and smooth, it has been decided to provide a Train Superintendent on 50 important Mail and Express trains. They will be posted by July, 1995.

Special arrangements have been made by the Railways to cope with the increased demand for drinking water for summer season. To ensure uninterrupted water supply, all the taps in stations premises have been checked to see that they are in working condition. The Railway authorities keep liaison with Municipal authorities to ensure water supply.

SHRI BASUDEB ACHARIA : But there is no water!

SHRI C.K.JAFFER SHARIEF : Perhaps, where you are going ! For the convenience of passengers travelling from halt stations, facility of purchasing tickets for longer distance has been introduced.

In the computerised reservation office in Bombay V.T., latest information is now available to the wait-listed passengers through a new system of interactive voice response system, which functions round the clock. A system of displaying the latest position of arrival and departure of trains and reservation/waiting list is also functioning at New Delhi.

Sir, you are aware that since the time this Government has come to power, a large number of new trains have been introduced. Still there are demands in this regard. Introduction of new services and

extension of existing train services require substantial investment not only in the rolling-stock but in terminal facilities, line capacity and maintenance facilities.

Demand is always more than the capacity of the system of invest. Railways are alive to the problems and aspirations of the people. Whatever is possible within the resources available is being done.

There are demands to provide additional stoppages for fast trains. In this regard, I would like to mention that such stoppages take extra time not only for the duration of the halt but also in the process of slowing down and accelerating the trains. Running time is also adversely affected in the case of long distance trains. Passengers expect the railways to provide faster and comfortable service specially when railways are levying extra charges for superfast trains. Increasing the halts to these trains goes against the very objective of introducing such faster trains. I would earnestly request hon. Members not to press such demands. Here again, I have to submit one thing. One has to determine the responsibility of the road and the role. It is not that we are neglecting the commuters. We have made separate arrangements for the commuters of mainland by way of EMUs and DMUs and other services. Passenger services are also there. But the long distance passengers who have to travel, they must be spared. Otherwise, it will be very difficult for long distance passengers to give that kind of comfort or to make his journey comfortable. When we charge more and if we do not give them that kind of journey, then they will be cursing us. I do agree that there are many demands pertaining to your constituency, your place as you have more compulsions towards your people. I would agree with you on all that. But you must appreciate the point of view of people who travel. When you make a demand, you must look at their point of view also and whether what you are asking for is just or reasonable or wherever such demands are genuine, where there is traffic, certainly we can see.

There are a large number of demands for new lines, doubling, gauge conversion, computerisation etc. I would like to inform the House that the throw forward progress is very high. New lines alone account for Rs.4,715 crore; gauge conversion Rs.3,123 crore; doubling Rs.803 crore and computerisation Rs.1,020 crore. The share of budgetary support from General Exchequer for new lines has declined steeply. During the current year, it is Rs. 1,150 crore only out of a plan outlay of Rs.7,500 crore. Market borrowings are very costly and uncertain too. To add to the difficulties of railways, the State Electricity Boards are not making timely payments of railways' dues and over Rs.1,000 crore is outstanding. With these constraints, it has not been possible to provide adequately funds to meet all the demands and selective approach has necessarily to be adopted.

Safety to trains is very important and gets the utmost attention. I can assure the House that Railways are keen to further improve their performance. To overcome

the problem of human failure, training, counselling and monitoring of the staff engaged in the operation of trains are being emphasised besides providing technological aids. Measures are also taken to minimise the accidents at the unmanned level crossings which are generally on account of negligence of the road users.

There are a large number of demands for doubling of railway lines. Doubling of lines has been selected as a priority area in the current year. The allocation has also been substantially increased from Rs.161 crore (RE) in 1994-95 to Rs.269 crore in the current year.

I would like to mention some of the notable achievements of Research Design and Standards Organisation under the Ministry of Railways.

Successful oscillation trials and testing of WAP3 electric locomotives with Mark IV bogies at 180 kmph. Design and development of new AC-DC WCAM2 locomotive and 5000 h.p. WAG7 locomotive. Successful oscillation trials of optimised ICF coach with IR/15 bogie at 180 kmph. Commissioning of a main line 3250 mm wide EMU on Bardhwan-Asansol section of Eastern Railway at a speed of 100 kmph. DMU set manufactured by ICF commissioned on Ferozepore Division of Northern Railway for operation at 80 kmph. Software for 'Single Train Operation', a part of "Train Simulation Project" has been completed. Successful testing of 3100 h.p. WDM2C locomotive at DLW and sheds, now under regular manufacture at DLW.

Sir, the hon. Members have demanded withdrawal of increase in the suburban season ticket fare proposed in the Budget and some Members have criticized the increase in freight rates also. As the House is aware, the budgetary support to the Railways' Plan has been dwindling and is now of the order of only 15 per cent. The market borrowings are becoming more expensive. The Railways as part of national economy have also to bear the brunt of inflation which increases the working expenses and tend to reduce the net internal resources. The hon. Members have also been demanding additional lines, more gauge conversions, electrification schemes, improvement in suburban services, improvement in quality of service: all of which require additional resources. The main question is as to how to perform the magic of reducing the gap in resources. Part of the solution lies in improved productivity and efficiency and increased turnover. Our performance parameters, which are comparable with the world standards and in some cases even better, continue to receive constant attention. On the other hand, the failure of core sector to generate projected traffic does pose a problem and defies this part of the solution. Introduction of multi-modal traffic through containerisation has helped us to capture additional traffic. It may also be appreciated that Railways has been continuously tightening its belt by effecting economies during the last four years. I am happy to note that the hon. Members recognise the predominant place Railways occupy in the country's public transport system. The fare and freight increase in 1995-96 are very modest and generate only about 3.5

per cent of projected Railway Revenues. The proposed increase is much below the rate of inflation. I would also like to highlight that the season tickets in the suburban traffic are highly subsidised. We have taken care to exclude articles of mass consumption like foodgrains, sugar etc. as also the passengers in II class. In this background, the hon. Members may, therefore, appreciate the proposed hike in fare and freight as it would generate the much needed resources for development, and which I am sure the House will support.

