

273 *Additional Duties of Excise (Goods of special Importance) Amdt. Bill.* AGRAHAYANA 22, 1907 (SAKA) *Futwah-Islampur 274 Light Railway Line Nationalisation Bill and Suppl. D. for G. (Railways) 1985-86.*

MR. DEPUTY-SPEAKER : The question is :

"That leave be granted to introduce a Bill to provide for tariff for Central duties of excise."

The motion was adopted.

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SHRI JANARDHANA POOJARY : I introduce the Bill

ADDITIONAL DUTIES OF EXCISE
(GOODS OR SPECIAL IMPORTANCE)
AMENDMENT BILL*

[English]

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI JANARDHANA POOJARY) : On behalf of Shri Vishwanath Pratap Singh, I beg to move for leave to introduce a Bill further to amend the Additional Duties of Excise (Goods of Special Importance) Act, 1957.

MR. DEPUTY-SPEAKER : The question is :

"That leave be granted to introduce a Bill further to amend the Additional Duties of Excise (Goods of Special Importance) Act, 1957."

The motion was adopted.

**

SHRI JANARDHANA POOJARY : I introduce the Bill.

12.10 hrs.

ADDITIONAL DUTIES OF EXCISE
(TEXTILES AND TEXTILES ARTICLES)
AMENDMENT BILL.*

[English]

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI JANARDHANA POOJARY) : On behalf of Shri Vishwanath Pratap Singh, I beg to move for leave to introduce a Bill further to amend the Additional Duties of Excise (Textile and Textile Articles) Act, 1978.

MR. DEPUTY-SPEAKER : The question is :

"That leave be granted to introduce a Bill further to amend the Additional Duties of Excise (Textiles and Textile Articles) Act, 1978."

The motion was adopted.

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SHRI JANARDHANA POOJARY : I introduce the Bill.

12.11 hrs.

FUTWAH-ISLAMPUR LIGHT RAILWAY
LINE (NATIONALISATION) BILL
AND
SUPPLEMENTARY DEMAND FOR
GRANT (RAILWAYS), 1985-86—
CONTD.

[English]

MR. DEPUTY-SPEAKER : Now, we will take up items Nos. 12 and 13 together of the List of Business. I want to bring to the notice of the hon. Members of the

*Published in Gazette of India Extra ordinary. Part II Section 2 dated 13.12.85.

**Introduced with the recommendation of the President.

House that there are still 15 Members to take part in the debate. The hon. Minister will reply to the debate at 2 o'clock. I would therefore request the hon. Members to be brief in their submissions. I will allow each Member three minutes.

SHRI AMAL DATTA : Discussions on the Railways should be fast.

MR. DEPUTY-SPEAKER : Yes, it has to be fast. So, I would request the hon. Members to cooperate with me. About the construction of new railway lines, etc. you can give those points in writing to the hon. Minister. So, the Members are requested to be brief in their submission. Now, Mr. Dhariwal to speak.

[*Translation*]

SHRI SHANTI DHARIWAL (Kota) : Mr. Deputy-Speaker, Sir, I support the supplementary demands. The amount of Rs. 433 crores, which has been demanded, will be utilised for development and it will not be improper to demand more money for improvement and development.

So far as rail services are concerned, Rajasthan is a backward State. 16 per cent railway lines have been laid there whereas WB is 42 percent. Railways have become a part of life of the common man. The Railways are an important medium to bring about economic and social changes and for proper development.

Kota, from where I come, and its surrounding areas are dacoit infested areas. These are predominantly Adivasi areas as well. Kota is an industrial city and is also a foodgrain production centre.

I wanted to say something about the rail services available in Kota. At present, a train runs between Indore and Delhi *via* Ujjain, Bhopal, Bina, Gwalior and as a result the people in the entire region of Kota, Guna, Nagda, Ratlam etc. are feeling the inadequacy of transport facilities. Therefore, this train should be run *via* Nagda, Kota, Guna, Bina. The delivery of coal for the thermal power plant at Kota gets delayed due to this very reasons. Even from traffic point of view, people are facing lot of difficulties.

To get rid of these difficulties I suggest that there should be three new crossing stations between Kota and Guna—Bijora, Chhajavara Jhulne. Three crossing stations between Guna and Bina have already been sanctioned. They should be constructed at the earliest. The contracts have been awarded but work is going on at a very slow pace. In this way also, traffic is suffering heavily. A fast train should be introduced on Kota—Bina route. Since alarm chain pulling is rampant on this route, the D.R.M. should not be allowed to keep alarm chain system in use of this route.

169-170 Indore—Delhi train *via* Bhopal runs bi-weekly. I request the hon. Minister that this train should be made a daily train. Six coaches are attached to Dehradun Express for Indore from Nagda and four coaches are attached for Haridwar and Dehradun from Kota. Thus, a new train from Ratlam to Dehradun can be run by adding four more coaches to these ten coaches.

Shaupur and Bara are two such areas which are not connected by a railway line. I request you that both these places should be connected by a metre gauge railway line.

Kota is an industrial town and a big city of Rajasthan. Its population is 5 lakhs. A proposal for opening a railway station named Dakamia Talab in Kota is under consideration with the Railway Ministry. With a view to reducing the rush at Kota railway station, this proposal should be approved. Government should approve this project involving a cost of Rs. 76 lakhs.

Delhi—Bombay Rajdhani Express does not stop at Kota. There is no booking for this train at Ganganagar; only the driver is changed and some maintenance work is done. This work can also be done at Kota by giving this train a halt of 5 minutes. Besides, we can have booking for large number of passengers there. This train starts from Delhi and stops only at Ratlam, although Kota, a bigger city is enroute. Rajdhani Express should be given a stoppage at Kota. Even if a stoppage of 2—4 minutes is provided there, the people

of Kota will be benefited a lot. There is no booking for this train at Ganganagar and, therefore, there will be a large booking at Kota which is a city ten times bigger than Ganganagar. Delhi—Bombay line is being doubled, but the Chambal river which is quite near to Kota station, has only a single bridge. Therefore, there will not be any use of converting it into a double line as long as another bridge is not constructed on this river or else the existing bridge is not widened and another line laid there.

In the end, I have to make another submission. A quota of 50 II class sleepers has been provided in the Frontier Mail at Ratlam, but a new train between Indore and Bombay *via* Ratlam has been introduced recently and if this train is made a regular train, the people of Indore, Ujjain, Nagda and Ratlam can get an exclusive train for Bombay. Therefore, this quota for 50 II class sleepers should be allotted to Kota instead of Ratlam. With these words, I conclude.

SHRI BALWANT SINGH RAMOO-WALIA (Sangrur) : Mr. Deputy-Speaker, Sir, speaking on the supplementary Demand for Grant (Railways), I would like to submit that the Railways has not lived upto the expectations of the people and has failed in discharging its responsibilities properly. Every day there are complaints about the Railways in general and corruption and favouritism in reservation in particular. Similarly, with the rise in population the burden and dependence on the Railways is increasing but the Government is not paying any attention in the Five Year Plans to effect expansion of the Railways to meet these demands. The number of rail accidents has risen and most of them are due to the large number of unmanned railway crossings. Something should be done to prevent these accidents which are occurring in large number.

Punjab contributes 65 per cent of foodgrains to the central pool and as a result there is an increase in its transportation from Punjab. The track should be doubled to lift foodgrains from Punjab but it is not being done. The movement of foodgrains should be speeded up. The problem of storage and godown facilities is

increasing because Railways has not been able to lift wheat, rice or paddy for the last three years. This fact came to light during a recent survey. When the Food Corporation of India or the Food Ministry in Punjab is asked to take up the matter with the Railways, they take it up with the Railways. The reply by the Railways is that they are transporting to the maximum capacity and it is not possible to speed it up in the absence of a double track. I would, therefore, like the Government to construct more railway tracks in Punjab and Haryana because Punjab and Haryana are the largest producers of foodgrains in the country. Yesterday, in reply to a question, the hon. Minister had stated that the length of the railway track in Punjab was more in proportion to its population. We do not want to go into the statistics. Additional arrangement should be made there to meet the acute requirement there. Provision for more trains and railway wagons should be made to reduce the load on the Railways. When we asked the hon. Minister in a meeting about the steps being taken to lay new railway tracks, we were distressed to learn that no provision has been made for the construction of new railway lines in the Seventh Five Year Plan. If that is true it may give rise to discontent in the country. How will then the people have confidence in the Railways? It is sad that in spite of the increase in fares every year, the facilities provided by the Railways are very little. I believe that the hon. Minister never travels by train. And in case he travels, special arrangements are made.

SHRI BASUDEB ACHARIA : Saloons are attached.

SHRI BALWANT SINGH RAMOO-WALIA : Special saloons are attached. If you cannot go yourself, ask your secretary to see how people travel like animals from Delhi to Howrah in the Railway wagons...

(Interruptions)

THE MINISTER OF STATE IN THE DEPARTMENT OF RAILWAYS (SHRI MADHAVRAO SCINDIA) : The travel in Railway coaches.

SHRI BALWANT SINGH RAMOO-WALIA : All right they travel in Railway coaches like animals. 120 men, women and children sit in a coach which can accommodate only 40 people.

SHRI MOOL CHAND DAGA : It reduces the impact of cold.

SHRI BALWANT SINGH RAMOO-WALIA : It is good in winter but what about summer. Similarly, there is large scale pilferage in food transportation and you must have gone through the enquiry report of the Parliamentary Committee in this regard. If one lakh bags of foodgrains are to be despatched through the Railways one would be shocked to find 2-3 Kgs. short in every bag at the railway station itself. It should be looked into as to who are involved in this pilferage and under whose patronage. We are in the opposition but that does not mean that we should criticise everything. We do not believe in criticism. We owe some duty to our countrymen. We occupy a respectable position in this House and all of us have a common duty to provide more facilities and remove the problems of people. The hon. Finance Minister is not present at the moment but I would like you to ask for more funds for the Railways. In the end I would sum up my suggestions. Provision for double railway track should be made in Punjab to lift foodgrains. Thousands of tons of foodgrains is lying in godowns at the stations. Arrangements for more passenger coaches should be made. Corruption in reservation system should be checked and necessary improvements made in it. Pilferage should be prevented. With these words I conclude and thank you.

SHRI ANOOPCHAND SHAH (Bombay North) : Mr. Deputy-Speaker Sir, I rise to support the Supplementary Demand for Grant (Railways). Our hon. Minister of State in the Railways Shri Madhavrao Scindia must be well aware of the problems of Bombay suburban train service and I do not wish to repeat those things. When the fares were increased during the last Budget, I had met Shri Bansi Lal. He replied at that time that if we wanted more facilities, like six corridors at railway stations, over bridges and other facilities in the suburban

trains, we shall have to pay more. On his word we faced the people and assured them of better service but there has not been any significant improvement in the Bombay suburban rail service. I would like to draw the attention of the hon. Minister that besides constructing Yatri Niwas for passengers in Delhi there is need to improve train services in Bombay as it is not only the capital of Maharashtra but also the industrial capital of the country, and industrial workers should therefore be provided more facilities. I would like to give two or three proposals in this regard.

There are nine carriages in a Bombay suburban train. If twelve carriages could be provided in these trains, it would provide relief to the passengers. Provision for new wagons and extension of platforms will have to be made.

Besides there are too many railway crossings on the suburban route and often the trains have to stop there. I would request that these railway crossings be closed down and flyovers be constructed to provide convenience to all. As you may be aware that when a train restarts its consumption of electricity is ten times more than what it normally requires when it is running. There is thus loss of electricity and, therefore, I request the Government to construct the five proposed over-bridges in Bombay on the suburban route immediately.

I understand that the Railways is not able to solve our problems due to resource constraint. I would like to submit that if the Railway Board and your Ministry agree to float special bonds, in a bid to improve the conditions of suburban train service in Bombay, the people would go out of their way to provide the desired funds. I would like the hon. Minister to consider my suggestion seriously and if possible ask the Railway Board to issue special bonds. The people of Bombay are ready to provide the desired funds on the condition that the funds raised by issuing such bonds will be strictly used for improvements in Bombay suburban train service. If the Government agrees to this suggestion, most of our problems will be solved and it would be in a better position to provide over-bridges and new lines.

I have submitted the suggestions. First, the number of wagons in the suburban trains should be increased from 9 to 12 and secondly, over-bridges should be constructed immediately to solve the problem of delay of trains at the railway crossings. In the end I would submit one more suggestion and conclude. We have been fighting with the management and bureaucrats of Western Railways for quite sometime to introduce a shuttle train between Andheri and Barad for our industrial workers as most of them —

[English]

—are staying between Andheri and Barad.

[Translation]

We have been pressing this demand for the past two or three years but to no avail. The bureaucrats are not yielding. I would, therefore, request you to ask the railway authorities to examine my suggestions and give serious thought to them. Sir, I would request the Railways to introduce a shuttle service between Andheri and Barad. The tracks are already laid there.

In the end, Sir, I would request you to send my suggestions regarding Bombay suburban train service to the Railway authorities.

Mr. Deputy-Speaker Sir, I thank you for giving me an opportunity to speak.

SHRI AJAY MUSHRAN (Jabalpur) :
Mr. Deputy-Speaker Sir, I rise to support the supplementary Demand for Grant (Railways) for the year 1985-86. The Minister of State in the department of Railways, Shri Madhavrao Scindia deserves congratulations because ever since he took over the charge of the Railways there has been marked improvement in its functioning throughout the country. But Sir, the constituency I represent is at the mercy of the Railways even today. If the hon. Minister looks at the Railway map which is displayed in his room, I am sure, there will be no need to remind him that during the last 50 years only three new trains have been introduced from Jabalpur. The condition of Jabalpur Railway station is same now, when I have completed my studies, as it was when my father first went to school. I

mean to say that there is no change in any respect even in the station in so many years.

Sir, there is a proposal to give a face lift to the Gwalior Railway station. I would congratulate the hon. Minister and I am prepared to do so, in anticipation, if the Jabalpur Railway station is renovated and brought at par with the standard of the Gwalior station as it obtains now. What I mean to say is that earlier also, there were schemes of giving face left to other stations like Malda and some stations in Karnataka.

Just now the former Railway Minister was asking the definition of 'on going'. Suppose our hon. Minister of state is promoted, 10 to 15 more schemes will be added to the already on-going schemes which would then remain 'on going' for another 10 to 15 years. It is my submission that if without adding any extra coach and without incurring heavy expenditure, some rail-facility can be provided to our backward area with minor expenditure, it should be done on priority basis. In this connection I would like to place two points before you. It was promised 30 years back that the work of renewal of Jabalpur-Gondia metre gauge line would be undertaken or it would be converted into broad gauge line but that has not been done to date. Two years back a major accident took place on this line in which 250 to 300 people were killed. I had an opportunity to accompany Shri Ghani Khan Chaudhary to the site of the accident. He said at that time that the work of conversion of the railway line would be undertaken soon. But it is a matter of regret that not to speak of starting the work of conversion of railway line, no provision has been made in this supplementary demand. I would, therefore, request the hon. Minister that it is a very important line and the work of renewal or conversion into broad gauge line must be included in the next year's Budget and the conversion work may be undertaken expeditiously.

