

[Shri V. S. Vijayraghavan]

I should mention about the Kuthppuram-Guruvayoor line and Kollangole-Trichur via Alathur. These lines will connect the famous pilgrim centres such as Guruvayoor temple, Madurai and Rameshwaram. I need not emphasise the importance of this line as Panditji knows it very well. Shoranur-Mangalore line should be doubled.

In this connection, I would like to mention specifically about the coach repair factory which was proposed to be set up in Kerala. This is a factory which would give employment to about 7000 to 8000 people. This factory should be set up in Palghat as it is the most backward area in the entire State of Kerala. This factory will give an impetus to industrialisation of the whole region. Although necessary infrastructural facilities for rapid industrialisation are available in this region it is a matter of regret that this region remains backward as ever. By setting up this factory the Government would be doing only justice to the people of this area who have been demanding this for quite a long time. We have got skilled and unskilled man power. We have got enough of power and water. Yet our region remains backward. Sir, in the States of Karnataka and Andhra there are two coach repair factories each, while in the State of Tamilnadu there are as many as five such factories. It is a sad reality that Kerala does not have a single railway undertaking although we have got two railway divisions in our State. Kerala remains in the fore-front in respect of literacy and we have also the distinction of being the State which has the largest number of unemployed people. Therefore, it is very essential that such an installation is set up in our State as early as possible. The Government of Kerala has already promised the required land free of cost and water and electricity at concessional rates. Therefore, I request the hon. Minis-

ter to give sympathetic consideration to this proposal and take necessary steps to set up this factory in Palghat.

Finally, I would refer to another important point namely, electrification of railway lines in Kerala. Today many passenger trains are cancelled due to shortage of coal which has to come from a distant State like Bihar. Kerala has got sufficient electricity for meeting the requirements of electrification. The Government of Kerala had promised to provide electricity at cheaper rates for this purpose. I do not really know why the Government is hesitating to accept this offer and start work on electrification. If the railway tracks are electrified in Kerala then we will not have to face a situation where passenger trains are cancelled and the people face untold miseries. Therefore, I earnestly request the hon. Minister to give very sympathetic consideration to the proposal of electrification of railway lines in Kerala.

I thank you for giving me this opportunity.

16.55 hrs.

PAPERS LAID ON THE TABLE—
contd.

NOTIFICATIONS UNDER CENTRAL EXCISE RULES, 1944 AND CUSTOMS ACT, 1962

THE DEPUTY MINISTER IN THE MINISTRY OF FINANCE (SHRI MAGANBHAI BAROT): I beg to lay on the Table—

(1) A copy each of Notification Nos. 69/80-CE to 113/80-CE (Hindi and English versions) published in Gazette of India dated the 19th June, 1980 regarding Central Excise Duty changes and exemptions in the context of Budget proposals pertaining to Indirect Taxes announced by the Finance Minister in Lok Sabha on the 18th June, 1980, issued under the Central Excise Rules, 1944 together with

an explanatory memorandum. [Placed in Library. See No. LS-826/80].

(2) A copy each of Notification Nos. 110/80—Customs to 122/80—Customs (Hindi and English versions) published in Gazette of India dated the 19th June, 1980 regarding Customs Duty changes and exemptions in the context of Budget proposals pertaining to Indirect Taxes announced by the Finance Minister in Lok Sabha on the 18th June, 1980 under Section 159 of the Customs Act, 1962 together with an explanatory memorandum. [Placed in Library. See No. LT-927/80].

16.56 hrs.

RAILWAY BUDGET, 1980-81—
GENERAL DISCUSSION—*contd.*

SHRI PIUS TIRKEY (Alipurduar):

I rise to oppose the Budget. The Budget is before the House for consideration. It does not meet the aspirations of the people. The people have been cheated like anything. The promises given to the people on the eve of the elections by the ruling party, have not been honoured in this Railway Budget.

The election was fought on three main issues, namely, have a stable Government which believes in socialism, democracy and secularism, bring stability in prices of essential commodities and maintain law and order in the country.

This Budget by-passes all the solemn promises given to the common man. So, it is an anti-people Budget. This Budget will add more and more burden on the common people.

The freight and passenger fares proposed for second class passengers are bound to create chaos in the life of the common man. This Budget does not provide any guarantee for the running of trains on time whether it be a Mail, Express or a passenger

train. There is no guarantee of safe journey. The crimes in the Railways have increased. Dacoity, looting, cheating, rape and corruption in the entire administration have become the order of the day.

17.00 hrs.

Amenities provided to passengers are on the decrease. Utter negligence of waiting rooms and platforms in regard to sanitation is prevailing.

Sir, the Railway administration has got a special status on the service of the nation functioning on no-profit-no-loss basis. It is something like the missionary type of service to the country. It keeps the nation together and penetrates into the most inaccessible parts of the country and helps in integration, solidarity and understanding among the people of the country.

The railway administration has lost the missionary zeal and has become a profit-making industry. The railways should take lessons from missionaries of various denominations. Their activities in the field of education and social uplift of the poor and the downtrodden cannot be denied. In big cities like Delhi, Calcutta, Madras and nearly in all the State capitals and towns the missionary schools and their social works are appreciated by all. But the missionaries' work in the backward areas is always criticised by the politicians. I do not understand this phenomenon.

So is your railways. After so long a period of our Independence, you have neglected backward areas of the country in connecting them with railway lines, as for example, North-eastern region, Orissa, South Bihar and Madhya Pradesh.

The railway administration should keep in mind that the major portion of our population lives in utter poverty. 71 per cent of the population lives below poverty line and 51 per cent and 41 per cent live in rural