Sir, incidentally, there is a demand to establish a separate autonomous corporation for the suburban railway system of Bombay. The railway network in Bombay area serves not only the suburban traffic but also passenger and freight traffic. Hence an exclusive corporation will not be possible. However, Railways are alive to the problems faced by the commuters on the Bombay suburban railway system. Various measures are being taken to improve the suburban railway system in consultation with the State Government of Maharashtra, details of which have already been given in my Budget speech.

Sir, the House will be happy to know that out of 16.45 kms of the underground Metro Rail, a length of 14.65 kms has already been opened to traffic. The remaining stretch of 1.80 kms between Central and Girish Park in Calcutta Metro is targeted for completion by December, 1995. Sufficient funds (Rs.140 80 crore) have been allocated for the project during 1995-96.

A preliminary Engineering-cum-Final Location Survey for extension of Metro Rail from Tollyganj to New Garia and an Engineering-cum-Traffic Survey from Dum Dum to Barrackpur have been included in the Budget for 1995-96.

Besides the ongoing project of Mankhurd-Belapur which had already been opened to traffic during 1994-95 and an additional pair of lines between Bandra and Andheri, the following four more projects are being taken up during 1995-96: Quadrupling of Borivili-Vasai Road; 3rd line between Vasai Road and Vaitharna; Thane-Turbhe-Nerul Vashi section; and Belapur-Panvel double line. The last two projects are on cost sharing basis with CIDCO.

Some hon. Members have expressed their concern about delay in completing the MRTS project, Madras. Funds for MTP projects are met from budgetary support also. The main reason for the delay are inadequate budgetary support and delay in acquisition of land by the State Government.

Out of 8.55 kms. MRTS line from Madras Beach to Luz 2.35 kms. have already been opened and another stretch of 2.65 kms. from Park town to Chepauk is nearing completion. Rs.42 crore have been allocated this year as against Rs.26.55 crore during 1994-95. The project is now targeted to be completed during 1996.

A preliminary techno-economic survey to extend RTS line from Luz to Taramani has been included in the Budget for 1995-96.

Sir, catering services are available at more than 3000 stations and 112 pairs of trains. Out of this, private parties are associated on about 2900 stations and 64 pairs of trains. At other locations, catering services are provided partly by private parties and partly by Railways' departmental catering units.

Railways endeavours are to provide good quality catering service on the trains. Pantry cars have been introduced on some selected trains. Improvement in catering services is an ongoing process. The steps taken or proposed to be taken to further improve the catering services include induction of reputed-professional caterers as catering contractors; induction of trained cooks and crash training to existing staff; improved upkeep of equipment and appliances in base kitchens and pantry cars and, generally speaking, constant monitoring to bring about efficiency in the catering services.

To develop professionalism in catering service provided by the railways and upgrading the quality, a Railway Catering Corporation is being set up. Adequate funds have been provided in the budget to take up preliminary works.

To provide infrastructural support to the national objective of developing tourism, Railways have evolved certain schemes. The 'Palace-on-Wheels' train was first started in 1992. Tourists from almost all over the world have patronised this train and contributed significantly to foreign exchange earnings. Railways have now planned eight tourist trains of the same type. Three of these tourist trains in Gujarat, Rajasthan and Tamil Nadu sectors will become operational during this year. 'The Royal Orient' has already been launched in Gujarat from 1st February 1995. These tourist trains will be operated in collaboration with the State Tourism Development Corporation. Private sector will be associated for ownership, marketing and management of tourist trains of five remaining circuits.

Railways have introduced the scheme of rail weekenders. It envisages commencement of journeys on Friday evenings and terminating on Monday mornings. The weekend tours cater to a variety of interests such as historical places, cultural centres, hill stations, wild life sanctuaries, pilgrim centres, etc. Twelve weekend tours have already been introduced and more such tours will be introduced in phased manner.

Sir, in my Budget speech, I had mentioned that the workers' participation in Management would be taken a step further by involving the labour federations at the apex level in important matters of railway working leading to greater transparency. I am happy to announce that for the first time, leaders of railway workers were invited to attend the Conference of General Manager of Zonal Railways with the Members of the Railway board held on 1st and 2nd May. This is a very important meeting

of the top management in which vital areas of railway working are reviewed and decisions are formulated. I earnestly hope that this will go a long way towards enhancing workers' commitment to the Organisation's performance and its goal of customer satisfaction.

Sir, in deference to the wishes of some of the hon. Members, I have decided to restore, with immediate effect, the concessions in Second Class and First Class fares so far enjoyed by the Artists and Sportspersons while travelling on sports account and also by the Presspersons who travel to study the developments in the country and educate the people...*(Interruptions)*

Keeping in view the demand raised by people of the area, I have ordered a survey for providing a link between Lakshar Junction and Bakshar. The following additional surveys will be conducted during this year: (I) new line from Kayamkulam to Trivandrum via Adoor, Kottarakkara and Killimanoor; (II) new line from Abohar to Fazilka; and (III) updating the survey for Ganga Bridge between Dighaghat and Pahelazaghat.