Sir, as far as the improvement of Jabalpur railway station is concerned, I would like to say that you are spending considerable amount on the face lift of Gwalior Railway Station; a little sum may also be allocated for the improvement of Jabalpur railway station

[Shri Ajay Mushran]

In our area, there is a train Ganga-Cauvery express. In our area, about 50 to 60 thousand Keralites reside. They feel great inconvenience for going to Trivandrum. I am happy that the hon. Minister has promised to attach one bogie in Ganga-Cauvery express. If this is not possible then some arrangement should be made so that they may travel to Trivandrum directly. In this connection I had asked a question to which the hon. Minister of State had replied that—

[English]

There is no room for attaching an extra coach.

[Translation]

I would request that one bogie for Trivandrum should be attached to that train.

A train kutub Express runs from Nizamuddin to Jabalpur. It goes to Jabalpur while its name is Kutub Express. I would like to submit that the name of this train should be changed to Jabalpur Express or Narmada Express. New bogies should be attached to that train. At least the bogies rejected elsewhere should be attached to the Kutub Express. Similarly, the bogies of trains running between Indore to Bilaspur are in a very bad shape. You can inspect them yourself; it would not hurt you to do so. I would like that bogies, which are rejected elsewhere should be attached to these trains. This will give us great relief.

[English]

MR. DEPUTY - SPEAKER : Please sit down. He has said that he would consider.

[Translation]

SHRI AJAY MUSHRAN : I would like to place 2 to 3 points before you. It was once promised in Jabalpur that the railway line there would be electrified but in the current plan it has not been included. The railways line from Jabalpur to Itarsi Via Bhopal should be electrified.

The railway Ministry was allocated more funds for the Seventh Five Year Plan due to our efforts. Therefore, the work of electrification of Jabalpur railway line should be undertaken.

The Railways had taken a decision that a zonal headquarter would be set up in Jabalpur and an office of General Manager would also be set up there. These decisions are 10 to 12 years old. I would be grateful to the hon. Minister if he clarifies the position. I hope that action would be taken on the long standing demand of Jabalpur Damoh railway line.

It is hoped that the hon. Minister of state while replying to the debate would accept the points raised by me. I know that there is paucity of funds but even then all these things should be kept in mind.

[English]

MR. DEPUTY SPEAKER : Shri Abdul Rashid Kabuli. Mr. Mushran, please sit down now. Your whip has said that only three minutes should be given and you have already taken eight minutes. Shri Kabuli.

[Translation]

SHRI ABDUL RASHID KABULI (Srinagar) : Mr. Deputy-Speakr, Sir, for the first time I have got an opportunity to speak on the Railways since our new young Railway Minister Shri Scindia has taken charge of the Ministry. Whatever, he has said in regard to the Railways that he would do something concrete in this respect. It is hoped that he would leave no stone unturned in providing facilities. Our State, Jammu and Kashmir should also be brought on the railway map. Hardly 100 Kms. railway line has been laid from Pathankot to Jammu but it has not been extended beyond it. You had assured us that the railway line would be extended upto Udhampur, and the work is going on for the last 3 to 4 years but it is still incomplete. The Government, when Shri Mohammad Shafi Qureshi was the Railway Minister, had proposed to provided narrow gauge railway line in Kashmir. Survey was carried out in this respect but to

decision for this line has been taken till today. A large number of people of our State live in the Kashmir valley who are deprived of the facility of the Railways. The Government had assured repeatedly that this challenge would be accepted and a railway line would be laid from Delhi to Srinagar. It is necessary to meet this demand because tourism and fruit industry are the mainstry of the progress of the State.

Due to inadequate transport facilities, fruit worth crores of rupees does not reach other parts of the country. Every year, in the months of September, October and November, which is the plucking season, fruit worth crores of rupees is destroyed because trucks are not available in adequate number. We supply fruit to the whole country through trucks. A large quantity of fruit is destroyed on the way. The only remedy of this problem is that the Government should construct a large number of fruit storages in Jammu so that the entire fruit produce of Kashmir is stored there and then it is supplied to big cities like Bombay, Calcutta, Madras, Bangalore, Delhi on priority basis.

In this way you can benefit the State otherwise we shall say that we are not getting benefit from the Railways

Secondly, unless railway line is laid in our State, we cannot progress in the field of industry, agriculture and also we cannot get any benefit from the forest produce. I would like to inform the Central Government, through you, Sir, that in the absence of railway facilities, which are available in other parts of the country, the prices of all the commodities in our State are going up. Every year the supply line is disrupted and the prices of all commodities go up. Particularly during winter, for six months, the prices in the market go up so steeply that it becomes unbearable for the common man. We have no railway facilities in our State, while other States are enjoying them, It is therefore, the duty of the Central Government to compensate us for this. Jammu and Kashmir should get special subsidy from the Government as the prices are rising high due to higher freight. *(Interruptions)*

I shall conclude my speech after raising two or three points. You had given some special concessions in the railways for hill stations. On this basis, bogies for Kashmir used to be booked upto Jammu from Bombay, Calcutta and other big cities on concessional rates. But, for the last two to four years, the rates have been increased so much that not many tourists are booking the bogies. With the result that Kashmir has been deprived of the benefit which it used to get earlier and now the bogies are running empty. Previously, the tourist used to visit Kashmir on less fare but increase in the charges for bogies has created difficulties. Whatever concession you have given is negligible. I would request you that the facility of the bogies at concessional rates be restored.

I want to say something about railway reservation in Srinagar. The railway reservation office there is in the hands of a private concern. I want to know the reason therefor. The person who is running the office is indulging in large-scale corruption and is harassing the people. Businessmen, shawl merchants and fruit-growers all become victims of his high-handedness. On making an enquiry, I found that he has filed a writ-petition in the High Court to prevent you to open an office there. I request Shri Scindia to take over that office of railway reservation from the private agency so that people may be benefited.

Finally, I want to request that in winter many people from our area go to Calcutta for trade. Himgiri Express which leaves for Calcutta reaches there late in the night, which exposes them to thieves and other anti-social elements, who rob them. Recently, many of the shawl-merchants were even murdered. During night after arrival they neither get any tonga, taxi etc. to reach their destination nor is there any security. *Goondas* loot them and even murder them. I can give you names of many persons who could not reach Calcutta because they were murdered. I request you to change the arrival time of Himgiri Express at Calcutta because it is unsuitable, so as to solve the problem.

[Shri Abdul Rashid Kabuli]

With these few words, I conclude and hope that the hon. Minister will consider and solve the issues raised by me.

SHRI KESHAORAO PARDHI
(Bhandara): Mr. Deputy Speaker, Sir, I rise to support the supplementary demands for grants for Railways and take over of Futwah-Islampur Light Railway in public interest.

Mr. Deputy-Speaker, Sir, at the time of discussion on the Railway Budget in the House I alongwith many hon Members had drawn the attention of the hon. Minister towards the problems of our area. The first demand is that as the Railway do not get adequate allocation from the Planning Commission to meet the demands, the Minister for Railway should be appointed as Member of the Planning Commission. Otherwise, the Planning Commission should provide adequate allocations to the Railways so that the problems are solved.

Railways have made much progress after the Minister of State for Railways took over the charge of the Railways. We hope that he will definitely pay attention to remove the shortcomings in the Railways department. I would like to draw the attention of the Minister of Railways towards electrification. Bhusaval-Nagpur-Durg line was given priority in the Sixth Five Year Plan but unfortunately, as Shri Mushran has also said, whosoever becomes the Minister, diverts all the schemes towards his own area. Similarly, priority of Bhusaval-Nagpur-Durg line was changed and that priority was given to Itarsi-khandwa-Bhusaval line. I would request the Minister to pay attention at least to Madhya Pradesh and Maharashtra. The electrification work to connect Howrah-Bombay line has been completed. The work on Bhusaval-Nagpur-Durg is pending. Therefore, Bhusaval-Nagpur line should be completed as per the priority allotted to it. For the electrification work, the Railways had hired a building in Nagpur on a rent of Rs. 15000 and opened an office there. In spite of this, priority has been changed and the office has been shifted to Allahabad and some other place. Because of this, the staff working there would face difficulty. I

request you to pay attention to this aspect, so that the work of electrification could be done smoothly.

Mr. Deputy-Speaker, Sir, the time at my disposal being short, I would like to draw the attention of the hon. Minister to the Problems of my area. My first submission is that the passenger train running from Tarori to Tunsar Road should be extended to Bhandara Town. Railways will not have to spend anything extra on it because the coaches and engines which remain berthed at Tunsar Road the whole day can be taken to Bhandara Town. This will, on the one hand, increase your income and on the other hand, people will get the transport facility.

Secondly, Gitanjali Express runs between Howrah and Bombay. We have been demanding for quite a long time that it should have a stoppage at Gondia. It is said that it is a super fast train and the distance between two halts must be more than 300 kms and it will stop only at big stations. But you see the distance between Bilaspur, Raipur and Durg. I think the distance between Durg and Raipur should be just 40 kms. but this train stops at Durg, Bilaspur and Raipur also. Gondia is a big industrial city and is contiguous to Adivasi areas. I had discussed this matter with the Railway General Manager. I request that it should stop at Gondia also. There has been a long standing demand for this.

It was also requested that Maharashtra Express which starts from Nagpur should be started from Gondia. If there is any difficulty in doing so, then one coach should be added for Maharashtra Express to the local trains running from Gondia to Nagpur which may be connected with Maharashtra Express at Nagpur. Sarnath Express runs between Durg and Varanasi. It was demanded that it should be started from Nagpur. I think there should not be any difficulty in doing so because on the one hand people will get a facility and on the other hand the Railways will also add to their income. The demand for converting Gondia-Jabalpur narrow gauge line into broad gauge is a long standing one. It is a 100 year old line and the engines and the coaches have become useless. The culverts are also in a bad shape. Two years back, a major

accident had occurred there in which more than 300 people had died. The then Railway Minister, Shri Abdul Ghani Khan Choudhury had visited the site and had announced that this line would be converted into broad gauge line during the Seventh Five Year Plan. The line runs through Adivasi areas and I hope you would make allocation in the next Budget for it.

I also request that Gitanjali Express and Ahmedabad Express should run 7 days in a week. Gitanjali Express runs between Howrah and Bombay and Ahmedabad Express runs between Howrah and Ahmedabad. Steel and industrial cities like Bhilai and Rourkela are on this line. People have been demanding for quite a long time that these two trains should run on all the seven days of the week. It is told that there is shortage of rakes and coaches. These should be provided so that both the trains could run on all the 7 days of the week. It is being said that Chhatisgarh Express is going to be made a super fast train. I request the hon. Minister that if it is to be made a super fast train, it should be made so between Delhi and Nagpur and there should be no change in the halts between Nagpur-Bilaspur.

With these words I support the supplementary Demand for Grant (Railways) and conclude my speech.

***SHRI C. K. KUPPUSWAMY** (Coimbatore): Hon. Mr. Deputy-Speaker, Sir, I rise to make a few suggestions on the Supplementary Demands for Grants of the Railways for 1985-86. I need not say that railway development is the basis for the economic and industrial development of the country. I demand that adequate funds must be allocated for the construction of railway lines in backward areas of the country, as that will alone contribute for helping the people to go over the poverty line.

In 1981 the Railway Board sanctioned the Karur-Dindigul BG line in Tamil Nadu. So far a paltry sum of Rs. 9 crores or so has been spent on this project. This

railway project, when completed, will remove the perennial backwardness in these parts of Tamil Nadu. Unfortunately the process of implementation is going at snail's pace because of paltry allocation of funds. I suggest that substantial funds should be allocated for Karur-Dindigul project for its early completion.

Coimbatore is known as the Manchester of India with hundreds of textile mills and foundries. There has been a long standing demand for an overbridge at North Coimbatore. The people of this industrial city are greatly harassed for want of this overbridge. I request the hon. Minister of State for Railways that this overbridge at North Coimbatore must be constructed at the earliest. Similarly, the goods yard at Coimbatore needs expansion, if the transport bottleneck is to be removed. I suggest that this should also be taken up by the Railway Board. In Ondipudur an overbridge is a must in order to facilitate the to and fro movement of Air passengers because the Suler Airport is on the other side of the Railway line. At Kurichi also the Railways should construct an overbridge in order to meet the needs of the industrial estate that hat come here.

Our hon Prime Minister, Shri Rajiv Gandhi is committed to the economic progress of tribal people. Bearing this in mind, the Mettupalayam—Udhagamandalam Railway line must be renewed and more trains should be run to this hill station. In fact, I would suggest even trolley-train from Mettupalayam to Udhagamandalam.

Coimbatore must have Yatri Nivas, as is being planned by the Northern Railways in New Delhi. The present rest house in Coimbatore is insufficient. I demand that 100 room Yatri Nivas must be constructed by the Southern Railways at Coimbatore.

The Mangalore Mail goes to Madras via Podanur. This deprives opportunities for deprives many passengers from Coimbatore, who wish to go to Madras. The Mangalore Mail must go to Madras via Coimbatore.

*The speech was originally delivered in Tamil.

[Shri C. K. Kuppuswamy]

Similarly, from Coimbatore to Palani the track must be electrified so that electric trains can be run to Palani from Coimbatore. Millions of devotees go to Palani from Coimbatore and electric trains will ensure free flow of traffic to Palani.

I will now come to Tiruppur Junction. Tiruppur is known all over the world for hosiery products. There are more than 1500 hosiery units in Tiruppur. We are exporting hosiery products to several countries abroad. When the population of Tiruppur was 30,000, the overbridge at Tiruppur station was constructed. Now it has become dilapidated. The population of Tiruppur has also gone to 3 lakhs. I want that the Tiruppur Overbridge must be rebuilt immediately. The Jayanthi Janata and Kerala-Karnataka Express Trains halt at Tiruppur when they are going up to Delhi. But these trains do not halt at Tiruppur when they are coming from Delhi. I want that these trains should halt at Tiruppur at least for two minutes. This will greatly help the hosiery products manufacturers who go to Delhi for trade purposes.

Similarly, I also demand that between Tiruppur and Coimbatore there should be electric traction and electric trains should be run between these two industrial centres of Tamil Nadu. Both Tiruppur and Coimbatore traders do not get goods wagons in adequate numbers. There is loss on account of delay in the allotment of wagons and that too insufficient numbers. I want that the required number of wagons should be allotted to trade and industry in Tiruppur and Coimbatore.

With these words I support the Supplementary Demands for Grants of Railways.

[English]

THE MINISTER OF STATE IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI GHULAM NABI AZAD): Mr. Deputy-Speaker, Sir, still there are some hon Members to speak. At 2 O' clock the hon. Minister will reply to the debate. I propose that we may skip the lunch hour today.

MR. DEPUTY-SPEAKER : I hope that the House agrees to this suggestion.

SOME HON. MEMBERS : Yes.