I am happy to inform the House that we are approaching the Planning Commission for taking up the following works: (I) Chittaurgarh-Udaipur gauge conversion; (II) Jaina-Khamgaon new line project; (III) Rail link to Agartala; (IV) Patna-Gaya doubling, (V) Bishampur to Ambikapur; (VI) Junjun-New Jalpaiguri; (VII) Howrah-Amta; (VIII) Dhubri-Guwahati; and (IX) for updating of surveys for construction of Lanka-Silchar new line in Assam. After the approval of the Planning Commission, We will come back to Parliament for supplementary grants.

Some hon. Members have raised the issue of defreezing the construction of new line works at Godhra-Indore, Dewas-Maksi. The railway authorities have been asked to go ahead with these works and adequate funds have been provided.

It is also proposed to take up gauge conversion as a material modification to already sanctioned conversion works. Patna-Gaya doubling will be taken up as an out of turn work in 1995-96.

The Railways are taking action on commitments made to the Government of Nepal in respect of Rexaul-Sirsiya broad gauge rail link. This is another very important development about which the House should be happy. By completing the gauge conversion of Muzaffarpur-Rexaul-Narkatiaganj, under the latest understanding based on the agreement between our Prime Minister and the Nepali Prime Minister, Nepal will get access to Calcutta, which is a more important market for both Nepal and India.

Sir, the other important things are a joint survey for east-west electric railway and supply of two engines and twelve coaches of wagons for the narrow gauge Jayanagar-Bilaspur link.

With these words, I request the House to pass the Demands for Grants (Railways) for 1995-96 and the Demands for Excess Grants (Railways) for 1992-2093...*(Interruptions)*

MR. SPEAKER : Take your seats first.

(Interruption)

MR. SPEAKER : Mr. Gavti, you take your seat.

(Interruption)

MR. SPEAKER : All of you may take your seats

(Interruption)

MR. SPEAKER : You will first take your seat. If you do want to take your seat, I will leave the House. You may sit down first.

I think, if the Members have any grievance, I will allow some of the Members to ask questions. But let us understand. In what fashion we are conducting ourselves in the House. If all of you stand up and ask questions and if you crowd around the Minister, what do you expect me to do? What do you expect from the Minister? Let there be some decorum and some discipline. I will allow some of you to ask questions. But you will do it one after the other. On the other hand, if you get up and say something, nothing will go on the record except the statement made by the Member whose name I have called out.

(Interruptions)

MR. SPEAKER : Will you sit down first? I have not called out your name.

(Interruption)

MR. SPEAKER : You sit down first. I cannot allow you to hold the House to ransom.

(Interruptions)

MR. SPEAKER : This applies to all of them.

(Interruption)

MR. SPEAKER : You sit down first. This is not the way the House should conduct itself.

(Interruptions)

MR. SPEAKER : Please do not argue like this. This applies to all. Let there be a limit to everything.

(Interruption)

MR. SPEAKER : Now, please understand this. If there are any policy matters on which you have an objection to raise, I will allow it to be raised and the Minister will reply to it. I will see that the Minister replies to it positively or negatively. But if you want to take the reply to the Railway Budget to your constituencies or things like that which are of administrative nature, then I do not expect the Minister to reply to such questions on the Floor of the House. But I do expect the Minister to consider the demands made by the hon. Members very carefully and to the extent possible meet those demands and write to them in reply to their demands here. I would allow only question relating to policy matters to be raised on the Floor of the House. If anyone of you have those matters, I think, you will raise them. Of course, we can understand the concern of the Members for their

constituencies and it should be the duty of the Minister, the Government and the Parliament to see to it that their demands are met to the extent possible. And I expect the Minister and the Ministry to be considerate to all the demands which are made by the Members to the extent possible and to the extent the Railways allows them to take into consideration.

Now, you have very wonderfully cooperate by sitting late in the night. Do not disturb the cooperation which you have extended. Please be a little patient and ask the question and then the Minister will reply. I will expect the Minister to note down the questions and reply at the end please.

[Translation]

SHRI RAM NAIK (Mumbai North) : Mr. Speaker, Sir, I had raised three policy issues. First, the hon. Minister had attended the RCC meeting in the capacity of a Member thereof which should not have been the case. Secondly, no proper reply has been given about the demand for setting up an autonomous Corporation for Mumbai sub-urban Railway. Fares for Suburban travel have been raised where as fare for First and Second class passengers have not been raise. No satisfactory reply has been given by the hon. Minister.

SHRI ASTBUHA PRASAD SHUKLA (Khalilabad) . Three accidents have occurred on the same line in a year.

[English]

MR. SPEAKER : This is not a policy matter. You should understand it first.

[Translation]

SHRU ASTBUHA PRASAD SHUKLA : Policy matter-people are being killed.

[English]

MR. SPEAKER : No, it is not. You do not decide it. I am not going to allow you to shout like this. This is not a policy matter. I am not going to allow it. You sit down first.

(Interruptions)

SHRI NIRMAL KANTI CHATTERJEE (Dumdum) : I do not know why the Railway Minister continues to insult the ex-Members of Parliament. Ex-Members of Parliament are not allowed reservation in Rajdhani Express or Shatabdi Express. They are advised to come one hour before at the platform to find out whether there are vacant seats and then, if they are vacant, they are allowed to enter. I put this question through you, Sir, because you have a concern for ex-MPs also. This is one question for which I seek his reply and redressal immediately...(Interruptions)..Yes, it is a policy towards ex-MPs.

Secondly, it is wonderful that at least you are trying to find out extension of metro railway to Garia and Barrackpore. The problem is Dumdum Junction is already so congested that once it functions throughout the route, it will not be able to accommodate passengers. The other proposal is you have five lines under the metro and only one line is being completed at the end of the year. The entire expertise will be locked up if you do not provide for a second line and get people engaged in that. I want your response regarding this matter...(Interruptions)

MR. SPEAKER : You understand what is a policy matter and you should raise only

[Translation]

SHRI PRABHU DAYAL KATHERIA : Mr. Speaker, Sir, my sole point is that there has been resentment among the Members who had given notices of Cut Motion but the hon. Minister has not touched them in his reply. It is the right of the hon. Members that the point, raised by them are dealt with by the hon. Minister himself.