MR. DEPUTY - SPEAKER : It is accepted. We skip the lunch hour today.

Now, Mr. Soundararajan.

SHRI N. SOUNDARARAJAN (Sivakasi) Mr. Deputy-Speaker, Sir, I am thankful to you for giving me this opportunity to express my views on the Supplementary Demands for Railways.

The Supplementary Demands are for spending money on certain on-going projects and also for starting three new projects during the current year.

The Supplementary Demend is to the tune of Rs. 433 crores. Out of this amount of Rs. 433 crores, the Railway Ministry has allotted Rs. 20.85 crores for South Central Railway, Rs. 60.63 crores for Western Railway, Rs. 22.29 crores for Eastern Railway, 23.6 crores for Central Railway and Rs. 23.90 crores for South Eastern Railway, and Rs. 27.46 crores for Northern Railway. But the Southern Railway is allotted only Rs. 12.29 crores. Not only this; upto 1984 the total area of rail route is 61.460 kilometres. Out of these, in Tamil Nadu the rail route is only up to 3,894 km. This clearly shows that instead of reducing the regional imbalances, it is increasing the regional imbalances. I want to know from the hon. Minister whether the Railway Ministry follows any norms while fixing the priority to some of the on-going projects. If so, what are they? I want to know this from the hon. Minister.

Sir, Madras City is one of the four metropolitan cities in India. Nearly 60 lakh people are living there, nearly 10 lakh people are coming to and going from Madras daily. There is a rapid transport system in Madras City which is being developed. The total cost of this project is Rs. 53 crores. But so far only Rs. 5 crores have been allotted in the General Budget for Railways, but nothing is allotted in the Supplementary Demands. So,

request the Railway Minister to allot more funds to this rapid transport system. The Manamadurai-Rameswaram bridge work is more important because it is this bridge which connects the mainland of India with that island. Rameswaram is a holy place in India. Most of the pilgrims are coming from north to the South to visit Rameswaram to worship Lord Rama. The total cost of this bridge repair work is Rs. 50.50 lakhs. Only Rs. one lakh is allotted in the General Budget for Railways. So, I request the hon. Member to allot the entire amount for the speedy repair work of that bridge. Not only that. The total estimate of doubling of track between Tambaram and Chengalpattu is Rs. 16.9 crores. Only Rs. one lakh was allotted in the Railway Budget and Rs. 20 lakhs in the Supplementary Demands. This is not at all enough. So, I request the Minister to allot more funds to that project. Jolarpattai-Salem Section is one of the heaviest utilised double line section. So, there is a proposal to provide two intermediate block huts between these two lengthy block sections. The total estimate for this is Rs. 62.8 lakhs. Only Rs. one lakh is allotted in the Railway Budget, but nothing is allotted in the Supplementary budget. I request the Minister to allot more funds to this.

Then there are a few electrification works that are going on in the suburban area of Madras. Thiruvallur-Arkonam, Madras - Arkonam, Arkonam - Renigunta, Arkonam-Jolarpet, Villivakkam-Pattabhiram these are the small electrification works. I request the Minister to take immediate steps to take up the early completion of these works.

The Commissioner of Railway Safety, Bangalore, has imposed certain operational restrictions of superfast Vaigai Express. Since the existing distance of 545 metres between distant and home signals is less than the emergency breaking distance, there is a proposal to shift the distant signals to one kilometre. The estimated total amount for this comes to Rs. 50.60 lakhs. I request the Minister to allot funds to this.

There are two superfast trains starting from Egmore Railway station in Madras.

One is Vaigai Express and the other is Pallavan Express. In these two superfast Express trains there is no AC Chair car. There is a longstanding demand for the AC Chair Car facility. So, I request the hon. Minister to take immediate steps to attach two AC Chair Car coaches for these two Express trains. Thank you very much.

[Translation]

SHRI JAGANNATH CHOUDHARY (Ballia): Mr. Deputy-Speaker, Sir, I express my gratitude for allowing me to speak on the supplementary Demand for Railways. I support the supplementary Demand presented by the hon. Minister of State for Railways and congratulate him because ever since he took over, the Railways have been improving constantly. Alongwith it I want to submit certain suggestions and also the problems of my area.

13.05 hrs.

[SHRI VAKKOM PURUSHOTHAMAN
in the Chair.]

There is a metre gauge railway line in Eastern Uttar Pradesh. In the views of the people there, development of Eastern Uttar Pradesh is possible only when Varanasi-Chapra metre gauge line is converted into broad gauge line. I would like to submit that there is no big factory in Ghazipur, Ballia and other parts of Eastern Uttar Pradesh, whereas the government of Uttar Pradesh is prepared to give every facility to industrialists to set up factories there; but in the absence of broad gauge line no industrialist is willing to set up any factory there. In the reply given to a question asked by me, I was told that it was not possible to construct a broad gauge line there because it was financially not viable. A survey was conducted in 1980 in this connection. I would like to submit to the hon. Minister that only after construction of the broad gauge line, he will come to know whether the line is financially viable or not. You will have to bear some losses in order to ensure development of Eastern Uttar Pradesh. Unless you convert Varanasi-Chapra-Odiyar metre gauge line into broad gauge line, it is

[Shri Jagannath Choudhary]

not possible to set up any industry there. Educated youngmen of the area are unemployed and are without any means of livelihood. In these circumstances I would appeal to you again that without keeping the aspect of profit or loss in mind Banaras-Odiyar-Chhapara metre gauge line may be converted into broad gauge line which would help in the development of Eastern Uttar Pradesh and prove beneficial to lakhs of poor people. In this connection several appeals have been made to the hon. Railway Minister and hon. Prime Minister. I again appeal to consider this matter seriously and leave aside the aspect of profit and loss. I shall be grateful to you for that.

The work on conversion of Varanasi-Bhatni metre gauge line into broad gauge line is in progress. According to my information, this work should have been completed by 1985, but due to carelessness or certain other reasons this work could not be completed. It is also not known when this work is likely to be completed. I desire that this work may be got completed without any further delay. The trains running on Varanasi-Chhapra metre gauge Railway line do not run according to any time schedule. Time schedule of trains should be strictly adhered to. There is lack of cleanliness and electricity arrangements in the trains running on Varanasi-Ballia section. Sometimes I class compartments are attached and sometimes the trains do not have I class compartments. We have to go to Ballia by that train. I would like to say special attention should be paid towards it. Production in the Diesel Locomotive Works at Maduhadih in Varanasi is going down day by day instead of increasing. It appears that Factory may close down some day. I desire that special attention should be paid towards this factory so that its production may increase instead of decreasing. As the time is short, I would like to appeal to the hon. Railway Minister that the suggestions given by me particularly about conversion of Varanasi-Odiyar-Chhapra metre gauge line into broad gauge line may be accepted.

SHRI KAMMODILAL JATAV
(Morena): Mr. Chairman, Sir, I support

the Budget presented by the hon. Minister of Railways and would like to congratulate him for the improvements effected in the Railway Department. Provision has been made in the Budget in respect of many railway lines, but not a single paisa has been provided in this Budget for the Gwalior-Shiupur line. The train running on this line is called 'bullock cart' here. People say that bullock cart is coming. I have made several submissions to Shri Scindia about this slow train. It is called bullock cart because people can entrain and detrain at the place of their convenience. There is no station enroute. I, therefore, request the hon. Minister that it may be converted into a broad gauge line.

Besides, railway line from Shiupur should be extend by 80 Kms. upto Bara, as was demanded by Shri Dhariwal. You will neither find drinking water nor electricity on any of the stations on this route. I request the hon. Minister that proper attention may be paid to the improvement of these stations and the existing Shiupur train which terminates at Shiupur may be extended upto Bara. As the population of Shiupur is about one lakh, it is necessary to expand the railway station also.

In addition, on Delhi-Gwalior section there is a station named Banmore which has been developed industrially to a great extent, but there is no over-bridge as yet. I request the hon. Minister that arrangements may be made to construct an over-bridge there early.

At Morena Station reservation quota for only one seat is available by each train. You can yourself imagine the situation if both husband and wife want to travel from there together. I, therefore, request that reservation quota at Morena may be increased to such an extent that husband and wife alongwith an attendant can travel together.

I want to make one more submission. In Chambal Division lakhs of acres of rough and rugged land is lying waste. Government has acquired land of farmers at many places to set up coach factories and in this process it has paid compensation worth crores of rupees. I would request

you that land of Chambal Division may be utilised for setting up a Railway coach factory. Here, lakhs of acres of land is lying waste and you will not have to incur much amount for it. Besides, the local population will get employment and other facilities and decoit problem will also be solved.

In the end, I would like to request that a new railway line may be laid from Ambah to Dholpur-Sirmathura-Karouli-Keladevi-Sawai Madhopur. With these words I thank you for giving me an opportunity to express my views.

*SHRI V. KRISHNA RAO (Chikaballapura): Mr. Chairman Sir, I feel privileged to support the Supplementary Demand for Grant in respect of the Budget (Railway) for 1985-86.

The work undertaken by the Indian Railways in South India is very meagre. In North India new lines have been laid and conversion of metre gauge into broad gauge have been undertaken. Regarding new lines, conversion and electrification South India finds no place in the map of Indian Railway. This disparity between North India and South India should be narrowed by the Hon. Minister of Railways.

The food that is provided is of very low quality. Especially in trains like Grand Trunk Express and Karnataka Express the quality of food has deteriorated very much. Each plate of food costs six rupees plus tax. But neither quality nor quantity of food has improved. I hope that the Hon. Minister would take all necessary steps to provide tasty food to the passengers.

Thousands of workers are working on daily wages. Their working conditions have to be improved. They should be absorbed as permanent employees by the railway Department after a prescribed period of service. At present their conditions are miserable and they do not have any security. They must be made regular employees at the earliest.

Karnataka Express which runs between Delhi and Bangalore is only a bi-weekly

train. This is a high density line and there is a long standing demand by the people of Karnataka to make it a daily train. So far no action has been taken in this regard. I believe that our youthful Minister Shri Madhavarao Scindia will make Karnataka Express a daily train. This train does not stop at Gowribidanur which is a big town and taluk head quarters. It is a business centre and hundreds of people would be benefited in this train stops here. Hence, I request the Gen. Minister to see that Karnataka Express halts at Gowribidanpur.

A small train with only two bogies runs between Bangalore and Bangarpet. Bangalore is the garden city of India and Bangarpet is big business centre. It is a very big railway junction too. Therefore the number of bogies in this train has to be increased. Instead, there is a move to cancel this train permanently. This train should continue to run and with increased number of bogies. This is a very convenient train for the people of Kolar district. In fact, this is the only railway line in the entire district. Kolar produces huge quantity of potato. Kolar Gold Field and Bharat Earch Movers Limited are situated in this district. This district is backward socially and economically. Therefore, instead of cancelling any train some more new trains have to be introduced between Bangalore and Bangarpet and they should be extended to Marikuppam. This metre gauge line should be converted into broad gauge and extend upto Tirupati.

Between Jolarpet and Kuppam and between Bangalore and Krishnarajapuram the railway line is double. But there is not double line between Krishnarajapuram and Kuppam. This work of doubling the line must be expedited.

A train for Guntakal leaves Bangalore at about 6 p.m. This is not at all convenient to those who want to go to Mantralaya Adavani, Guntakut etc. Passengers to these places would like to leave Bangalore in the night. Hundreds of passengers wait in vain in the Bangalore bus stand daily at 9 P.M. to go towards Mantralaya. Hence the timing of this train should be changed. It should leave Bangalore at about 9 P.M.

[Shri V. Krishna Rao]

An axle factory has been given to Bangalore in Yelahanka. Here, regarding employment the local unemployed should be given preference.

The work of broad gauge line between Mysore and Bangalore is going on at snail's pace. The hon. Minister is aware of the fact that these two cities need a broad gauge link immediately. This is also a very high density route. I plead with the Government to complete this conversion to broad gauge line forth-with. Sir, I thank you for giving me this chance to speak and with these words I conclude my speech.

[English]

MR. CHAIRMAN : Mr. Basudeb Acharia. The entire time allotted for your Party has already been taken. So, you do not have your Party time. Please be brief.

SHRI BASUDEB ACHARIA (Bankura): Only ten minutes.

MR. CHAIRMAN : No. Maximum four minutes.

SHRI BASUDEB ACHARIA : Sir, I welcome the nationalisation of the Futwah-Islampur Light Railway Line. This was a long-standing demand of the people of this area. I urge upon the hon. Minister to give an assurance that, after nationalisation, all those workers and employees who are engaged in this line will be treated as railway employees, that their interests will be protected, that their past services will be considered and that they will be allowed to enjoy all other facilities which are being enjoyed by other railway employees.

In this connection I would like to say that there is one line in South-Eastern Railway in West Bengal, the Bankura-Damodar river railway line, the BDR line. The management of this line was taken over a long time back. This line passes through rural Bengal. So, I request the hon. Minister to look into this, and I hope that he will come next time, most probably in the Budget Session, with a Bill to nationalise this Bankura-Damodar River railway

line. The management of this railway line was taken over by the Government of India long back.

Sir, various sections of this House have expressed that more allocation should be given for the Railways, because Railways is the biggest public undertaking in our country. But the fact is that the allocations in the Five Year Plan are gradually being reduced. From the First Five Year Plan to even the Seventh Five Year Plan the allocations for the Railways are being reduced.

In the First Five Year Plan, the percentage was 11.05. In the Second Five Year Plan, it was 15.43%. In the Third Five Year Plan it was 15.45%. Then in the Annual Plan for 1968-79 it was 7.69%. In the Fourth Five Year Plan it was 5.92%. In the Fifth Five Year Plan it was 5.97%. In the Sixth Five Year Plan it was 5.23%. In the Seventh Five Year Plan also, I think it is not more than 6%.

MR. CHAIRMAN : Please conclude.

SHRI BASUDEB ACHARIA : I have just started Sir.

MR. CHAIRMAN : Every Member is taking only two or three minutes, not only you, even from the rulling benches.

SHRI BASUDEB ACHARIYA : The Sixth Five Year Plan was called a rehabilitation plan. Why? Because when this plan was started, 14000 kms. of railway track was over-aged; For as much as 4000 kms. of railway track there were fractures. So, replacement of over-aged railway stock was given priority during the Sixth Five Year Plan. But when the Sixth Five Year Plan was completed, what is the position? From 14000 kms. of over-aged railway track, it has now increased to 22000 kms.; from 4000 kms. of fractures to 8000 kms. of railway fractures,

Almost all steam locomotives have become over-aged except a few. The last steam engine which came out of the Chittaranjan Locomotive Works was in the year of 1972. The Government of India, Ministry of Railways have changed the traction policy from steam locomotives to

electrification. But what is the position of electrification? Out of 61000 kms. of railway track, now only 6000 kms. that too in the broad gauge—in the metre gauge only 1% of railway track, has been electrified. In the Seventh Five Year Plan only 3600 kms. are to be electrified. The National Transport Policy Committee have recommended that at least 1000 kms. of railway track should be electrified...

MR. CHAIRMAN : Please conclude.

SHRI BASUDEB ACHARIA : Then what will happen? After 2000 AD when all the steam locomotives will be phased out diesel traction is costlier; electric traction is cheaper—may I know what is the man-power planning after the phasing out of these locomotives?

As per one estimate made by the Railway Reforms Committee, about two lakhs of railway employees and workers will be rendered surplus. Is there any planning? What will happen to 22000 of workers who are engaged in coal and ash handling? They may be contract workers; but they have been doing the perennial nature of job since 20 years. They belong to the Scheduled Castes and Scheduled Tribe community of our country. They will be thrown out of employment when this steam locomotive will be phased out.

Sir, another important point which I think none of the members have spoken about is in connection with the policy of recognition to the unions in the Railways. There are two Federations—NFIR and AIRF. Previously there was one Federation—the AIRF. Then another Federation, a *Chamcha* Federation was created by the Railways, by the Government of India.

These two Federations do not represent the Railway employees. They do not really represent the Railwaymen. They are not the real representatives of the railway workers. So what is needed is a change in the policy of recognition of the unions in the Railways. They should adopt the policy of recognition by secret ballot. By secret ballot this recognition to the Union should be given.

With these words I conclude my speech.

[Translation]

SHRI MANIKRAO HODLYA GAVIT (Nandurbar) : Mr. Chairman, Sir, I rise to support the supplementary demand for grant Presented in the House by Shri Madhavrao Scindia, Minister of State in the Department of Railways. Through you, I would like to appeal to the Planning Commission that more funds may be allocated to the Railway as the present allocations are quite inadequate. Railways are one of the biggest industries of the country. In this industry new coaches/wagons and new railway engines are manufactured and new railway lines are laid and many other new works are undertaken. The Surat-Bhusaval line in Gujarat-Maharashtra passes through Adivasi area, but the people of this area have never seen new coaches. They have also not been provided with other modern train facilities. The same old coaches are in use there. The same facilities, which were available to them before independence, are continuing even now. I would urge the hon. Minister to improve those facilities further.

Lakhs of workers work in the Railways. The number of railway employees and officers is also quite large. but reservation quota is not being adhered to in the matter of recruitment of officers and employees. I had made a submission in 1982 about the recruitment of Scheduled Castes and Scheduled Tribes in the Central Railway, but it has not been made. So far General candidates are taken on the plea that suitable candidates are not available. It is not proper. I request that reservation quota meant for them may be filled so that they can get the benefit.

My second submission is that a II Class bogie may be attached to Train Nos. 113 and 114 from Amalner to Surat for the convenience of passengers of Surat-Bhusaval line, who wish to go to Bombay. Similarly, a bogie may also be attached to the train from Surat to Indore-Bombay. Bombay is the capital of Maharashtra and people are required to go to Bombay. Only one bogie is attached from Dhulia for Bombay and as such there is a long standing demand of the passengers to provide another II class bogie and increase the number of berths in I class from 8 to 20. This is very essential.

[Shri Manikrao Hodlya Gavit]

Besides, I would like to request the hon. Minister, through you, to provide gatemen round the clock on the unmanned level crossings on the Surat-Bhusaval railway line. Similarly, I would request him to interduce another train between Ahmedabad and Howrah because the people living on the Surat-Bhusaval line have little chance of getting a seat in other trains going to Howrah. I would, therefore, suggest that a bogie be attached to 78 up train at Surat and reattached to Bombay—Howrah train at Bhusaval. This would provide convenience to the passengers living on Surat-Bhusaval line. If this is done the people would be thankful to him and I would also thank him.

In the end, regarding catering service I would like to point out that though the new packing appears to be good but pulses, rice and chapati get mixed up inside the packet. I would, therefore, request that necessary improvements be made in it. With these words, I thank the hon. Minister and would like him to give serious thought to the points raised by me and pay special attention to increase facilities in the Railways. I thank you for giving me an opportunity to speak.

DR. PRABHAT KUMAR MISHRA
(Janjgir): Mr. Chairman Sir, I rise to support the supplementary Demand for Grant (Railways). Besides, I would submit that in view of the points raised in the House, the Budget should be increased to enable the Railways to meet the demands of every area in all respects.

I would like to draw your attention particularly, to the use of Hindi in the Railways. As I understand, an increment is given for the use of national language in order to promote the use thereof but in spite of that, Hindi is not being used properly.

Secondly, Railway is the cheapest means of transport today for people belonging to middle and lower classes. Railways should, therefore, reach the rural areas. As our young Prime Minister had stated, we have to preserve our traditions and work accor-

dingly which helps in maintaining the unity of the country and railways play a significant role in this respect. Therefore, we may develop means of transport keeping in view the requirements of the country. There is need for Railways to reach rural areas particularly, the Harijan-Adivasi areas. Provision for metre gauge line should be made if broad gauge cannot be provided. The expansion of railway service would help in transportation of essential commodities at cheaper rates and thereby check rising prices.

My most important point is regarding Bilaspur Railway station in Madhya Pradesh. The station was established in 1896 and there has been no improvement in its condition since then. This station was constructed keeping in view the population of the area at that time but how the facilities at the station are not in proportion to its population. I would, therefore, request the Government to provide more retiring room and reservation facilities at the station.

I would like to point out one thing in particular regarding Bilaspur Division. This is the most prominent Division of South-Eastern Railway. This Division earned a revenue of Rs. 20 crores during 1983-84. Out of two lakh employees in this zone, 10,000 are engaged in Bilaspur Division itself. Bhilai and Korba lie on either side of this Division, and there are a number of cement factories and spinning mills there whose thread is exported to Japan. Besides, there are several Dolomite, Coal and Aluminium based factories. Electricity, water and other essential things are available there. Government had informed this House that it proposes to establish tenth Railway Zone in the country. I would request the Government to set it up in Bilaspur so as to extend the benefit to the people of this area. I would like to bring to the notice of the hon. Minister that out of 55 Divisions in the country, this Division alone loads 8000 wagons of coal every day, which comes to about 14 per cent of total loading in the country. You can very well imagine the size of coal reserves in that area. I would, therefore, request the Government to establish the tenth Railway Zone at Bilaspur.

I want to make another submission regarding lack of retiring rooms and proper reservation facilities at the stations. I want to draw your attention to the casual attitude of Railway employees, particularly the conductors, who are often not available in time for assistance when the passengers without reservation force their entry into upper class during day travel. When the unauthorized passengers are told to leave they say that sleepers are reserved for night travel only and during the day there is no reservation. The genuine passengers do not get any assistance whatsoever for personal safety, reservation and strict compliance of Railway rules and regulations.

I would like to draw your attention to the plight of the Railway colonies. We discuss a lot about improvements in the working of Railways but the Railways department is least bothered about the colonies in which the employees reside. The condition of roads, is bad, there is no sanitation and no proper medical facilities, the department does not pay any attention to it. There was a time when Railway hospitals were thought to be good but today they are without proper medical facilities. I would like to cite an example. Nela Railway station is in Bilaspur Division. One can go there only on foot or on horse back, as there is no motorable road there. Attention has been drawn to it many times but in vain. So far as Railway colonies and other public services under Railways is concerned, whether it is about roads, hospitals, sanitation or employees quarters, no other department Railways except the can help in improving it.

I would draw the attention of the hon. Minister of State particularly to the condition of Kalinga Express which serves as a link between Madhya Pradesh and Orissa. There is no pantry-car in the said train which causes great inconvenience to the passengers. A Pantry-car should be attached to this train and it should be made Super-fast. Indore-Bilaspur Express should also be converted into a Super-fast train, as was demanded by Shri Mushran.

I want to bring to the notice of Shri Scindia the plight of thousands of rural workers who depart from Nizamuddin station after collecting their hard earned

money. I have myself seen how petty pedlars force them to purchase those goods and relieve them of their cash by playing all types of tricks. The poor workers cry for help but even the police do not help them and remain inactive in this matter. This needs immediate attention.

In the end I would suggest that special coaches be manufactured for long distance trains and, if possible, necessary equipments for Family Planning operations should be provided therein to encourage those who are interested and also provide them special facilities in order to achieve the target in this respect.

With these words I thank you for giving me an opportunity to speak.

SHRI GIRDHARI LAL VYAS (Bhilwara): Mr. Speaker, Sir, I support the supplementary Demand for Grant (Railways)

Rajasthan is a backward state, where the work of laying new railway lines has been slow after independence. We had demand that Rajasthan being the most backward State, a separate zone of that State should be created. The Railway Department has taken a decision in this respect, but it has not been implemented so far. Therefore, we want that a separate zone for our State should be created so that our demand for the railway lines is fulfilled. We have been making this demand for the last five to six years. The survey of Kota to Deogarh, Todo Raisingh to Nathdwara and from Lambia to Beawar has been undertaken by the Railway Department but there is no information of further action. No further survey of any line has been undertaken and nor has any decision been taken whether the lines would be commissioned or not. This question is being raised for the last six years. It is true, as the hon. Members have said, that new railway lines are laid and new works are undertaken in the area to which the Railway Minister belongs. As no one belonging to Rajasthan became the Railway Minister till now, Rajasthan has been ignored in the matter of railway facilities. However, I hope that Shri Madhavrao Scindia, who belongs to our neighbouring state, would pay special attention to railway facilities in Rajasthan.

[Shri Girdhari Lal Vyas]

The railway lines mentioned by me and particularly the line from Kota to Deogarh should be commissioned at the earliest so that it is linked with Udaipur and the train service is extended upto Ahmedabad.

In this way the whole area will be covered. Out of the railway lines of which survey has been undertaken, at least one line should be commissioned so that we could go to the people with the claim that we have been able to get at least one railway line commissioned for which we have been pleading for the last six years. At least one railway line out of the three lines should be commissioned.

Gulabpura is a big industrial town. There is considerable freight and passenger traffic in that station but it is still a flag station. We had pleaded a number of times that it should be converted into a fullfledged station. The D.R.M. has also visited and rooked into the matter. Negotiations regarding the land have also been held but the matter has not been pursued further. Therefore, I request that immediate action should be taken to convert the Gulabpura flag station into a fullfledged station so that facilities are made available to the people of that area.

Similarly, a station at Bhojras has been constructed between Khandwa and Ratlam which is one kilometre away from the village. As it is quite far away, all the passengers entrain at the Gulabpura station. So, in its place a station at Rupaheli should be constructed and the Gulabpura flag station, where a part time employee issues tickets, should be converted into a fullfledged station. A sizeable number of passengers entrain from that station. There should be a halt for both the 581 up and 582 Down trains at that station to enable the long distance passengers to avail of the facility.

Previously, Meenakshi Express used to run three days in a week. Later on it was increased to five days. But there is no other train except this Express train in that area.

So Meenakshi Express should be run all the seven days for the benefit of the people. A I class bogie should also be attached to it.

Similarly, there is a passenger train up to Ajmer which is converted into Pink City Udaipur Express beyond that station. It has been extended upto Udaipur. There is need to run it daily because of heavy traffic on this route. Passengers face great difficulty in finding room in this train. If it is run all the seven days then certainly the people will be relieved.

In the Chetak Express train running between Udaipur and Delhi, the reservation quota for Bhilwara is very less i.e., four I class and ten II class berths. Bhilwara is a very big industrial city. There is need to increase the reservation quota for Bhilwara. As I had stated on a previous occasion, one bogie from Khandwa used to be attached to another train at Chittorgarh. But that bogie has been cancelled. This has resulted in great inconvenience to the people of Chittorgarh and Bhilwara. That bogie should be restored so that the people of Chittorgarh and Bhilwara avail of the reservation facility.

These are few of my suggestions. But I would like to submit that we have been making demand for broad gauge lines from Kota to Deogarh, Toda Raisingh to Nathdwara and Lambia to Beawar. At least demand for one railway line may be conceded so that we may be able to say to the people of our area and state that the Railway Minister has sanctioned this line on our request. I know there is paucity of funds in the budget but while you are sanctioning railway lines for Madhya Pradesh and other places, at least one railway line may be sanctioned for our area so that the people are able to march towards economic progress and industries are set up in that area. With these words I support the Demands.

[English]

SHRI PIYUS TIRAKY (Alipurduars) :
Mr. Chairman, Sir, I come from the north-eastern zone where North-Frontier Railway is in operation. The eastern zone has been neglected in all respects. We have some

hopes now that our young Minister will take some revolutionary steps and this area would come up to be at par with the rest of the country at least in the matter of development of railways.

Siliguri-Alipurduar is connected by MG line. But in this metre gauge line, all the trains have been withdrawn and one Assam Link was diverted to broad gauge line from Gauhati to new Delhi. It is a good thing. But Sir, on this route i.e. Siliguri to Alipurduar Junction, most of the tea gardens are located. Tea industry, as you know, is a very profitable industry and it earns a lot of foreign exchange also. Without this train, all the tea chests are now coming to Calcutta by trucks. Because of the increased cost of the fare of the trucks, even the local tea prices have gone up. So, I request you to give special consideration to this particular line because it is the heartline of Duars and all the tea gardens are located on this route as the line touches almost all the tea gardens.

Metre gauge line from Siliguri-Alipurduar was already there. But now there is a new Station called New Alipurduar though the Alipurduar Junction is just four kilometres away. If this line from Gauhati were to be connected to this Alipurduar Junction, there would have been no need of having a new station. This Alipurduar Junction is a very important junction and it can handle ten to 12 trains at a time and yet this station is being neglected and deprived of its importance because the broad gauge line turns from New Alipurduar Station to Cooch Behar. So I request that this should be corrected and the broad gauge line should be connected with the Alipurduar Junction. Alipurduar Junction has got a divisional office of the NF Railway. But it is getting neglected day by day and the people of the entire area are very much disturbed because no train as such is touching the Junction itself. In Alipurduar itself, which is a small sub-divisional office, we have got five stations, but there are no trains. I request you once again to take special care about this Alipurduar Junction. After Partition, this junction was the serving main line to link with the rest of India. So this Alipurduar Junction is very very important from the point of

view of security, administration and in all respects because it serves as a link with Assam, Bhutan and Nepal. So special consideration should be given to this line.

I would like to mention just one more thing. Now we have got one line from Gauhati to Trivandrum. Labourers for working in the tea gardens are generally coming from the States of Madhya Pradesh, Bihar and Orissa. But these people have no direct link. So there has been a constant demand to have a train from Dibrugarh to Ranchi. I request you to kindly consider it. In your reply to my demand, you have stated that there is no line capacity. I wonder how you managed to have the line capacity from Gauhati to Trivandrum, which perhaps is the longest route. If you have some regard for these tea garden workers, you can easily adjust this thing and have a train from Dibrugarh to Ranchi. People of your State Madhya Pradesh, as also the people of Bihar and Orissa will be very happy if this train is given to them.

Lastly I would like to state that all the offices of the Divisional Office should be located in Alipurduar Junction. There is no cleanliness and the station is not at all kept well. This also should be looked into and every effort should be made to maintain the Station well. Thank you.