[English]

MR. SPEAKER : I will request the Minister to reply to the Cut-Motions in writing later on.

[Translation]

SHRI DEVENDRA PRASAD YADAV (Jhanjharpur). Mr. Speaker, Sir, I want to raise a basic policy issue. The Railways earn 25 per cent of their revenue from Bihar alone. 10 per cent of the total population of the country resides in Bihar, but only 8 per cent out of them enjoy the Railway facility and 2 per cent are deprived of it...(Interruptions) A Railway bridge should be constructed to link North Bihar...(Interruptions).. A zonal offices should also be opened there.

[English]

MR. SPEAKER : It is again a policy matter.

[Translation]

SHRI SHIV RAJ SINGH CHAUHAN (Vidisha) : Mr Speaker, Sir, yesterday I had raised an issue regarding non-availability of wagons which may take as much as six months. Poor people are engaged in making salt at the Kandla Port. They got wagons many a time after six months which may lead not only to corrupt practice but also destruction of salt...(Interruptions)

[English]

MR. SPEAKER : Please do not repeat these things

(Interruptions)

[Translation]

SHRI SHIVRAJ SINGH CHAUHAN : M.P. is the biggest State in India, yet only 7 km. per 1000 km. are covered by Railway line. M.P. has always been ignored in the matter of laying new lines...(Interruptions)

[English]

MR. SPEAKER : If all of you are making statements like this, it will be very difficult to keep the country united.

(Interruptions)

[Translation]

SHRI SHIVRAJ SINGH CHAUHAN : There is a great resentment in the people of Madhya Pradesh. I walk out of the House in protest against the neglect of M.P. by the hon. Minister of Railways.

At this stage Shri Shivraj Singh Chauhan left the House

[English]

SHRIMATI GEETA MUKHERJEE (Panskura) : Hon. Speaker, Sir, I would like to know about the question of placing orders in national wagon industries. As they do not have orders, many people are on the point of being sacked.

MR. SPEAKER : Geeta Ji, he has said something on that point.

(Interruptions)

SHRIMATI GEETA MUKHERJEE : Sir, we want a clear assurance that in future wagon orders will be placed only in a nationalised sector.

[Translation]

SHRI RAJENDRA AGNIHOTRI (Jhansi) : In response to our questions the hon. Minister had promised that in backward areas like Bundelkhand, Lalitpur, Singrauli Railway line, where no new lines have been laid...(Interruptions)

[English]

MR. SPEAKER : It is a policy matter. You are highlighting it.

(Interruptions)

[Translation]

SHRI RAJENDRA AGNIHOTRI : It is a policy matter.

[English]

MR. SPEAKER : No, that is not so. I am not allowing it, otherwise I would be doing injustice to other Members who want to raise it.

(Interruptions)

MR. SPEAKER : No, I said, "Not". You shall have to sit down, otherwise I shall have to allow everybody.

[Translation]

SHRI RAJVEER SINGH (Aonia) : Mr. Speaker, Sir, with the withdrawal of Steam engines, loco sheds are also being closed. I want to know whether the

employees working in these loco sheds would be retrenched or they would be adjusted elsewhere? ... (Interruptions)

Secondly, you are providing free all India Railways passes to all the accredited press correspondents in the capital. I want to know whether free Railway passes would be given to the accredited press correspondents of Regional newspapers?... (Interruptions)

SHRI BHUPENDRA SINGH HUDA (Rohtak) : Mr. Speaker, Sir, while formulating the National Capital Region Scheme, it was decided as a matter of policy to reduce the pressure on Delhi. Some recommendations were made about laying the new ring rail line. Last year the hon. Railway Minister had assured that the survey work would be completed by March, 1994 and the recommendations would be submitted to the Planning Commission. I want to know the present status thereof because the satellite town viz. Rohtak, Palwal, Khurja... (Interruptions)

[English]

SHRI M.R. KADAMBUR JANARTHANAN (Tirunelveli) : Mr. Speaker, Sir, through you, I want to know from the hon. Minister about the uni-gauging policy. Tamil Nadu has the largest percentage of metre-gauge.

17.00 hrs.

So, the allotment of funds may please be made on a priority basis. Tamil Nadu has the largest portion of the metre-gauge line. Will you please give priority to uni-gauge work in Tamil Nadu and allot more funds so that the work can be completed by 1996?

[Translation]

SHRI MOHAN RAWALE (Bombay South-Central) : A proposal about the Railway land is pending with the Cabinet for the past three years. If the proposal is cleared, then the hike in fares announced by the Railways need not be given effect to. I, therefore, demand that the proposal be cleared and the fare hike be withdrawn. NOC is not being given to the people who have built jhugis on the Railways, wasteland. In case the land is needed by the Railways, occupants there should be settled elsewhere or some facilities should be given to them.

SHRI KAMLA MISHRA MADHUKAR (Motihari) : The railway line from Muzaffarpur to Raxaul has been converted into broad gauge line and the hon. Minister has assured that it would be extended upto Nepal. But the hon. Minister in his reply did not spell out the date on which it would be inaugurated?

SHRI SURYA NARAYAN YADAV (Sahasra) : The hon. Minister had in 1993-94, assured in the House that the line from Manaal to Farbisganj would be converted into broad-gauge line.

[English]

MR. SPEAKER : It is not a policy matter. Otherwise, I would have allowed the other hon. Member also.