[Translation]

SHRIMATI USHA THAKKR (Kutch) :
Mr. Chairman, Sir, I support the Supplementary Demands presented by the Railway Minister. I fully agree that the aim of the Government is to utilise its resources for the maximum welfare of the people and they are making efforts to provide more facilities to the people. However, due to paucity of funds, it is possible that the demands of the people are not met fully. I agree with the suggestion given by Shri. Shah that Government should introduce a bond scheme to augment the resources. The people will themselves come forward to contribute to the bond scheme for the sake of their own facilities. The Government should implement the scheme without delay.

[Shrimati Usha Thakkr]

Sir, now I will draw the attention of the Government, through you, to some of the problems. The commuters of Bombay are facing great difficulties. They are not getting the facilities of quick transportation to reach their office or place of work in time. The hon. Railway Minister should take appropriate action to solve their problems, as he is aware of their problems.

Sir, a super fast train runs from Bombay to Kutch which is my constituency. This is a commendable step of the Railways. The people of this area residing in Bombay use this train. But there is some inconvenience in this respect. This super fast train is a very long train but the platforms of the railway stations where it stop are smaller in size. As a result, the passengers feel great inconvenience in entraining and detraining. To avoid this inconvenience, the people of Samakhiali station residing in Bombay have collected donations for this purpose. I would request the Government to accept the donations from the people and solve the problems by contributing from its own funds also.

Sir, Kutch produces 60 per cent of the salt being produced in the whole of Gujarat. But there is shortage of wagons for transportation of salt from there. The Government should make available adequate number of wagons. This will result in increasing the production of salt and creation of more employment opportunities for the workers engaged in the production of salt.

There is a 50 km. long metre gauge line from Gandhidham to Bhuj. Survey of this line has been undertaken to convert it into a broadgauge line and the report has been forwarded to the Planning Commission for further consideration. I would request the Government to implement it without delay. Kutch being a border area of the country, it is necessary to develop it for the defence of the country. This aim can be fulfilled by providing more railway services.

Sir, there should be halt for Gandhidham Express at Vidyanagar—Anand station for

the convenience of the students of my constituency who go to Vidyanagar—Anand for studies.

Sir, a metre gauge train runs from Delhi to Kutch. The bogies attached to the train are in a very bad condition. At times the facilities of water and electricity are not available there. It becomes difficult for the passengers to travel in such a long distance train along with their families. Being a representative of those people, they come to me to narrate their travails. I would request the hon. Minister to look into the matter and issue appropriate instructions to remedy their problems.

Sir, I convey my thanks to you for giving me an opportunity to speak. Now I conclude.

SHRI MOOL CHAND DAGA (Pali) : Mr. Chairman, Sir, these days the Railway Ministry is in the news for working efficiently. People make demand only when they think that some work will be done otherwise nobody raises any demand. I shall quote from the reports of our Committees,

[English]

The latest report of the Public Accounts Committee expects

“the Planning Commission to take note of the severe constraint of funds for meeting the developmental needs of the Railways. While the Committee would urge the Railways to raise maximum possible resources out of their own revenues, it would be necessary for the Planning Commission to find additional resources to bridge the gap between the outlays needed and the resources available to the extent possible.”

It has been repeated many times. This has been recommended also. The latest report of the Railway Convention Committee—Seventh Report—says

“the Committee are therefore distressed to note that despite substantial growth in the volume of passenger and goods traffic, the modernisation plan under-

taken by the Railways and the considerable increase in the freights and fares, therned contribution of the Railways to the nation's kitty has shown a declining trend over the years." Why ?

Why ? The Report further says :

"The question whether the hardening of interest rates and as a consequence the increase in cost of Government borrowing would justify increase in the dividend rate during the Sixth Plan is a matter on which the Committee would reserve their opinion till the views of the Ministry of Railways get crystallised in the final Memorandum proposed to be submitted by them. The Committee would like to point out at this stage that if the public sector has to attain the commanding heights of the economy, it is inescapable that the nation's largest public undertaking spares no effort to generate adequate resources for its development and expansion."

[*Translation*]

I suggest that the Railways should levy cess. That way you will beable to increase the income. You try your best to increase the income, I agree, but it is not increasing. But there is one thing. This is your report.

[*English*]

I will quote, but only small relevant portion from the Advance Report of the Comptroller and Auditor General for 1982-83 on the Railways. They say :

"Despite all these measures, the value of claims preferred and accepted had been on the increase specially after 1977-78. The number of claims preferred for loss and damage had increased from 4.6 lakhs to 7.4 lakhs between 1977-78 and 1981-82. In absolute terms the value of claims accepted, Rs. 14.3 crores in 1977-78 increased to Rs. 19.9 crores in 1981-82."

[*Translation*]

Everywhere there are claims and mis-management. But I agree that the work being done at present raises the hope that there will be some improvement in the Railways. Regarding Planning Commission, I would say that Railways being a commercial undertaking, the biggest in the country as well as in Asia and being number two in the world, why should it approach the Planning Commission and submit its demands to it ? It should take loans and meet the people' demands. I had written only for one train and I want that you should pay some attention towards that. As I could not meet you, you may kindly look into it I had requested for Ranakpur Express which is a local train and the area is also Adivasi dominant area. You also belong to that area. The people of the area work in factories in Ahmedabad and other places. There are 6 cement factories in the entire Rajasthan. I want that arrangement should be made to stop Ranakpur Express at Chamberi as that will provide a big facility to the people there. People from Pali, my constituency, live there and a station is being constructed there. Now some new Divisional Manager seems to have come in Jodhpur. Earlier, the post was being manned by Thakur Saheb. I do not know how he worked because he has left all the works incomplete. If this work is completed, only then it will be of any use. If Shri Scindia once accompanies me to that place, people will come to know about his capacity to work and will be pleased also. If you see the plan and find it suitable, then please sanction Rs. 2 lakhs. That will serve our purpose. I do not want to say much. It is a 100 year old Act and the Minister is young. I, therefore, want that the 100 year old Act should be changed. It being an old Act, all the rules and regulations are not covered by the Act. I, therefore want that the Act should be changed.

SHRI JANAK RAJ GUPTA (Jammu) :
Mr. Chairman, Sir, my constituency and the State Jammu and Kashmir, in mainly a hill area, and no other made of transport except Railway is available to the people to go to other parts of the country.

[Shri Janak Raj Gupta]

It is true that the Railways have provided some facility there and I want to congratulate the hon. Minister that there has been improvement in the rail services, particularly the fact that the trains have become punctual.

16.00 hrs.

But there is need to bring about further improvement. You are aware that a large number of tourists visit our State and pilgrims also visit the temple of Vaishnodevi but the trains running for that area are not adequate and it takes much time to reach there. Passengers have to wait for a long time for reservation.

Mr. Chairman, Sir, as the time is very short, I will confine myself to three or four points which are very important and would request the hon. Minister, through you, to pay attention to them. There is a train Jammu Mail which starts from Jammu. Earlier, three or four coaches used to be connected to the train for Bombay but for some time past these coaches are not being connected. This is resulting in lot of inconvenience to the people. I, therefore, request that this facility should be revived as no other train is available directly for Bombay. It is, therefore, very necessary that these coaches are attached to Frontier Mail.

Mr. Chairman, Sir, no AC chair car is connected with any train starting from Jammu. Though trains like Jammu Mail, Jhelum Express and Shalimar Express start from Jammu, no train has any AC Chair-car which causes inconvenience to the middle class passengers. One AC Chaircar should be provided with any of the trains starting from Jammu.

Sir, after this I want to say something about Jammu - Udhampur railway line. Though work on it has started but the speed with which it is being done, I do not think it can be completed in the next 20 years. I would, therefore, request that if you want to complete this line, maximum funds should be made available for it. There is a big army establishment in Udhampur and Udhampur in itself is a good town. I

therefore, request that a reservation booking centre should be opened there. At present there is no booking centre there. Consequently, the people have to come to Jammu from Udhampur and they have to face a lot of inconvenience in doing so. Therefore a booking centre should be opened there for the convenience of the people of the area.

14.03 hrs

[MR. DEPUTY-SPEAKER *in the chair*]

Similarly, there is no means of transport available to the people of Jammu-Poonch area for coming to Jammu. They have to come to Jammu for their personal work and it takes them whole day to reach there. I request that at least a survey of the area should be conducted and a ten-year plan should be formulated so that the people of that area, who are till now deprived of the rail facility, are able to get this facility. The survey work, therefore, should be started immediately.

Mr. Chariman, Sir, no train leaves from Jammu in the morning and it is badly needed. It is a very important town and people coming from Kashmir or from Vaishnodevi temple reach there and find that there is no train available in the morning. As a result, they have to face much difficulty as they have to wait there till evening. It is, therefore, necessary to start a fast train from Jammu in the morning. If it is done, the local people as well other passengers will get a big facility.

Mr. Chairman, Sir, you are time and again signalling me to sit down. You seem to be quite impatient for this. I will, therefore, speak about two or three things and conclude. One is that there is no retiring room in Jammu. If you go there, you will find that pilgrims returning from Vaishnodevi or tourists coming back from Kashmir have no proper place to sit. They have to pass their time by the road side. They remain sitting there for the whole day. A retiring room, should therefore, be provided there.

Mr. Chairman, I would like to say one thing about hill-concession. Earlier, hill concession was available because of which

people used to come there in large number by availing of this facility. This facility has now been stopped. I request that it should be revived because we are dependent on tourism. A decline in the tourist traffic will affect the people there adversely. I, therefore, request that the facility of hill concession tickets should be restored.

Mr. Chairman, in the end I want to say that there are many districts in our State like Poonch, Rajouri, Bhandrawah, Doda and Kishtwar where people have no rail reservation facility. I, therefore, request that one reservation centre each in these places should be opened so that the people there also get some facility and have not to come to Jammu for this purpose. With these words I thank you for giving me an opportunity to speak.

***SHRI G. S. BASAVARAJU (Tumkur) :**
Mr. Deputy Speaker Sir, I support the Supplementary Demand for Grant in respect of the Budget (Railways) for 1985-86. While speaking on the demands I would like to offer some suggestion for the consideration of our Government.

Most of the railway lines in our country are very old. They were laid about 200 years ago. We are pulling on with the same lines even after 39 years of our independence. The Britishers had laid these lines and the population at that time was around 30 crores. But now the population is nearing 80 crores. How can we manage with the same railway lines? It is not at all possible. That is why we find railway journey very difficult. Many times there would be no place in the compartment even to stand.

Similar difficulty is being faced in transportation of goods. Therefore it is hightime to have more and more new railway lines. In addition to laying new lines, conversion of metre gauge into broad gauge and electrification work should be taken up very speedily.

There is considerable degree of pilferage in the transportation of goods. When the

goods are to be transferred from metre gauge to broad gauge and vice-versa about ten percent of the goods are stolen. If this is avoided the nation can save at least 100 crores of rupees every year.

There was a comprehensive scheme of Conversion from Metre gauge to Broad gauge when Late Shri K. Hanumanthaiah was the railway Minister to link Kanyakumari and Kashmir via many important cities of India. I want to know what has happened to this plan.

The condition of the railway bogies is very bad. Even during day time it is not possible to sit in the seats because of bugs. Cleanliness is not at all maintained in the bogies. Most of the bogies are very old and they do not have proper doors and windows.

In some of the trains the number of bogies is being decreased as has been done to Bangalore bogies of Grant Trunk Express. Train fares have gone up manifold therefore it is very essential to provide better amenities to rail passengers and to ensure safe and comfortable journey.

We are seeing the same train which our grand fathers had seen. Neither the bogies nor their windows and doors are changed. Even the colour remains the same and the Stations remain unchanged.

One important thing I want the hon. Minister to look into the timings of trains. Most of the trains arrive late. Even Super fast Express trains like Karnataka Express, Kerala Express, reach the destination late by 4 or 5 hours. Some times the delay may go upto 24 to 30 hours. This is the state of affair of punctuality in rail timings. Late Shri Hanumanthaiah during his tenure as railway Minister used to take action even if the train was 5 minutes late. But unfortunately what is happening today?

Even after 39 years of Independence not a single line (new) has been sanctioned to Karnataka State and Kottur to Harihar lines are pending. Chitradurga to Raiadurga

***The Speech was originally delivered in Kannada.**

[Shri G. S. Basavaraju]

line also did not take any progress. Chamaraja Nagar to Satyamangala and many other such new lines have remained as dreams for the people of Karnataka.

Electrification, doubling and conversion of line, are also neglected in my state. Conversion of Pangalore-Miraj line is being demanded since Independence. This is a very important line. This is a major link between Maharashtra and Karnataka. It will serve as a boon to the people of these two States. Therefore I request our Hon. Minister Shri Scindia to complete the conversion work between Bangalore and Miraj immediately and with these words I conclude my speech.

[English]

SHRI AMAR ROY PRADHAN (Cooch Behar) : Mr. Deputy - Speaker, Sir, the people of our country have got great expectations and hope that at the time of railway journey, better amenities and facilities will be made available to them by the young Railway Minister, Mr. Scindia. For that reason only we did not oppose the setting up of the coach factory at Kapurthala, and the extension of Taj Express up to Gwalior

(Interruption)

SHRI MADHAVRAO SCINDIA : Extension up to Gwalior was done by Shri A. B. A. Ghani Khan Chaudhuri, Sir.

SHRI AMAR ROY PRADHAN : Whatever it may be, but we hope from you that more trains will be run for other areas also and that there will be more coach factories in the Seventh plan so that we do not feel that coaches are not available for the trains. I come from a most backward area of the country. I am from the North-Eastern region and I belong to the N. F. Railway area which is the concern of North Bengal, Sikkim and North-Eastern region. I think, Mr. Deputy-Speaker, Sir, you will agree with me that this is the most neglected railway line in the country. The Railway Board and the Railway administration is giving step-motherly treatment to

the N. F. Railway. Today, the journey by N. F. Railway is horrible. People think that if they travel by train it is a nightmare for them. At any time there may be accident or the train may not move on time.

Regarding the timings, I may tell you that these are two trains from here for that area—Tinsukia Mail and Assam Mail. Can you tell me a single day within the last six months when these trains have run within the time? Never. They are always late by minimum two hours, or may be four hours or five hours or even full day. This is the position. This Tinsukia Mail has become a military train. Genuine passengers may not be allowed to move by this train...

(Interruptions)

SHRI AJAY MUSHRAN : Sir, military people are also genuine.

SHRI AMAR ROYPRADHAN : Yes, you may say so, but the Minister will agree with me that this train has become a military special. So, just to avoid inconvenience to the passengers, you should make some other arrangement so that the people from the North-Eastern region, from the backward area, the most neglected part of the country, Scheduled Caste and Scheduled Tribe people, when they move up to Calcutta and Delhi, they may not face such horrible situations. There is another Mail train, Darjeeling Mail, which runs from New Jalpaiguri ... (Interruptions). Yes, this is my experience and the experience of the people of North Eastern region (Interruptions).

[Translation]

SHRI BALKAVI BAIRAGI : Please say it with a smile.

SHRI AMAR ROY PRADHAN : It is with anguish I say that Tinsukhia Mail and Darjeeling Mail seem to be running at the speed of a bullock cart.

[English]

This Darjeeling Mail covers a distance of 541 kilometres. The scheduled running time for this train is thirteen hours but if

you go through the actual running time during the last six months, you will find that this train has always been late by two to twelve hours. In the years 1950-52, its running time was eight hours but now according to the Railway's schedule, the running time is thirteen hours, that is, five hours more. So, this is the positions.

Another point I would like to mention is the Malda-Eklakshmi-Balurghat railway line. This line has become an election stunt by the Railway administration, by the Railway Ministry.

As soon as the election comes, they will put some money in the Railway Budget.

SHRI AJAY MUSHRAN : It is a serious allegation.

SHRI AMAR ROY PRADHAN : Yes, it is definitely a serious allegation. It may be against Shri Scindia or any other Minister, and whatever it is, it is a fact that just before elections they put a few lakhs in the Budget. Then there will be some posters, big banners, some advertisements in the newspapers and just after the elections everything will be over and nothing will be there, except the foundation stones of the Eklakshmi Balurghat-Maldah Railway line.

For a long time we have been demanding double line from Maldah to Now Coochbehar, but you are delaying it. If you want more and more people to visit from Delhi or from Calcutta visit to this area by trains, then you must lay double lines in this area. But you are neglecting this area in the matter of laying more railway lines. In such a situation how can we support your Supplementary Demands. The most neglected part of the country cannot support your Supplementary Demands. That is why we oppose it.

[*Translation*]

SHRI DHARAM PAL SINGH MALIK (Sonepat) : Mr. Deputy-Speaker, Sir, I rise to support the supplementary demand for grant in respect of Railways. First of all, I would like to place before the hon.

Minister two to three demands about Haryana, particularly Sonepat, which is my constituency.

The Members, who spoke before me, have made a reference about Shri Scindia and have said that a number of development works are undertaken in the State to which the Minister of Railways belongs, but I do not agree with their views. I come from Haryana. If you go through the supplementary budget, you will find that a very small amount has been provided in it for Haryana. The railway line passing through Sonepat divides the city into two parts. The population of the town is about one lakh. People of Haryana and Punjab come to Delhi via Sonepat. A large number of trains pass through it as a result of which the railway crossing remains closed for as much as 12 hours which results in accident and causes great inconvenience to the people. If you go through the budget, you will find that provision has been made to construct an overbridge at the level crossing lying on Gwalior-Jhansi section. As per the report, that level crossing remains closed for 7 hours out of 24 hours, but the level crossing, to which I referred, remains closed for 12 hours out of 24 hours. I, therefore, request that an overbridge may be constructed at a place towards north of Sonepat where there is the third under-bridge. Presently, this is near Malaviya Shiksha Sadan. This demand is very old. I strongly appeal to the hon. Minister to pay attention towards construction of this bridge.

In addition, I would like to point out that a large number of commuters travel between Delhi and Sonepat daily. I, therefore, request you that the Railway lines between Sonepat and Delhi and Delhi-Rohtak may be electrified so that more trains can be run for convenience of people. You are fully aware that only that country develops where there are adequate means of transport. I feel that population pressure on Delhi is increasing due to inadequate means of transport. If transport facilities are increased, this pressure can be reduced and people can settle in the towns adjacent to Delhi.

Besides, I would also like to point out that Government has not so far set up any

[Shri Dharam Pal Singh Malik]

factory at Sonapat. Proposals were made to set up some factories there and survey was also conducted, but no action has so far been taken in this direction. Recently, Government has decided to set up a coach factory in Punjab. I have no objection to it, but Government should keep Sonapat also in mind in this respect. I submit that provision may be made for setting up some other factory by the Railway Department at Sonapat.

I would also like to point out that there is no manned level crossing on the Rohtak-Gohana Railway line due to which a large number of accidents take place there. An accident involving a three-wheeler took place at the railway crossing between Jasaia and Kahani just 4 or 5 days before the Parliament elections in which 5 persons were killed on the spot. A large number of accidents take place there every year. In reply to a letter written by me to the hon. Minister, I was told that the number of persons, who pass from there, is quite small. But I would like to say that thousands of persons pass through that place daily and accidents take place in the absence of a manned level crossing.

I have already made a reference about electrification. I want to say that the Railways should set up their own power plant in Haryana where there is acute shortage of power so that railway lines can be electrified there. It will benefit the public as well as the Railway Department. I would say only this much that special attention may be paid to my proposals particularly about construction of an overbridge and electrification of railway lines. An amount of Rs. 60 crores has been provided for electrification in this very supplementary budget. This amount may be utilised for electrification of railway lines from Delhi to Sonapat and from Delhi to Rohtak so that people can get benefit.

With these words I support the supplementary demands and thank you for giving me time to speak.

[English]

SHRIMATI BASAVA RAJESWRI
(Bellary) : Mr. Deputy-Speaker, Sir, I

thank you for giving me this opportunity to participate in the Debate. I thank the hon. Minister for Transport Shri Bansi Lal ji and also Shri Madhavrao Scindia and his staff for having introduced the Hospet Bangalore Broad gauge night train which connects 85-86 Hyderabad Bangalore train at Guntakal. It was a long-pending demand of the people of that area. Because, Hospet is an area where lot of mining deposits are there. The mine owners were repeatedly requesting for the introduction of this train. But today, as it stands, the timing is not suitable. The train leaves from Hospet at 10 P.M. and arrives at Guntakal at 12 Night. It has to halt for three hours to connect that Bangalore Hyderabad train which reaches Bangalore at 11-30. This time is not convenient to the public. I have been demanding the change of timing for a long time. Fortunately I have received a letter from the hon. Minister that instructions have been given to change the timings of 85-86 Hyderabad-Bangalore Express from 1-12-85. We are satisfied to hear about the change. I hope immediate action will be taken to change the timing so as to reach Bangalore by 8-30 in the morning. Because, by reaching Bangalore at 12 O' clock nothing will be served. I am very much doubtful whether there will be sufficient traffic if the same timings are continued. I hope that the hon. Minister will consider the matter and see that the timings are changed immediately.

Once again I request that a separate train may be introduced from Hospet to Bangalore. There is a lot to be done in this area because the infrastructures have not been provided like flyover etc. and this caused a lot of inconvenience. So I request the Minister to introduce a separate train and it should be called 'Hampi Express' because this connects the great Vijayanagar empire which is known for its prosperous dynasty.

Secondly, a survey was made to connect this Kottur-Harihar link in the year 1962. The estimate was prepared for times. Subsequently, on the request made by the public of that area, in the year 1980 the final estimate was prepared for Rs. 8 crores to link this Kottur-Harihar line, and this connects the most interior parts of

Karnataka and also the area consisting of Kudligi, Hadagali, Hagaribommanahalli, Harapanahalli, Hospet and parts of Harihar taluk which are chronically drought affected areas of Karnataka. I have been told that a lot of dismantled material is lying with Hubli Division at the time of conversion of metre gauge to broad gauge from Dharmavaram to Bangalore. This can be used for the construction of this link line and it will reduce the cost by 50 per cent. If the line is constructed, it would certainly give employment for the people there and so, the construction of this link may be taken up during this year itself. I hope that the hon. Minister will look into the matter and try to see that the longstanding demand of that area is fulfilled.

The construction of Chitradurg-Raidurg line has been already started and a huge amount of Rs. 1 to Rs. 2 crores has already been spent for this line and if you do not provide sufficient amount during this year and if you do not continue the work, I think that the infrastructure which we have already built may disappear after some time. Therefore, sufficient amount should be provided for this Chitradurg-Raidurg line.

So also the conversion of Mirage-Bangalore metre gauge line into broad gauge line is pending for a long time. This is the longstanding demand of that area. I hope the hon. Minister will look into the matter and take early action on this.

[*Translation*]

*SHRI A. J. V. B. MAHESWARA RAO (Amalapuram) : Mr. Deputy-Speaker, Sir, thank you very much for giving me the opportunity to speak. Now through this supplementary Demand, the Rlys. are going to get another 433 crores of rupees for sending under various heads and especially for constructing more and more stations. It is better to improve the present Railway Stations instead of going for new ones. There are no amenities available for passengers at present in our stations. There are many such stations in the country where passengers have no place

to sit and wait. There are no toilet facilities. So before going for more and more new stations, it is better to improve the existing ones. We should concentrate on providing facilities to the passengers in our railway stations. Not to speak of minor and small stations on the way side, but even the major stations do not have even the minimum facilities. Just to cite an example, Vijayawada in Andhra Pradesh is one of the biggest junctions in the country. But even then the facilities available for the passengers are very poor. There are no waiting rooms not even enough place to wait. It has become very congested and needs lot of improvement. There are no rooms available there for the people who want to stay there for a couple of days. So I request the Hon. Minister to take interest in developing the Vijayawada station.

Sir, repeated requests have been made to electrify the Vijayawada—Waltair line. Many representations have been made by the people. Yet no action has been taken so far to electrify this line.

Sir, at present there is only one train, namely, Godavari Express which runs from Waltair to Hyderabad. Now it is being run with 21 bogies hauled by 2 engines. It was thought that by running more bogies, more passengers can be accommodated. But, that has not proved to be beneficial. Instead two separate trains can be run with the help of these two engines so that more and more people can travel in them. Two trains instead of one will serve the needs of the people.

Sir, the reservation quota available at Rajamandry for the passengers who want to go to Madras and Bangalore is very less. The present quota of berths available four berths. I request the Hon. Minister to increase the quota for these destinations at Rajamandry. Many people travel from Rajamandry to Madras every day. Businessmen and others from East and West Godavari districts take train at Rajamandry for going to Madras. Since the number of berths available at Rajamandry is very much limited, these people are facing many

*The speech was originally delivered in Telugu.

[Shri A. B. J. V. Maheswara Rao]

difficulties. Hence I fervently appeal to the Hon. Minister to increase the reservation quota at Rajamandry. I also request to increase reservation quota at Tadepalli gudam.

When compared with Northern Railways Air Conditioned Coaches attached to the South bound trains are very less. I request the Hon. Minister to look into this matter and remove the disparity.

Kakinada is the district Headquarter of East Godavari. But it is most unfortunate to note that it has no connection with the main line. Right from the days of British the position be linked with the main line and it will enable people to go to Waltair and Hyderabad.

Sir, there was a line in operation before Second World War between Kakinada and Kotipallim and it was discontinued later. If this line is restored it will enable the people in this area to go to Amalapuram via Narasapur. It will also help in the transport of goods to Madras. So I request the Hon. Minister to take steps to lay these lines as early as possible.

Sir, the quality of the food packets which are being served in the trains is very poor. Every item get mixed up and it will be very difficult to eat. The catering services are very poor in our trains and I had addressed a letter to the Hon. Minister in this regard. But I am surprised at the reply that he had given to my letter. He mentioned that people infact have appreciated the quality of the food stuff. I am sorry to say that the fact is something different.

Finally I request the Hon. Minister to allot more wagons to traders. I had already requested him once to allot more wagons to traders. Traders are facing many difficulties and suffering loss as their goods are getting spoiled due to rains. Hence I take this opportunity, once again to request the Hon. Minister, to allot more wagons to traders in my area.

Sir, thanking you for giving me the opportunity, I conclude my speech.

[English]

MR. DEPUTY-SPEAKER : Prof. Saifuddin soz. Three minutes.

PROF. SAIFUDDIN SOZ (Baramulla) : Mr. Deputy-Speaker, Sir, I am grateful to you that you have loved me for a couple of minutes

MR. DEPUTY-SPEAKER : Only three minutes. The Minister should get the time to reply.

PROF. SAIFUDDIN SOZ : There is a lot that can be said about the Railway Department. I had expected that Mr. Scindia would respond to the situation. I am yet to see him responding. I will raise those things in the debate that will come in the future. In the meanwhile, I will raise only two points.

So far as the railway construction in Jammu and Kashmir is concerned, Mr. Bansi Lal and before that even the then Railway Minister, Mr. Ghani Khan Choudhury told me about that. Even after the survey has been done from Kosigond to Baramulla, they said, "We have no money". There was constraint of fund. But the General Manager of the Railway Department goes to Srinagar ** and holds a Press Conference. I was already in touch with the Ministry on different matters. He does not call me and in that conference, he says, "We are examining very shortly the feasibility of opening that railway". I took up the matter with the Ministry. Was he within his rights to hold a Press conference and make an announcement ?

MR. DEPUTY-SPEAKER : We do not know. No individual name should be mentioned.

PROF. SAIFUDDIN SOZ : A minute more. Then, Sir, as a member of the

Railway Users' Consultative Committee, I was told that I should help the Ministry in finding out somebody or some Institution for managing the outlet for booking passenger tickets and cargo. I would not recommend a friend of mine but I raised the issue with the Chamber of Commerce in Jammu and Kashmir. They found some retired Army officer whose name was to be recommended. I took up the matter with the Ministry and informed them that at present the concern in Srinagar owed 25 lakhs of rupees to the Ministry—that **

MR. DEPUTY-SPEAKER : No, That name will not go on record. That allegation cannot go on record.

PROF. SAIFUDDIN SOZ : Why did they not inform me of the present situation ? What is the present position ?

THE MINISTER OF STATE IN THE DEPARTMENT OF RAILWAYS (SHRI MADHAVRAO SCINDIA) : I will answer it.

PROF. SAIFUDDIN SOZ : I received a letter from you. I am beholder to you that you have responded. I took up the matter with you. I have received a communication from the Railway Department. I am a Member of Parliament from that area. When he goes there; he does not invite me at the conference. You said, "You are looking into it". After that, one and a half months have elapsed. Some People are not allowing you to respond to the situation that is brought to your notice. I have great hope with you being a young-man and a dynamic Minister. But no official should catch your leg and not allow you to respond to the aspirations of the people. That ** owed Rs 25 lakhs to the Railway Department. That is the point.

MR. DEPUTY-SPEAKER : Any allegation will not go on record.

SHRI MADHAVRAO SCINDIA : I would like to thank all the Members through you, Mr. Deputy-Speaker ... (Interruption).

MR. DEPUTY - SPEAKER : Please, order. Many Members spoke but, you listen to the Minister's reply.

SHRI MADHAVRAO SCINDIA : For the very constructive and interesting discussion that took place, during the discussion the Demands for Supplementary Grants.

I am also glad that the entire House has supported the nationalisation of the Putwah-Islampur railway and only two points were raised which I will answer, when I reply to each Member individually. But apart from that—there were also points of caution — I would say, every one has welcomed this. I thank the House for the support that they have given for this nationalisation.