[Translation]

SHRI SURYA NARAYAN YADAV : She assurance was given in the House.

[English]

MR. SPEAKER : No please sit down. Otherwise, I shall have to allow others also.

SHRI AMAL DATTA (Diamond Harbour) : May I ask the hon. Minister whether he is prepared to upgrade the Suburban Railway Services for Calcutta by first making a survey of the number of passengers using this section and then making an inquiry as to what is the reason for the deficit that exists in the Calcutta Suburban Service as is claimed by him? And then will he make a plan for the upgradation of the infrastructure of the Railways in general?

[Translation]

SHRI TEJ NARAYAN SINGH (Buxar) : As per the directives of the Supreme Court, the petitions of the casual workers should not be kept pending for an unduly long period. I want to know by when the 2400 petitions of the casual workers of the Danapur Division would be disposed of. The hon. Minister has not clarified the position in this regard.

[English]

SHRIMATI SUSEELA GOPALAN (Chirayinkil) : I would like to know from the hon. Minister whether the line from Shoranur to Mangalore is going to be given to the private people or to the Konkan Construction Corporation as demanded by the Government of Kerala.

[Translation]

SHRI SATYAPAL SINGH YADAV (Shahjahanpur) : Wherever overbridges are constructed on the Railway line, no passage is left for the pedestrians. I want to know why is the original road not kept open for pedestrians. Secondly, why should not the ownership of jhoupri built on railway wasteland for more than 20 years be transferred in the name of the settlers?

[English]

SHRI B.N.REDDY (Miryalguda) : Sir, unmanned level crossings are highly accident-prone. Thousands of people are killed in accidents on unmanned level crossings. Therefore, I would like to know from the Minister whether he is prepared to do away with unmanned level crossings and introduce only manned level crossings. I reiterate that there should not be any more unmanned level crossings because these are highly accident-prone. We must have only manned level crossings.

MR. SPEAKER : Very good question !

[Translation]

SHRI ANNA JOSHI (Pune) : The hon. Minister has not thrown any light on the proposed creation of new Divisions by reallocation of Old Divisions. I want to know the policy decision taken in this regard. Secondly, there are several trains like Ahimsa Express which run only once a week. What is the problem in increasing their frequency?

MR. SPEAKER : Is it a policy matter?

SHRI HARADHAN ROY (Asansol) : Against a target of 150 engines Chittaranjan locomotives decided to build 135 engines but built only 117. What is the reason therefor? What steps are being taken to increase the production of wagons as per the capacity? By when the services of linemen would be regularised who are working without break?

[English]

DR. KARTIKESWAR PATRA : Mr. Speaker, Sir ... (Interruptions)

MR. SPEAKER : Dr. Patra, today you have spoken more than ten times. You should allow others also to speak.

(Interruptions)

MR. SPEAKER : This is not going on record.

(Interruptions)*

[Translation]

SHRI RAM NIHOR RAI (Robertsganj) : I had written to the hon. Minister that NTPC and other super thermal power plants must get uninterrupted supply of coal. A train service between Shaktinagar and Delhi should be started. The Deluxe and Poorva Express trains used to halt earlier at Mirzapuri will this halt be revived now. (Interruptions)

[English]

MR. SPEAKER : It is a breach of privilege and one day I will take action against such Members.

DR. R. MALLU (Nagar Kurnool) : In all the four Railway Budgets, I have been requesting for a railway line from Raichur to Macherla via Nagar Kurnool. There is no mention about the survey or about starting of that new railway line. I would request the hon. Railway Minister to make a note of it.

MR. SPEAKER : Professor, you will need 45 minutes to put up the point about that policy matter.

[Translation]

SHRI ANADI CHARAN DAS (Jajpur) : Will the Railways provide reservation facility to the Scheduled Castes and Scheduled Tribes or not? Do the Railways propose to float public issues in order to complete

* Not recorded.

Banspani-Jaggura line and to undertake electrification in the South Eastern Railway where it has not been started as yet, except for the Jupiter Railway.

SHRI AVTAR SINGH BHADANA (Faridabad) : There is a 25 year old scheme to connect Allgarh-Mewat, Alwar line.....

MR. SPEAKER : Is it a policy matter?

DR. LAXMI NARAYAN PANDEYA (Mandsaur) : The candidates selected by the Railway Board are not issued appointment letters even after one year of selection, these should be issued appointment letters within six months to avoid disappointment to the Candidates; secondly, how many Railway lines have been sanctioned in the Adivasi areas of M.P. and the date by which they would become operational?

SHRI VIJOY KUMAR YADAV (Nalanda) : The Government had decided as a matter of policy that all places of importance for Buddhists would be linked by Railway line and an announcement to that effect was made in Lok Sabha also. I want to know whether Rajgir-Bodh Gaya would also be linked by a Railway line, if so, when?

[English]

DR. ASIM BALA (Nabadwip) : I would like to know from the Minister about having a new railway line in backward areas, for example in Tripura.

MR. SPEAKER : I will give you time You are making a good point.

DR. ASIM BALA : In the Eastern Railways, since 1992 two groups of recruitment are pending. I would like to know, as a policy matter, why this recruitment has been pending for such a long time.

I would also like to know whether the Railways Authority has given sufficient orders for the wagon industry or not.

[Translation]

SHRI BHERU LAL MEENA (Salambur) : Mr. Speaker, Sir, the hon. Minister just now said that the case of Udaipur has been referred to the Planning Commission. I want to know whether it would become operational by 1995-96?

SHRI BRAHMANAND MANDAL (Monghyr) : I want to ask a policy question, which I had raised yesterday also, what is the criteria of selecting the tenders floated for making Tower cars of 70 lakh tonne capacity.