I am sure, after two day's debate, the hon. Members understand the enormity of the task that the railway family is performing. As Mr. Daga said this is the second largest system in the world under a single management, a net-work which criss-crosses the Indian sub-continent and extends to 61,000 km. The railway family consists of 1.7 million people which is almost equivalent to the population of Jamaica or Panama. We run 11,000 trains, manage 7,000 stations and the amount of kilometrage that our trains do daily is equivalent to girdling the globe 35 times. This is the exercise that we are involved in and we are doing our best to put the system on to the rails, on to the tracks, so to speak. There may be certain lapses but in the context of the vast exercise, I am sure the Members will bear with us and I am sure that the honesty of our intentions and the determination and purpose, under Mr. Bansilal, we are trying to impart to the railway ministry, will be understood by the hon. Members.

Our main asset, I would like to say in most categorical terms, unequivocal

[Shri Madhevarao Scindia]

terms, is the splendid talent of human resources that are there in the Indian railways—the entire railway family, right from the officers, the staff, all those who work in inaccessible places.

These people do not know where to send their children, if there is some educational facilities required; they do not know where their next medical facilities would come from. In such inaccessible places, I myself had a few hours after, a tour programme. There happened to be a helicopter at my disposal for the tour programme and I took advantage of those two-three hours in the month of June, to take the helicopter and make some surprise visits in out of the way places. In fact, I would land in the police lines, pick up a police jeep—I must say, quite a few policemen had to be woken up it was 45 degrees heat in the afternoon—take the police jeep and go to the stations. I was amazed, surprised and it was a matter of gratification to me to find how the Station Masters, specially posted in out of the way places—when a helicopter lands, of course, the entire village comes—were being treated. The villagers in all the five stations that I went to showed tremendous appreciation and treated the Station Master almost like a God. They said that he was helping with drinking water, helping with other facilities. This is the sort of dedication that is being displayed by our staff, by and large. Of course, in every organisation, there are bound to be lapses. There are bound to be some black-sheep and we are doing our best to identify those black-sheep and take swiftest possible action whenever any example of lapse comes to our notice. But, in those few examples which, I would say, are in a minority considering the large exercise, let us not lose sight of the fact that there are thousands and lakhs of employees who are doing their best for the Indian Railways, and I think, a word of appreciation for those workers, for those staff members, must be made in my reply and in this House.

A lot of hon. Members, during the debate, showed a very deep understanding of our financial problems. Shri Basudeb

Acharia and many other hon. Members from the Opposition and many hon. Members from the Congress side also, including Shri Mool Chand Daga, all spoke about more allocations to the Railways. So, there is a resource constraint. It is true that, initially, we were allocated Rs. 1,650 crores as our Annual Plan outlay which was the same as that in the last year but which in real terms will, of course, be much less. But keeping in mind the resource constraint we value greatly, the support that the Prime Minister has given, the appreciation that he has expressed by giving us a further allocation of Rs. 400 crores. But whatever the Railways get will never be enough because what we desire is so much more. But in the context of the resource constraint, I think, a lot has been done, and for that, I am extremely grateful.

Because of this shortage of finances, we have to prioritise the items that we would like to take up first. Many times in the debates—and it is but natural—the hon. Members of Parliament lay a great stress only on the passenger aspect. This is but natural. I also represent 1.5 million people just like my hon. colleagues. Naturally there is pressure from the local areas, and that is because passenger carriage is directly connected with railway working in the public mind. That is why, the stress is on passenger carriage. But I would like to tell my hon. colleagues who have such a deep understanding of the nation's economy, who have such a deep understanding of the working of the Railway that we cannot afford to lose sight of the other task which is of a very vital nature and which the Railways perform, and that is, carriage of railway freight. There has to be a judicious blend between the two. Because if the Railway somehow do not meet the targets in freight movement, the effects on the economy will be disastrous. I am sure that Members of Parliament understand that there is a shortage of line capacity. Many times people feel: why can't a passenger train be run when there is no particular passenger train or express train going in between? But there is a time when that path is used for freight carriage. Therefore, the freight angle, which Mr. Ram Singh Yadav highlighted yesterday, must not be lost sight of. We do carry almost 70 per

cent of all the goods carried on the Indian transport system ...

SHRI BASUDEB ACHARIA : Except tea.

SHRI MADHAVRAO SCINDIA : The share of iron ore carried is 95 per cent fertiliser 95 per cent, coal 76 per cent, cement 52 per cent, foodgrains 15 per cent POL 49 per cent — all these are vere essential commodities.

SHRI BASUDEB ACHARIA : What about tea ?

SHRI MADHAVRAO SCINDIA : We are carrying some tea. A lot of tea is also carried by road. But tea is very much in our mind.

It will not be an exaggeration to say that the Indian Railways are the wheels of the Indian economy, and, as I said, within the resources allocated we have to give weightage to both the interests, passenger and freight. I know that it is easy for one to become popular by acceding to a particular halt of a passenger train or to run a passenger train in a particular sector, but both of us, Shri Bansi Lal and myself, firmly believe that the short term popularity of a Minister is meaningless if it is achieved at the expense of the long term interest of the system. That is why certain priorities have been made which I will talk about a little later.

Sir, the annual plan allocation this year has been increased to Rs. 2050 crores. The items of priority in our scheme of things rolling stock, track renewal, electrification and workshop modernisation. This is so as to increase the efficiency of utilisation. It is a fact that new lines are not being given the priority because of the shortage of funds. There is no point in expanding a system rapidly if you cannot handle the system as it exists today. Therefore, it is a fact that a very small allocation has been given. Whereas last year Rs. 114 crores had been allocated for new lines, this year only Rs. 69 crores have been allocated.

I want to put the correct picture in front of the Hon. Members of Parliament

and than I will seek their indulgence, I will seek their patience and I will seek their understanding.

This year, the cost of on-going projects for new lines is Rs. 1500 crores and the allocation as is envisaged in the full five year period for new lines is only Rs. 350 crores. This is unfortunate. If we had more money, would have spent certainly more. But in the priorities we have felt that a matter which affects the freight carriage, something which affects accidents, are the items on which we should concentrate. Therefore, rolling stock has been given as much as—out of Rs. 2050 crores 33% of the entire allocation—Similarly in the case of track renewal which is so important, 20000 kms. of backlog we are facing. If we want to clear this backlog in 10 years, it will mean that we will have to renew 4200 kms. of track every year, because every year 2300 kms. are added for renewal. Therefore, it is very important that track renewal is taken in hand because it affects the punctuality, it affects the movement and speeds of trains and above all, it affect the safety. Therefore, we have given as much as 25% of the entire allocation to track renewal.

We would like to give more. But we can still not meet that 4200 km. target in this 25%. But that is the maximum that we can eke out. So, 35% has been given to the rolling stock, 25% to the track renewal. For electrification also certain priorities have been made, diagonal and quadrilateral.

We are pushing ahead with electrification work and we have allocated 10% of the total allocation to electrification and 5% to workshop modernisation.

In fact, out of the extra Rs. 400 crores allocated, rolling stock has got 45%. We know the probelms that are taking place in West Bengal. There is a capacity to manufacture 26000 wagons. We have to keep the interest of the labour who are employed there also in mind. Therefore, the moment we got more money, as much as 45% was allocated to the rolling stock. So, we are doing our best to see that these priority items have been covered.

[Shri Madhavrao Scindia]

Even out of the Rs 400 crores, track renewal gets 20%, electrification 15%, workshop modernisation 8%. So all the priority items only had been accommodated in the extra allocation of Rs. 400 crores and no money has been specially, out of the way, allocated to any Railway Minister's or Transport Minister's constituency. I can assure you that every rupee as more or less gone into this.

I have already talked about track renewals. We had a budget target of 3000 kms. during this year in 1985-86, our target starting on 1st of April was 3000 kms. But I am not satisfied. I have raised that target to 3500 kms. We will do our best to see that we achieve that target. There are some problems. We face a few problems from the rails supply from Bhilai and some items of sleepers from Durgapur. But we will sort out those problems. They are also doing their best to assist us. In this context I would just like to point out one thing. This backlog has occurred because of the long neglect of the aspect of track renewal. In 1977-78, a total of Rs. 41 crores only, which is 9.7% of the total allocation; was allotted for track renewal. In 1980-81 it became Rs. 109 crores which was 11.2% and now it is Rs. 505 crores which is 25%. I just wanted to point out this fact.

As the hon. Members already know, we are placing an order for an extra 7000 wagons and the total will be 12500 wagons. We would have liked to order for 15000 wagons and we are hoping next year we can place an order for 15000 wagons because we have a tremendous requirement for wagons. We will require about 96,000 wagons in the five year period. Because the allocation was required at this particular point of time, there is only that much that the wagon manufactures can do, but next year we want to step it up.

Then, Sir, signals and tele-communications is an extremely important aspect of railway working. In this also we have allocated funds, not only have we allocated funds but we want to go into modern techniques of signals and tele-communications.

We are just for our own experience—instead of importing technology wholesale, we want to see if the technology can be developed by using it on our own railway importing some technology for a line between Churchgate and Borivli where we will try out the new fibre optic technique which is the latest technique and which I would like to see ultimately on the Indian Railways. But we would like to see what our experience is from the fibre optic technique.

As far as other aspects of the railway working are concerned, I would like to inform the hon. Members because some hon. Members

PROF. N. G. RANGA (Guntur) :
What about expansion of railway network in the North-east Frontier, in the tribal areas ?

SHRI MADHAVRAO SCINDIA : I have got a lot to deal with. I think I will come to that.

Some hon. Members talked about the efficiency of the utilisation of capacity-track capacity, rolling stock, etc. I would just like to point out a few figures. We have been concentrating so much on utilisation of electric locomotives, diesel locomotive and our entire rolling stock. I would like to inform the hon. Members about the percentage of ineffectives. In Electric Locos in 1982-83 it was 23% and in 1984 also it was 23% and it has come down sharply to the latest November figure of 20.6%. Similarly in the DC locos it has come down from 30% last year to 24% this year. So this aspect is not being lost sight of. Similarly, in diesel locomotives it was 13.12% in 1984-85 and in 1985-86 upto October it is 12.39%. These may be small percentages but when translated into real terms they make a very great impact.

As far as our production units are concerned, we have tried to see that they stick to their targets. In Chittaranjan Locomotive Works—we want to give more work to them and we want to place more orders because electrification gets priority,

the CLW produced during the period April to October 1984—34 locos and April to October 1985—41 locomotives. Similarly, DLW production has gone up in the same period. From 63 last year it has gone up to 68 diesel locomotives this year and ICF production has gone up from 489 to 494 because it is working to full capacity.

Tremendous improvement has taken place in the Wheel and Axle Plant. The turn-out was 1188 last year and the target this year was 9250 and next year we will produce hopefully 23,000 wheel sets in the plant. The World Bank appraisal was that we would reach this figure in four years and when we reach 23000 sets next year, we would have done it in 2½ years. So, there has been an improvement in the production units also.

As far as our loading targets are concerned, I am happy to inform the House that our loading target this year was 250 million tonnes for the full financial year. Last year we could achieve 237 million tonnes. The increased quota given by the Planning Commission was 13 million tonnes. Normally, the increase is about 6-8 million tonnes but this year it was fixed at 13 million tonnes. Although we have a diminished fleet in number of wagons and also a marginally diminished fleet in number of locomotives yet we had to do 13 million tonnes more this year than last year. I am happy to inform the House that in seven months we have achieved 12 66 million tonnes out of those 13 million tonnes. So, the quota given to us for the full year has been almost achieved and we are confident to go substantially above the target.

As far as actual commodities carried is concerned, I am also happy to inform the House that carriage of coal has gone up by 10 per cent. Shri Janga Reddy was misinformed when he said that some power houses have been closed due to non-supply of coal. This is not a fact. No power house was closed down because the Railways did not supply coal. The carriage of sugar has gone up by over 100 per cent; cement 2.3 per cent, steel 8 per cent and foodgrains have gone up by about 11 per cent.

In pursuance of our objective of modernisation we are phasing out steam locomotives as soon as we can. Normally they would have been phased out by 2013 AD. We have altered the target and we want to phase out the steam locomotives by 2000 AD. In the six months this year period the ICD containers have gone up from 4511 to 9693 as compared to the corresponding period last year. We are looking around for a number of spots where ICD container depots could be opened. I have already talked about our production units. We have also decided to go in for expansion in the CLW work capacity. Today we are producing 60 locomotives. We hope to produce 70 locomotives next year eventually working up to 100 locomotive. This is our aim. Our electrification programme needs about 500 locomotives in five years' period and we have to make up the shortfall through these measures.

I would like to come now to safety. Safety is an aspect which exercises our mind greatly and I cannot tell you the anguish and pain that right from Minister level downwards the railway family feels when these tragedies occur, especially when they could have been avoided. Certain safety drives have been carried out. Safety groups have been formed and seminars on safety take place so that there is involvement from the lowest level as well. The smallest member of the staff should feel part of the exercise. I am glad to say that though in the initial part of the year—it is also understandable because the measures to take effect take some time—there was a marginal increase as far as accidents were concerned but I am glad to say that in the period 1st April to November, that is, eight months the number of accidents has gone down. The number of accidents attributable to railway staff has also marginally diminished. But I am not satisfied with the diminishing rate and we will all be concentrating on it. But the fact is that it has marginally diminished and the total number of accidents has gone down. What is worrying us is the rise in accidents at the railway crossings. It is really exercising our mind and in fact I have to inform the House that last night also there was an accident in which six people died in the Gorakhpur area and three were

[Shri Madhavrao Scindia]

injured and they are in hospital. So, it is something which is worrying us tremendously because accidents at the level crossings have gone up. We have got in mind the question of level crossings. Our country is vast and the railway track is also very vast. There are about 37,000 railway crossings in the country of which only 15,000 are manned. It is very expensive to man them. We are trying to see that about 300 to 400 at least are manned a year. We are increasing our staff in that. I would like to point out that though the figures have improved, we are very much exercised about the increase in level crossing accidents and that is an item for which we have to give special attention. I would now like to come to punctuality.

SHRI AJAY MUSHRAN : Would the hon. Minister like to cover the security aspect of men and materials moved by the railways ?

SHRI MADHAVRAO SCINDIA : I would like to cover it. Now, I come to punctuality. I was personally monitoring about 60 trains. They were running chronically late. They were running in time only 25% of the time. But that has gone up to 60% to 70%. There are some trains which are causing worries. Mr. Amar Roypradhan was referring to some trains. We are racking our mind to improve the Tinsukhia and Assam Mails.

SHRI AMAR ROYPRADHAN : The railway line between Malda and New Cooch-Bihar should be doubled.

SHRI MADHAVRAO SCINDIA : I would like to mention here that subjects like track renewal, electrification, etc. where engineering work is involved cause delays. Some delays are also caused by people. The railways being the favourite whipping boy of the public, whenever they want to demonstrate, they say "let us go to the Railway station to demonstrate". These are the problems so far as the demonstrations are concerned. We are facing a lot of problems on the Eastern Railway, on the Northern Railway and in a part of the

Central Railway as far as chain pulling and hose-pipe disconnections are concerned. I would be grateful if I get help and cooperation from the hon. Members and create a feeling of responsibility for the railways and their properties and also among the people who use the trains because a lot of inconvenience is caused to them.