[English]

MR. SPEAKER : It is not a Question Hour. I am giving you time to speak on important policy issues.

[Translation]

SHRI BRAHMANAND MANDAL : This is a policy matter. The Planning Commission had sanctioned a

bridge over the river Ganga in Munghyr to be taken up in 1995-96. I want to know why provision therefor has not been made in the Railway budget?

[English]

SHRI SANT RAM SINGLA (Patiala) : Mr. Speaker, Sir, there is a great demand from the Members that new railway lines should be laid. The hon. Minister has said that due to financial crunch it is not possible to lay new railway lines. In my constituency we have been trying hard for a long time to have a link between Patiala and Jakhal and between Patiala and Narwana. We have also been requesting linking Chandigarh with Rajpura and Ludhiana. Unfortunately due to the financial crunch this could not be materialised for the last 50 years. It appears that this railway line would become a reality. We cannot go like this for centuries to come. Will the hon. Minister invite the multinationals to take up work on these railway lines?

SHRI P.C. CHACKO (Trichur) : We are very happy that the hon. Minister has sanctioned some new railway lines in the old scheme. Kerala has contributed Rs.36 crore for the Konkan Railway line which is nearing completion. We will be benefited only if the railway line from Konkan to Shoranur is doubled. The Railways will take minimum 10 years to complete this doubling. The Konkan Railways has now come forward with an offer that within two years it can undertake this work on doubling from Mangalore to Shoranur. Will the Minister please ensure the House....

MR. SPEAKER : It is not policy matter. I did not expect it from you.

(Interruptions)

MR. SPEAKER : It is not going on record.

(Interruptions)*

MR. SPEAKER : Please sit down now. I expected something better from you.

(Interruptions)*

MR. SPEAKER : It is not going on record. Please sit down.

(Interruptions)*

MR. SPEAKER : I have not allowed others : I will not allow you either.

(Interruptions)

SHRI A. ASOKARAJ (Perambalur) : Sir, a new survey has to be conducted for a railway line from Ariyalur to Attur, connecting Perambalur and Torayur. Secondly, from Tiruchirappally...(Interruptions)

MR. SPEAKER : Please sit down now! I think you have had enough of discussion on Railways. I am sure many of the Members have made very good policy contributions to the debate. It should be appreciated.

* Not recorded.

We should appreciate the patience of the Minister to hear it also. Now, let us understand that it is not possible for each and every Member to get up and speak.

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI RAJESH PILOT) : The reason why the Minister is so patient is, Mrs. Jaffer Sharief is in front of him. That is why, with this tension, he is still smiling today.

MR. SPEAKER : The compliment should go to her then.

(Interruptions)

[Translation]

MR. SPEAKER : Please take your seat. You have already spoken.

[English]

MR. SPEAKER : I am going to allow.

(Interruptions)

MR. SPEAKER : Not like this.

(Interruptions)

MR. SPEAKER : Please sit down.

(Interruptions)

MR. SPEAKER : I gave you the time. I am going to allow.

(Interruptions)

[Translation]

SHRI LALL BABU RAI (Chhapra) : Please allow me to speak for one minute only...*(Interruptions)*

MR. SPEAKER : Please sit down. If I allow you to speak I will have to permit others also .*(Interruptions)*

SHRI LALL BABU RAI : Mr. Speaker, Sir, I want to raise a policy issue here. In the long distance trains, the contract for catering in the pantry car is given to persons who have fixed deposit of Rs.10 lakhs in their name in the bank. My request is that it should be reduced to Rs.1 or 2 lakhs to make it within the reach of more people.

[English]

MR. SPEAKER : Now, please sit down. This is not a policy matter.

(Interruptions)

MR. SPEAKER : Please understand that this is not the way one should conduct the business in the House. Please sit down now, Please understand. We have given time to everybody. You would like to hear the Minister also. I do not know how the Minister is going to reply. If the Minister does not help himself, I will not be able to help him also. I would expect the Minister to concentrate of important policy issues. I am sure he has noted all the important points which have been made

by the Members. If there are any points to which he is not in a position to reply today, I will expect him to write and reply to those points which are raised here. Moreover, I would expect him to reply to the Cut Motions because Cut Motions are the Motions moved by the Members on which they would expect something from the Ministry also. Mr. Minister, you will now reply and I am sure the hon. Members who have cooperated so excellently well yesterday night, if not today, will cooperate today also and they will allow the reply to go on. Later on the other matters will be put to the House without any hon. Member getting up and asking for an opportunity to speak again.

(Interruptions)

SHRI C.K. JAFFER SHARIEF : Mr. Speaker, Sir, I am grateful to you and also to the hon. Members for participating in this debate.

[Translation]

SHRI MANIKRAO HODLYA GAVIT (Nandarbar) : The hon. Minister has dealt with the tribal areas in this reply...*(Interruptions)*

MR. SPEAKER : The hon. Minister should give information about the tribal areas in his reply.

(Interruptions)

MR. SPEAKER : I have instructed the Minister Please sit down.

[English]

THE MINISTER OF RAILWAYS (SHRI C.K. JAFFER SHARIEF) : Sir, half of our country is a tribal dominated area. The projects which are being taken up in Orissa, Madhya Pradesh, Rajasthan and many other States do serve the tribal areas. The hon. Member has some other thing in his mind and he is just taking the name of tribals. Everybody is a tribal. In fact I would like to say that a lot of tribal areas have been served. There are a lot of economic activities going on. Where do we produce coal? We produce coal and carry them to the power houses which are in the tribal areas. Our economy originates and generates from the tribal areas. So, by just saying that the tribal areas are neglected is not correct. If the hon. Member has any particular interest of his own in one of these areas, I would look into it.

Some policy issues were raised by hon. Member, Shri Ram Naik. He asked whether the Railway Minister can become a Member of the Railway Convention Committee or not. I would like to tell him that from 1946 onwards, the Railway Ministers and the Finance Ministers have been the Members of the Railway Convention Committee. The last Minister who was a Member of the Railway Convention Committee was my predecessor, Shri Janeshwar Mishra. When I took over the office of the Railway Minister, unfortunately he left the Committee. When the vacancy arose, it was pointed out to you, Sir, and you were kind enough to

accommodate me as the Minister of Railways and also the Finance Minister in the Railway Convention Committee. It not only helps the Railway Convention Committee for proper appreciation of the problems and issues of the Ministers concerned but also helps us. So, it is not something new which one can find fault with.

Before I come to the other issues, I would in adherence to the advice given by you, Sir, categorically assure the House that all the Cut Motions that are given by the hon. Members and the other issues that were raised by the hon. Members will be answered. We will write to all the hon. Members separately. We are not going to neglect them. We have taken down almost all the points that were raised by the hon. Members. Not only this, the verbatim reporting is also there. Sir, I have appointed a special Committee to go into the matter. The feed-back that we get from the hon. Members on the floor of the House and the feed-back that we get from across the country are the only parameters for us to know where our weakness lies and where our strength lies so that we can take corrective measures. I do not know why any Member from any section of the House should feel that we are not taking their views seriously. If we want our system to serve properly, it is our bounden duty to take them seriously.

Now, I will come to the point which was raised by Kumari Girija Vyas. I understand her anxiety. I assure her that after the Budget is passed in both the Houses, after the Bakrid which will be celebrated on 15th, I will be visiting Udaipur for solving their problem.

Sir, another issue was raised by one of the hon. Members about the steam loco sheds. As the traction is being changed, the steam locos are being phased out on the broad gauge. I would like to categorically assure the House that with the change in the traction, there would be no removal of workers. All the workers are being trained and redeployed. We have appointed a Committee...*(Interruptions)*

I know you are talking about contract workers. But the departmental workers are being trained and redeployed. We have appointed a committee. Sir, a question arises as to what to do with assets like loco sheds, land, colony etc. When you change from steam traction to diesel and electric traction, the speed increases. So, you cannot maintain the same things. I have appointed a Committee to specifically go into this question of what to do with the assets, machinery and the labour.

Sir, I am glad to inform the House that today we have had that a country needs our metre gauge rolling stock. We were able to sell our locomotives to Ceylon, Bangladesh and Malaysia with air brake system. It is functioning very well and are getting more orders. It is not that by giving up one system we are incurring losses. We are finding market for these things where that system exists. We have given up that system because this system does not suit our economy and our people. We cannot afford to lose so much of money by

keeping that system which is not wanted by this country. The Britishers or our Raja-Maharajas might have introduced that system. But industrial development has not taken place with the continuance of meter gauge system. So, there should be no anxiety as such.

Some of our Kerala Members were asking whether the Shoranur-Mangalore line will be doubled or not. In this regard, I would like to say that the offer has come from KRC and we are examining it. The KRC has done a good job. If they want to take it up under the board system, we will be giving them. Otherwise also we have committed to the House that with the completion of Konkan Railway, Shoranur-Mangalore line will be completed.

My friends from Tamil Nadu were complaining about the investment system in Tamil Nadu. I am sure they will agree with me that they only had the zonal headquarters. I must point out very clearly that at no point of time in the history of Railways so much was done as is being done in these years. I am prepared to sit with them and let them convince me if anything could be done...*(Interruptions)*

Sir, even about the wagon industry, again the same points were raised and I do not think there should be any need. After all, as I said before it is a need-based Budget.

How do I know without knowing the number of wagons whether there is a traffic? Whatever rolling stock is required, we are going to acquire it. That is why we have made even the 'Own Your Wagon Scheme' more attractive. For two years we could not get proper offers. Now we will have to find more incentives to make it more attractive. The wagon users have also come forward. They are going to place orders and we are also placing orders for procurement. So there is no question of wagon industry, in any way, suffering....*(Interruptions)*

SHRI AJOY MUKHOPADYAY (Krishnagar) : They are going to be destroyed...*(Interruptions)*

SHRI C.K. JAFFER SHARIEF : Sir, one of the Members mentioned about salt. Salt is a perishable commodity and whenever a request has come from the Salt Commissioner, we have always taken adequate care to move it, particularly when it goes to Assam and other places. If there is any specific instance, the Members can always tell us about it and we will always take care of such requirements.

One hon. Member mentioned about the capital region. It is not only the concern of the Railway Ministry alone but the entire Government of India is concerned with this. My colleague, the Minister for Urban Development is sitting here.

Even some people from Calcutta mentioned about the sub-urban Railways. Now here the whole question goes to the Urban Development Ministry. We are the

executing agency, we agree with that. But so far as the funding arrangement is concerned, it is the Urban Development Ministry which has to do it. It is not that the Railways is not alive to the requirements of the sub-urban traffic. We on our part, in coordination with the Urban Development Ministry and also with State Governments, are doing whatever we can do. That is why in my earlier speeches when I presented the Budget and even now during my replay I have spelt out everything about sub-urban Railway, whether it is Calcutta, Bombay or Madras. We have said everything about it. There is no question of ignoring any section whether it is sub-urban Railway or long distance Railway.

Sir, some friends mentioned about Gonda-Jabalpur line, which is already there. One thing, I am not able to understand is why the Members want us to repeat the things which have already been taken up. Whatever we speak generally during the Budget we do not repeat it. There may be some projects where we may not find funds but whatever works have already been taken up or sanctioned earlier or works which are on going, we do not take the name of every project again and again.