The total number of alarm chain pulling between January and August, was 1,32,888. Out of these, 22,000 were in Bihar, 21,000 were in Madhya Pradesh, and 39,000 in Uttar Pradesh. Now, these are the three States having a large number of chain pullings. Similarly, I would like to mention the problem of hose-pipe disconnection. It is also a very major problem. We have increased the fines and penalties. But I think a little more public awakening is necessary and their cooperation is also necessary here. The total number of hose-pipe disconnection during the same period, that is, January-August, was 46,149. Out of this, 20,540 were on the Eastern Railways and 23,558 were on Northern Railways. As far as States are concerned, out of 46,000, UP had 25,000 and Bihar had 10,000.

AN HON. MEMBER : What about Southern Railway ?

SHRI MADHAVRAO SCINDIA : Southern Railway has an excellent record.

[*Translation*]

SHRI BALKAVI BAIRAGI (Mandsaur): You have given statistics in respect of Madhya Pradesh, Please give the same in respect of Haryana also as to what is the position there.

SHRI MADHAVRAO SCINDIA : Haryana is also there but I do not have statistics in respect of Haryana at present.

[*English*]

In the drive against ticketless travel, during the period April to September, 1985, 30 per cent more checks were conducted than for the same period the year before, and one lakhs fifty five thousand check

were conducted. The number of persons detected were twenty-four lakhs during the period April to September, 1985. This is up by 14 per cent and the railway dues realised were 20 per cent more than last year, which amounted to Rs. 5.11 crores.

Before going on to passenger amenities and other aspects, I would like to very briefly touch on a few indices of efficiency which pertain to the railway system. The best yardstick for utilisation of wagons and locomotives etc. is the yardstick called net tonne kilometers per wagon day. This has shown a phenomenal increase. It has gone up from 1074 in six months last year to 1188 which is an all time record. Similarly, the net tonne kilometers has gone up from 80 billion last year in the six months this year to 91 billion net tonne kilometers.

Now, I would like to go into some of the few aspects of the passenger side which we are contemplating. Before that, I would like to say that we have also on northern railway conducted certain experiments with regard to the haulage of 9000 tonne heavy haul trains. So far train load is 4500 tonnes. We want to double it, because this will increase our output, and track utilization. I am glad to inform the House that, by and large, these experiments for the 9000 tonne heavy haul trains have been successful in spite of the fact that we have not yet imported the loco trawl, which is the system which is put on. For pulling the 9000 tonne train, there have to be three diesel locomotives and to synchronise those three locomotives, there has to be a system, so that an order given in the first locomotive is immediately responded to in the second and third locomotive. This system has been ordered and it is being brought in. I think, we have ordered, if I am not mistaken, two sets of system for experimentation, but before the import of that, as a temporary measure, we have already conducted experiments and they have been fairly successful.

There was some talk about passenger amenities. We do realise that there are a lot of complaints specially in the matter of reservation about corruption. Fully realising this, we are doing our best to see how much we can eliminate and how quickly we can

eliminate that. To start with, we are going in for a computerised reservation programme at New Delhi station. It would be for all the 40-50 trains that originate from New Delhi. It should be applicable to them by end March, 1986. Later by the end of the year, Nizamuddin and Old Delhi would also be taken into this plan. We do not want to rush into something and find out later that it ends up in great chaos. We would like to implement it there first, then learn from it and implement it in Howrah, Bombay and Madras. That is what our plan is. This computerised reservation will help greatly as far as elimination of corruption is concerned. Of course, there are possibilities there also. It is not that it can be completely eliminated. But we are trying to narrow down the field as much as possible. Still somebody can go and order so many tickets on some train and something like that. Realising this lacuna, we have added another column to the computerised programme so that the sex of the ticket purchaser—male or female, will also be in it and the age group will also be in it so that it becomes more and more difficult to resell the tickets to somebody else.

As far as freight is concerned, we have a very big computerisation programme called the Operation Information Service, which is a programme of Rs. 520 crores and initially it was going to be completed by 1994-95 because it is such a vast system and in telecommunications lot of work needs to be done. I have tried to move the target down to 1991. In other countries wherever it is employed, it has made an impact of 38 per cent improvement in efficiency in the railway freight movement. So, the OIS programme certainly has a priority in our mind.

As far as catering is concerned, have again we have made a small beginning. Just like in the computerisation of reservations, I feel that here also we should hasten slowly because if we go too fast, then the quality that we are trying to serve and the ways of serving the food may start dropping, and the whole object of this exercise that we want to bring out, will be totally lost. Therefore, we are increasing it slowly and at present we are serving these casseroles in about 20 to 25 trains.

[Shri Madhavrao Scindia]

There have been some complaints. But our feedback in the forms we have given out, is that between 80 to 85 per cent have welcomed it for different aspects for hygienic aspect because it is totally sealed and covered and also for the warmth of the food. We ordered special hot-cases (and this took about four months to perfect) so that about 48 casseroles can be carried on the trains. As I said earlier, there have been complaints only recently. Just a few days back, there was a complaint from some of the MPs from Hyderabad and we are looking into the complaint. I want to nip the problem in the bud itself because if we do not take strong action as far as this complaint is concerned, then the disease may start spreading. So I want to take strong action against the base kitchen which is involved in serving the food cold in the casseroles, so that it is nipped in the bud and people would understand the sort of importance that we are giving as far as passenger comforts and passenger amenities are concerned.

PROF. SAIFUDDIN SOZ : The Railway Users' Consultancy Committee should meet more often. It meets only once in three months.

SHRI MADHAVRAO SCINDIA : There are a number of problems that the people are facing as far as ticket refunds are concerned. So, we have reorganised the entire system and very soon, within a month's time, the new system will start operating in which we have given much more powers to the station masters so that people can get the refund for tickets not used as quickly as possible.

SHRI RAM PYARE PANIKA : It may be misused also.

SHRI MADHAVRAO SCINDIA : That aspect has always to be kept in mind. That is why I had given this job to the RITES which is our consultancy organisation. I had given them this job about five months ago. Normally, I set targets for everything, but for this particular thing I have not set any target because I wanted a very thorough study. There should be no

mistake in it because it may have far reaching repercussions...Now they have produced a very comprehensive report in three volumes and we are studying it. And slowly in phases we are bringing it on to the railways.

As far as claims are concerned, here also, I am very happy to inform the House that the number of claims pending for six months has come down from 17,000 in 1.1.1985 to only 6,000 now, which is a 62 percent improvement in the number of claims disposed of. Other passenger amenities like telephone enquiries, increasing the number of telephones; C.C. T.V., public grievances booths in metropolitan cities, all these things we are paying attention to. The hon. Members will be happy to note that another thing is taking on a very crash programme basis is to try and identify corrupt and inefficient Railway personnel and to weed their out expeditiously. There are reviews taken in certain age groups. Normally those reviews tended to be more of formality. I have told them that it should be no longer remain a formality, very-very close look should be taken at the records of the officers and staff and if they are found wanting in any way, they should be retired and weeded out. I will also go on to the queries of all the individual Members. I have only 15 minutes at my disposal.

MR. DEPUTY-SPEAKER : No, no, you have only 10 minutes at my disposal.

SHRI MADHAVRAO SCINDIA : I have only 10 minutes at your disposal. I had answers to all the.....

(Interruptions)

MR. DEPUTY-SPEAKER : Hon. Minister, individual things you can write and any general thing you can reply now. Please take your seat. Don't disturb him. Let him finish first.....

(Interruptions)

SHRI MADHAVRAO SCINDIA : Shri Jaffar Sharief brought up the point of railway colonies. We have increased the allocation to Rs. 97.20 crores in 1985-86

from Rs. 90 crores in the previous year— an increase of about 9 per cent. But I do realise that staff amenities and railway colonies are something which should receive the due importance because I have said that our greatest asset is the human resources. We have taken up rehabilitation of bridges also. All the 2000 bridges that need rebuilding and rehabilitation at the beginning of the Seventh Plan, we will be providing.

(Interruptions)

MR. DEPUTY-SPEAKER : Why are you disturbing ? He is answering everyone.

SHRI MADHAVRAO SCINDIA : Mr. Jaffar Sharief brought up the matter about Rail Yatri Niwas, About Rail Yatri Niwas, there is a misunderstanding. It is not a hotel. It is really an extension scheme of the waiting rooms - retiring rooms at New Delhi Station and I feel that a lot of middle class and lower middle class passengers come and they are held to ransom by transporters. They do not know where to find proper accommodation. So we want to give cheapest and most simple facility...

(Interruptions)

MR. DEPUTY-SPEAKER : In existing places. for months together, people go on staying, vacating and staying That is happening in all Stations. It is found in many places, the same person is staying and vacating and he will again come and occupy.

SHRI MADHAVRAO SCINDIA : If you want, I can write to all the individual Members.

MR. DEPUTY-SPEAKER : No, any general thing, you can answer. He will write to you individually. He is having a lot of things to say. That is why, I have asked the hon. Members to be very brief. Nobody was brief at that time. What can I do ?

SHRI MADHAVRAO SCINDIA : I will have to write to you, because I don't have any time because Private Members' Bill is there ...

(Interruptions)

MR. DEPUTY-SPEAKER : Any general thing you can tell.

SHRI MADHAVRAO SCINDIA : Again I would like to thank the hon. Members for most constructive debate. There was a lot of valuable support and there was also some criticisms, most of which was constructive and we accept it in that spirit, if we don't hear criticism, how can be improve ? So we thank the hon. Members for having pointed out also our lapses. I once again like to implore that public corporation is a must. It must be there. Somebody talked about automatic warning system. In the automatic warning system a magnet is attached to the track and an other magnet is attached to the coach. Therefore, if the train passes or approaches the red signals, automatically the brakes are applied and the driver has to make a conscious effort to cut out and neutralise it. So, it is a very good thing. It was tried out in the Eastern Railway. The hot box detector was tried out also. We were very pleased. It was a tremendous safety measure. Within one week, they all disappeared from the tracks. They have an intrinsic value and were stolen. The same thing is being used, and we are trying it on the Bombay suburban railways, and it is working very satisfactorily.

So, public cooperation is what is important. Actually, this is the basis for the success of the entire governmental exercise. I do not think democracy is a one way street. I interpret democracy as a partnership, a partnership between those who are elected, and those who elect them; and there is a responsibility on both sides. That spirit of partnership, which I think the whole of India acknowledges, is taking place, has taken roots under the leadership of our Prime Minister Mr. Rajiv Gandhi. And if this point is not lost sight of, there is nothing that can stop India from making progress.

I would again like to thank you all. I have noted in all the speeches an under-current of understanding. It increases our confidence greatly when we receive this sort of a support. I have always maintained that

[Shri Madhavrao Scindia]

the Indian Railways are the living symbol of the unity and integrity of our country. The nation is in the process of transforming itself into a modern, forward-looking society, a society which is dynamic yet retaining its essential cultural ethos. I think it is a tribute to the way of thinking of our Prime Minister that though deeply committed to modernity, he like his respected mother, constantly and consistently is putting emphasis on the maintenance of India's cultural identity. And it is this cultural identity which can impart to the nation the depth of character which is required to digest the full impact of the leap forward in science and technology and yet retain a national balance of mind, a national identity. Material progress by itself can soon lead to a wayward direction in this nation. I think Indian Railways can truly epitomize modern technological progress and yet remain an important symbol of national cultural unity and integration. We unite in our embrace, India both vertically and horizontally.

The railway compartment recognizes no religion, it recognizes no region, and no caste. In our trains travel people from the frozen peaks of the Himalayan in the north, to the waters of the Indian Ocean, from the desert of Rajasthan to the salubrious climate of the north-east. In our compartment, mix the Imam and the purohit; in our compartment the priest and the Cranthi meet; and our carriage mingles these people of all castes, momentarily making India, Tegore's ideal India where the world has not been broken up into fragments of narrow, domestic walls.

We require your understanding, we require your patience, we require your cooperation; and we are confident that we will receive these in full measure. And building upon this confidence, we will strive to make Indian Railways yet another Indian success story.

MR. DEPUTY-SPEAKER : The question is :

“That the Bill to provide for the acquisition, in the public interest, of the

undertakings of the Futwah-Islampur Light Railway Company Limited in relation to the Futwah-Islampur Light Railway Line and for matters connected therewith or incidental thereto, be taken into consideration.”

The motion was adopted.

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

“That Clauses 2 to 18 stand part of the Bill.”

The motion was adopted.

Clauses 2 to 18 were added to the Bill.

MR. DEPUTY-SPEAKER : The question is :

“That Clause 1, Enacting Formula, Preamble and the Title stand part of the Bill.”

The motion was adopted

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

MR. DEPUTY-SPEAKER : Now, the Minister.

SHRI MADHAVRAO SCINDIA : I beg to move :

“That the Bill be passed.”

MR. DEPUTY-SPEAKER : The question is :

“That the Bill be passed.”

The motion was adopted.

MR. DEPUTY-SPEAKER : I shall now put the Supplementary Demand for Grant (Railways) for 1985-86 to vote...

The question is :

“That the respective supplementary 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 defray the charges that will come in course of payment during the year ending the 31st day of March, 1986, in

respect of the head of Demand entered in the second column thereof—Demand No. 16.”

The motion was adopted.

Supplementary Demand for Grant (Railways), 1985-86 voted by Lok Sabha

No. of Demand	Name of Demand	Amount of Demand for Grant voted by the House
		Rs.
16	Assets—Acquisition, Construction and Replacement Other Expenditure	433,00,00,000

APPROPRIATION (RAILWAYS) NO. 5
BILL, 1985*

[English]

THE MINISTER OF STATE IN THE DEPARTMENT OF RAILWAYS (SHRI MADHAVRAO SCINDIA): Sir, I beg to move for leave to introduce a Bill to authorise payment and appropriation of certain further sums from and out of the Consolidated Fund of India for the services of the financial year 1985-86 for the purposes of Railways.

MR. DEPUTY-SPEAKER : The question is :

“That leave be granted to introduce a Bill to authorise payment and appropriation of certain further sums from and out of the Consolidated Fund of India for the services of the financial year 1985-86 for the purposes of Railways.”

The motion was adopted.

**

SHRI MADHAVRAO SCINDIA : I introduce the Bill.

I beg to move** :

“That the Bill to authorise payment and appropriation of certain further sums from and out of the Consolidated Fund of India for the services of the financial year 1985-86 for the purposes of Railways, be taken into consideration.”

MR. DEPUTY-SPEAKER : The question is :

“That the Bill to authorise payment and appropriation of certain further sums from and out of the Consolidated Fund of India for the services of the financial year 1985-86 for the purposes of Railways, be taken into consideration.”

The Motion was adopted.

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

The question is :

“That Clause 2 and 3, the Schedule, Clause 1, the Enacting Formula and the Title and stand part of the Bill.”

*Published in Gazette of India Extraordinary Part II, Section 2 dated 13.12.85.

**Introduced/moved with the recommendation of the President.