During the course of discussion we find something or the other. But there is a merit and we should do things which we are able to do within the resource constraints. Whatever the resources permit that we do and explain it to the House when we come ultimately for the Budget to be passed. I can assure the House...*(Interruptions)*

SHRI SRIBALLAV PANIGRAHI (Deogarh) : What about Orissa?...*(Interruptions)*

MR. SPEAKER : One more point, Mr. Minister, about North Eastern States.

(Interruptions)

SHRI C.K. JAFFER SHARIEF : Sir, on the North Eastern States, I am very happy to inform you and the hon. Members from North Eastern States will also agree with me that the pace of development, which was not there before, has gone up as we have taken it up now, particularly from Guwahati to Lumding and Lumding to Dibrugarh. This can be seen by the way we are progressing. The hon. Members from Manipur, Nagaland and other areas have been speaking about it and I assure you that we will take it up with the Planning Commission and we will see that the survey of their Capitals is being done.

Sir, I can tell you one thing. No North-Eastern State will be left behind. They are part and parcel of our country. We will carry them with us duly ensuring the economic development of their areas.

With these words I commend the Budget for the consideration of the House.

[Translation]

SHRI MOHAN RAWLE : As the hon. Minister has not given any assurance, I walk out of the House.

[English]

17.36 hrs.

At this Stage Shri Mohan Rawle Left the House

MR. SPEAKER : I shall now put the Resolution regarding approval of recommendations made in the Ninth Report of the Railway Convention Committee, 1991 moved by Shri C.K. Jaffar Sharief to the vote of the House.

(Interruptions)

MR. SPEAKER : The Minister will discuss with you and he will write to you. Everything cannot be replied here.

The question is :

"That this House approves the recommendations made in paragraphs 56,57,58,59,60,61,62,63,64 and 65 contained in the Ninth Report of Railway Convention Committee, 1991, appointed to review the rate of dividend payable by the Railway Undertaking to General Revenues as well as other ancillary matters in connection with the Railway Finance and other General Finance, which was presented to Lok Sabha on 14th March, 1995."

The motion was adopted

MR. SPEAKER : ~~A number of~~ cut motions have been moved by the Members to the Demands for Grants (Railways) for 1995-96. Shall I put all the cut motions to the vote of the House together?

SHRI BASUDEB ACHARIA : Sir, I want the Cut Motion at Serial Nos.1,2 and 802 be put to vote separately.

SHRI AJAY MUKHOPADYAY : Sir, the cut motion moved by me in regard to Item No.24 may also be put to vote separately.

MR. SPEAKER : All right.

I shall now put Cut Motion Nos.1,2 and 802 moved by Shri Basudeb Acharia to the vote of the House.

Cut motions Nos.1,2 and 802 were put and negatived

MR. SPEAKER : I shall now put Cut Motion No.24 moved by Shri Ajay Mukhopadyay to the vote of the House.

Cut motions No.24 was put and negatived

(Interruptions)

SHRI BASUDEB ACHARIA : We are walking out...*(Interruptions)*

17.38 hrs.

At this stage, Shri Basudeb Acharia, and some where hon. Members left the House.

MR. SPEAKER : I shall now put all other cut motions which have been moved together to the vote of the House.

The cut motions were put and negatived

MR. SPEAKER : I shall now put the Demands for Grants (Railways) for 1995-96 to the vote of the House.

The question is:

"That the respective sums not exceeding the amounts shown in the fourth column of the Order Paper be granted to the President of India out of the Consolidated Fund of India, to complete the sums necessary to defray the charges that will come in the course of payment during the year ending the 31st day March, 1996, in respect of the heads of Demands entered in the second column thereof against demand Nos...1 to 16."

The motion was adopted.

MR. SPEAKER : I shall now put the Demands for Excess Grants (Railways) for 1992-93 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, 1993, in respect of the following Demands entered in the second column thereof.

Demand Nos.8 and 16."

The motion was adopted

17.39 hrs.

APPROPRIATION (RAILWAYS) NO.2 BILL, 1995*

[English]

THE MINISTER OF RAILWAYS (SHRI C.K.JAFFER SHRIEF) : I beg to move for leave to introduce a Bill to authorise payment and appropriation of certain sums from and out of the Consolidated Fund of India for the services of the financial year 1995-96 for the purposes of Railways.

Published in Gazette of India Extraordinary, Part II, Section II, dated 4.5.1995.

MR. SPEAKER : The question is .

"That leave be granted to introduce a Bill to authorise payment and appropriation of certain sums from and out of the Consolidated Fund of India for the services of the financial year 1995-96 for the purpose of Railways."

The motion was adopted.

SHRI C.K. JAFFER SHARIEF : I introduce the Bill*.

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

"That the Bill to authorise payment and appropriation of certain sums from and out of the Consolidated Fund of India for the services of the financial year 1995-96 for the purposes of Railways, be taken into consideration."

MR. SPEAKER : The question is :

"That the Bill to authorise payment and appropriation of certain sums from and out of the Consolidated Fund of India for the services of the financial year 1995-96 for the purpose of Railways, be taken into consideration."

The motion was adopted.

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

The question is:

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

The motion was adopted.

Clauses 2 and 3 were added to the Bill.

MR. SPEAKER : The question is :

"That the schedule stand part of the Bill.

The motion was adopted

The Schedule was added to the Bill

MR SPEAKER : The question is :

"That the clause 1, Enacting Formula and the Long Title stand part or the Bill."

The motion was adopted

Clause 1, the Enacting Formula and the Long Title were added to the Bill.

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

"That the Bill be passed."

MR. SPEAKER : The question is:

"That the Bill be passed."

The motion was adopted.

* Introduced/Moved with the recommendation of the president.